DOCUMENTS IN THIS PACKET INCLUDE:

LETTERS FROM CITIZENS TO THE
MAYOR OR CITY COUNCIL

RESPONSES FROM STAFF TO LETTERS FROM CITIZENS

ITEMS FROM MAYOR AND COUNCIL MEMBERS

ITEMS FROM OTHER COMMITTEES AND AGENCIES

ITEMS FROM CITY, COUNTY, STATE, AND REGIONAL AGENCIES

Prepared for: 4/30/2018

Document dates: 4/11/2018 – 4/18/2018

Set 1 of 3

Note: Documents for every category may not have been received for packet reproduction in a given week.

COUNCIL MEETING
04/16/2018
☑Received Before Meeting
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Carnahan, David

From: Art Liberman <art_liberman@yahoo.com>
Sent: Thursday, April 12, 2018 5:01 PM
To: Council, City
Cc: Keene, James
Subject: Stop or Slow premature authorization for Charleston-Arastradero reconstruction

The Council agenda for the April 16th meeting has an item on the Consent Calendar for the Charleston-Arastradero roadway reconstruction. This is premature, in as much as the Council has not yet voted on the Infrastructure Capital Budget. It should be removed from the consent calendar.

We can't afford all of the Infrastructure projects, given the construction inflation costs, and so the Council needs to review the list of projects. You need to make some hard decisions - that's why you were elected - and I think you should eliminate those of lower priority.

One project that I think should be eliminated is the "Charleston/Arastradero Corridor Improvements ($10.0 million)" plus an additional $5.0 million for "Phase I of the Charleston/Arastradero Corridor reconfiguration," written on page -IV of transmittal letter http://www.cityofpaloalto.org/civicax/filebank/documents/57409

The project plan includes completely grinding up and repaving the roadway from Gunn to Fabian Way, replacing existing traffic lights with new traffic lights, replacing sidewalks, etc. It's a massive, massive undertaking. The engineering project review that I heard goes way beyond what is described for this project in the budget plan (page 61 of the link above: "new landscaped median islands, enhanced bike lanes, new street trees and landscaping, and bulb-outs.") In my view, the rebuilding of the corridor will not improve traffic flow, nor will it measurably improve the safety of those using it in cars or on bikes. The roadway surface is currently in good shape, and I feel this project is largely cosmetic. And if there is to be a grade crossing for rail on Charleston, the roadway would have to be dug up all over again.

We can't afford everything and given our budgetary limitations, this project is an extravagance and should be eliminated.

Arthur Liberman
751 Chimalus Drive

Carnahan, David

From: Jim Colton <james.colton10@gmail.com>
Sent: Monday, April 16, 2018 3:07 PM
To: Council, City
Subject: SB1 proposal and Arastradero Plan

Dear City Council,

On the consent calendar for this evening, there is an item that includes an SB1 proposal for funds for infrastructure improvement that is coupled with approval of the plan for Arastradero improvement. Since the SB1 funds don't have to be used for Arastradero, these two items should be separated. In particular I believe there we should give Arastradero more consideration before proceeding with the plan for the following reasons:

- City budget is overspent already. Arastradero should be considered with all other needs of the city like Fire and Police. Is this a need or a want?
- Do we need to spend over $10m on hardscape for a system that is already working the way it was designed? With the current painted system, bikes are safe and we have some flexibility if cars need to turn or pull over in emergencies.
- The aggressive construction on Ross Road has resulted in almost 1000 signatures to a petition to change the design, more than any other issue has produced. Do we want to have another Ross Road?

Please separate the SB1 proposal from the Arastradero project.

Jim Colton
Georgia Ave

Carnahan, David

From: Eugene Zukowsky <eandzz@stanford.edu>
Sent: Monday, April 16, 2018 3:24 PM
To: Council, City
Subject: SB1 proposal and Arastradero Plan

Dear Council Members,

We urge you to separate the two items, an SB1 proposal for funds for infrastructure improvements and the Arastradero Project. The Arastradero Project should be studied before a large amount of money is spent for this proposed project.

There are other needs in this city that require funding and there is a shortfall of funds.

Dr. And Mrs. Eugene Zukowsky
Maybell Way

Sent from my iPad

Carnahan, David

From: Ron Baker <rabaker.pa@gmail.com>
Sent: Monday, April 16, 2018 3:51 PM
To: Council, City
Subject: SB1 Proposal And Arastradero Corridor Plan

Dear City Council:

The SB1 Proposal should be separated from the Arastradero project. The corridor project itself is wasteful, and creates additional problems for residents of neighboring streets attempting to enter Arastradero Road during rush hour. Moreover, it will make transit of Arastradero, one of this city's prime corridors, slower and more problematic, at a time when traffic is already a disaster. The entire project is poorly designed, and creates a variety of new risks for bicyclists. Lets save money now, and avert this unnecessary and problematic development.

People from our neighborhood are being ignored at public meetings and in side sessions with city staff. It smacks of the same treatment that South Palo Alto got over the Maybell project.

Ron Baker
rabaker.pa@gmail.com

Carnahan, David

From: NTB <aarmatt@gmail.com>
Sent: Monday, April 16, 2018 4:13 PM
To: Council, City
Subject: SB1 and the Charleston/Arastradero Corridor Project

To the Honorable Mayor Kniss and City Council Members:

I am writing you in support of including the Charleston/Arastradero Corridor Project in the SB1 funds for infrastructure improvement so that the hardscape portion of the project can be completed.

For the past fourteen years, the Charleston/Arastradero Corridor Project in its various phases has received unanimous approval from every City Council who reviewed it. The performance measures for the trial have been met. However, the **safety** features that were built into the design will not be fully realized until the hardscape is in place. **The primary goal of the project - to create a safer environment for our school children to walk and bike to eleven public and private corridor schools and for other road users– will not be achieved until the hardscape is in place.** It is imperative that the job be finished as designed…..and it needs to be finished now…for our kids.

I don't ride a bike any more myself, but I do walk and drive on the corridor frequently. I continue to see that the previously approved improvements are acutely needed. Many citizens like me have worked hard with the City for fourteen years to create the best possible plan to balance the needs of all street users. That is a very long time. Please follow though on the promises made fourteen years ago. A nexus study was done, multiple phases of striping trial were implemented and reviewed. Citizens (including me) have attended countless community meetings and public hearings. I'm not sure I can attend the meeting tonight, but I feel I should not have to. At this point, I feel the City is obligated to follow through on the commitments made related to this project…expediently.

In addition, the Corridor factors into the City's Safe Routes to School goal network of bike and pedestrian routes as well as helps in making the City a premiere bike friendly environment. Please don't leave the project hanging. Please approve the funding to finish this important project that implements the vision of our Comprehensive Plan without any further delay

Thank you.

Sincerely,

Nina Bell

Los Palos Ave., Palo Alto

Carnahan, David

From: Kathleen M Eisenhardt <kme@stanford.edu>
Sent: Monday, April 16, 2018 4:15 PM
To: Council, City
Subject: Arastradero and sb1 separation

Council

At tonite's meeting, pls separate the Arastradero plan from the sb1 consideration. Specifically, it would be ideal to think more about Arastradero for reasons that include

1. Expense - is this a necessary improvement now? Or ever? There is a lot of community opposition, making it unclear whether this is s wise use of money especially with an over spent city budget.

2. Flexibility- is hard scape a good idea? It locks in the design and so limits future responsiveness.

Thanks for your consideration on this. More thought is needed about this project, its priority, and its expense.

Kathleen Eisenhardt
Donald drive

Sent from my iPhone

From: Ng, Judy
To: Council Members; ORG - Clerk"s Office; Council Agenda Email
Cc: Keene, James; Shikada, Ed; De Geus, Robert; Flaherty, Michelle; Portillo, Rumi; Blanch, Sandra; Jimenez, Angelica; Lee, Frank
Subject: 4/16 Council Agenda Questions for Item 5
Date: Friday, April 13, 2018 1:41:40 PM

Council Question Response

Dear Mayor and Council Members:

On behalf of City Manager Jim Keene, please find below in **bold** staff responses to inquiries made by Council Member Tanaka in regard to the April 16, 2018 council meeting agenda.

Item 5: Approval of Employee Benefits Contracts for Dental, Vision, Life, AD&D, and LTD - CM Tanaka

Item 5: Approval of Employee Benefits Contracts for Dental, Vision, Life, AD&D, and LTD

Q. 1. Which employees get benefits?

A. 1. All employees except unbenefited hourly employees.

Q. 2. How much did the City pay each of these companies in the past terms? Is it more, less or equal to this contract? Why? In the future, it would be very helpful if staff mentions past contract amounts in reports as a basis of comparison.

A. 2. The amounts are equal to the prior contracts – the extensions lock in the current rates.

Q. 3. How many companies bid in each of the RFPs? What were the bid amounts?

A. 3. The RFP process for the Life /LTD insurance will begin May 2018. The RFP process for the Dental/Vision insurance will begin during the second half of 2020. The extensions lock in the current rates without disruption to coverage.

Q. 4. Why is there a not to exceed amount if this is insurance for a fixed rate?

A. 4. The "not to exceed" amount represents the new total for the entire life of the contract, which includes the prior contract plus the extension.

This is not a completely fixed rate, as the actual amounts paid to the administrators vary depending on the number of enrollees.

Q. 5. Are the benefits better or worse than the last contract (for employees)? Why?

A. 5. There are currently no changes to the benefits for these plans.

Thank you,
Judy Ng

Judy Ng
City Manager's Office|Administrative Associate III
250 Hamilton Avenue | Palo Alto, CA 94301
Phone: (650) 329-2105
Email: Judy.Ng@CityofPaloAlto.org

Carnahan, David

From: herb <herb_borock@hotmail.com>
Sent: Sunday, April 15, 2018 4:29 PM
To: Council, City; Clerk, City
Subject: April 16, 2018, Council Meeting, Item #6: Rail Contract with AECOM

Herb Borock
P. O. Box 632
Palo Alto, CA 94302

April 15, 2018

Palo Alto City Council
250 Hamilton Avenue
Palo Alto, CA 94301

APRIL 16, 2018, CITY COUNCIL MEETING, AGENDA ITEM #6
CONTRACT WITH AECOM IN THE RAILROAD GRADE SEPARATION AND SAFETY IMPROVEMENTS PROJECT

Dear City Council:

I urge you to remove this item from the Consent Calendar and reject the proposed contract with AECOM, because AECOM has a potential conflict of interest due to its receipt of funds from both the Peninsula Corridor Joint Powers Board and the California High Speed Rail Authority.

I notified you at you January 29, 2018, meeting that the previous contractor for this project, Mott MacDonald also had a conflict of interest in regard to this project.

See my January 29, 2018, letter to you in the February 12, 2018, City Council agenda packet Public Letters Set 2 of 2 on PDF pages 149-156 at: https://www.cityofpaloalto.org/civicax/filebank/documents/63291.

On August 3, 2017, the Peninsula Corridor Joint Powers Board awarded a $4 million contract to AECOM Technical Services, Inc. (AECOM) to provide on-call planning support for grade separation projects.

See Peninsula Corridor Joint Powers (JPB) Board staff report, “Award of Contract to Provide On-Call Planning Support for Grade Separation Projects” in the agenda packet for the August 3, 2017, JPB Board meeting on PDF pages 155-159 at: http://www.caltrain.com/Assets/__Agendas+and+Minutes/JPB/Board+of+Directors/Agendas/2017/2017-08-03+JPB+Agenda.pdf; and

minutes of the JPB August 3, 2017, JPB Board Meeting at the bottom of Page 6 of 8 and the top of Page 7 of 8 at: http://www.caltrain.com/Assets/__Agendas+and+Minutes/JPB/Board+of+Directors/Minutes/2017/2017-08-03+JPB+approved+minutes.pdf.

Therefore, AECOM has a potential conflict of interest in working for the City of Palo Alto on the Grade Separation project, because it receives funds from the JPB for "Planning Support for Grade Separation Project".

The proposed contract with AECOM, including the Scope of Services for the contract, appears in the 4/16/2018 staff report (ID # 9100) for this agenda item at: https://www.cityofpaloalto.org/civicax/filebank/documents/64464.

The following information appears in that staff report and scope of services at the pages indicated below:

Contract page 7, PDF page 12 of 51, under "Section 21. Conflict of Interest, paragraph 21.1": "In accepting this agreement, CONSULTANT covenants that it presently has no interest, and will not acquire any interest, direct or indirect, financial or otherwise, which would conflict in any manner or degree with the performance of Services."

Contract page 11, PDF page 16 of 51, under "Scope of Services Contents": "Task 7. Assist the City during CAHSR Environmental Analysis Phase".

Contract page 12, PDF page 17 of 51, under "Project Understanding", first paragraph, last sentence, "City is preparing for increases in passenger rail service due to Caltrain's Electrification Project and the probable California High-Speed Rail (CAHSR) Project."

Contract page 28, PDF page 33 of 51, under "Task 7. Assist City during CAHSR Environment Analysis Phase": "At CITY's request, CONSULTANT will attend relevant CAHSR EIR meetings and ensure that CITY's interests are represented during the environmental analysis process. ... CONSULTANT will review and summarize relevant information in the EIR documents and [help] draft comments and [provide] supplemental information to the CHSRA to address CITY's concerns."

Since November 2008, AECOM has had a $55 million contract with the California High Speed Rail Authority (CHSRA) for the Altamont Corridor Rail Project as part of the Bay Area to Central Valley Program EIR/EIS.

In May 2013 CHSRA transferred funding for Altamont Corridor Planning to the San Joaquin Regional Rail Commission (SJRRC), including the $36.43 million the California Legislature appropriated to CHSRA for the Altamont Corridor when the Legislature approved SB 1029.

See the staff report prepared for the June 6, 2013, CHSRA Board Meeting, Item #3 to "Transfer Leadership and Funding for Altamont Corridor to the

SJRRC at:
https://www.hsr.ca.gov/docs/brdmeetings/2013/060613/AI_3_Proposal_Amend_MOU.pdf

See "Amended Second Memorandum of Understanding" between the California High Speed Rail Authority and the San Joaquin Regional Rail Commission at: http://www.hsr.ca.gov/docs/brdmeetings/2013/060613/AI_3_Attachment_MOU_SJRRC.pdf, on PDF page 5 of 6, under "12. Funding.: The California State Legislature appropriated funds specifically for environmental and design work in the Altamont corridor as part of SB 1029 (Chapter 152, Statutes 2012) in the amount of $36.43 million. The Authority plans to apply these funds to the planning and environmental work within the Region in cooperation with SJRRC ..."

Monthly reports of the spending on the CHSRA contract with AECOM funded by CHSRA and currently administered by SJRRC are provided to the CHSRA Finance & Audit Committee.

These reports enable the calculation of the contract amount spent during any time period by comparing the contract balance between two of these monthly reports.

During the most recent twelve months, it is possible to calculate the amount spent for the ten months of May 2017 through February 2018 inclusive.

For that ten month period over $7 million of the $55 million contract with AECOM was expended:

Balance as of April 30, 2017:	$37,222,747
Balance as of February 28, 2018:	$30,201,568

Total Expenditure:	$ 7,021,179

CHSRA June 2017 Contracts & Expenditures Report as of April 30, 2018:
http://www.hsr.ca.gov/docs/brdmeetings/2017/brdmtg_061417_FA_Contracts_Expenditures_Report.pdf, Page 1 of 19.

CHSRA April 2018 Contracts & Expenditures Report as of February 28, 2018:
http://www.hsr.ca.gov/docs/brdmeetings/2018/brdmtg_041718_FA_Contracts_Expenditures_Report.pdf, Page 1 of 18.

AECOM has a potential conflict of interest in working for the City of Palo Alto, because it receives funds from CHSRA that are laundered through SJRRC.

AECOM should not be working for the City of Palo Alto on rail issues related to Caltrain and related to CHSRA, because AECOM receives funding from both of these organizations.

Therefore, you should remove this item from your Consent Calendar and reject the proposed contract.

Thank you for your consideration of these comments.

Sincerely,

Herb Borock

COUNCIL MEETING
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Carnahan, David

From: Wayne Martin <wmartin46@yahoo.com>
Sent: Sunday, April 15, 2018 9:24 PM
To: Council, City
Subject: Opposition To Council's Opposition To Tax Fairness Act of 2018

Elected Council Members:

I am opposed to the Council's alleged opposition to the "The Tax Fairness, Transparency, and Accountability Act of 2018" which may well appear on the 2018 ballot. If it does appear, I will be voting for it.

The Council has provided little in the way of evidence as to why the Municipal Government of the City of Palo Alto should be on record as opposed to transparency, or prudent use of our money. Perhaps the Council should make an effort to explain the voters, and taxpayers, why transparency and prudent financial administration is not in our best interests.

Wayne Martin
Palo Alto, CA

Carnahan, David

From: Neilson Buchanan <cnsbuchanan@yahoo.com>
Sent: Sunday, April 15, 2018 4:18 PM
To: Maximilian Goetz; Greg Tanaka
Cc: Council, City
Subject: Re: Councilman Tanaka Encourages You to Speak Out Tomorrow

Thanks for the heads up about this issue. I have a three comments.

#1 I cannot find any documentation on the internet that ballot measure is officially sponsored by the Calif Bus. Roundtable. I see that one of the CBRT officers is a proponent but I cannot conclude that the staff report findings are accurate. Can you clarify? I think the staff report must be correct but documentation of sponsorship is unclear.

#2 CBRT is a substantial organization with concerns for employment for many Californians, often workers of moderate and middle income. Our regional housing agony is affordability of housing for some of those workers. One side of the coin is acquisition cost of housing; the other side of the coin [seldom discussed] is adequate worker income to buy or rent a home.

Consequently, if CBRT is indeed sponsor of this ballot measure, isn't it more appropriate to hear directly from one of the business leaders advocating this issue. I think Council and citizens would be better informed to hear from one of the business sponsors (ideallly not CBRT staffers). In all probability there is a coalition of sponsors; Council and public should be informed who they are.

#3 I want to be clear about my position and motivations. The ballot measure as written imposes too much sudden change and uncertainty upon California's economy and governments. However, the measure is, as a minimum, a substantial opinion from business leaders acting on behalf of their self-interest and employees.

A more responsible action by staff and city council is to hear directly from the sponsor(s) and then act with full information about sponsors' intent and motivation. The process of inviting proponents to public forum is important process...ie it clarifies accountability. It would be interesting if any CBRT member would have the courage of their convictions to appear in front of our Council.

To take Council action without hearing an opinion of so-called sponsors contributes to the polarization engulfing our society today.

I am unable to attend the Council meeting but appreciate the opportunity to comment belatedly.

Neilson Buchanan
155 Bryant Street
Palo Alto, CA 94301

650 329-0484
650 537-9611 cell

City of Palo Alto | City Clerk's Office | 4/16/2018 10:09 AM
cnsbuchanan@yahoo.com

On Sunday, April 15, 2018, 12:51:45 PM PDT, Maximilian Goetz <max.goetz@gregtanaka.org> wrote:

Hello,

My name is Max and I am a legislative aide to Councilman Tanaka. Tomorrow, city council is set to vote on a resolution that if passed, will declare council's opposition to a statewide government tax transparency act ("The Tax Fairness, Transparency, and Accountability Act of 2018") that is set to be voted on in November. For more details, the resolution can be view at https://www.cityofpaloalto.org/civicax/filebank/documents/64478

Regardless of your stance on the issue, Councilman Tanaka encourages you to come to council chambers tomorrow night to speak about the item.

If you have any further questions, please feel free to let me know.

Thank you,

Max

--
Maximilian Goetz | Legislative Aide

Palo Alto City Council Member Tanaka's Office
W: www.GregTanaka.org | D: 650.665.9734 | E: max.goetz@gregtanaka.org
Please think of the environment before printing this email – Thank you.

RAIL MEETING
04/18/2018
☑Received Before Meeting
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Carnahan, David

From: Cedric de La Beaujardiere <cedric.bike@gmail.com>
Sent: Wednesday, April 18, 2018 12:40 AM
To: Council, City; City Mgr
Cc: de La Beaujardiere, Cedric
Subject: Concerns and Suggestions

Honorable Council Members of the Rail Committee,

Thank you for your time and effort to work through this challenge and this opportunity of grade separation.

I have several concerns about the process of selecting alternatives to study for achieving grade separations in our rail corridor. **This is a major decision for the community and its outcomes are likely to affect the next seven generations.**
I'm concerned that the initial screening is stacking the deck with bad options (do nothing, close crossings, spend $1B) and leaving out Rail Over Road Viaduct which is the *clearly* superior option (raised rail hybrid is a good option but may be more expensive and disruptive than only raising rail).

CRITERIA
We should add a criteria:
How effective is each alternative at deterring suicides.
Given the extent to which our community has been impacted by suicides at the rail crossings, I'm surprised that this criteria, or any safety criteria, is not included in the evaluation. Studies have shown that making it more difficult to commit suicide has a strong deterrent factor by giving people time to reconsider their impulsive decision.

OPTIONS
The raised rail option should be split into two or three options, differentiating viaduct from berm or wall. These each have very different aesthetics, benefits, and possibly cost so it does not make sense to lump them all into one ambiguous category and judge them blindly. A **viaduct could potentially be constructed in parallel to the existing tracks**, above and east of the eastern track, leaving at least the western track operational during the majority or totality of construction and **avoiding the cost and impact of constructing a temporary shoe fly track on Alma**.

The Master List of Ideas (page 24 public scoring) and the table in the Results of Initial Screening (page 28 staff screening) do not include the Rail Over Road option neither city wide nor only at intersections, and yet in a viaduct configuration this has greater mobility benefits than the trenching since we could easily have bike and pedestrian paths under the structure, and it provides a greater deterrent to suicide, seemingly at a fraction of the cost of trenching. It is not clear that this option has even been scored, and if so how it fared. Looking at the current Scoring Criteria, a Viaduct could be dinged on the criteria "Minimize visual changes" and "Reduce rail noise", but these are tier 2 criteria and a Rail Over Road Viaduct should score well on all of the Tier 1 criteria, so it is not clear why this option is not in the top 16.

Staff should make public what they envision each option looking like as they are scoring its impacts. Some of the criteria involves judgment on the appearance of the change, but there is not a clear and publicly shared visualization of these options which are being scored. So someone may envision the raised rail as a Berlin Wall dividing the city and score it poorly, whereas someone else envisions an elegant viaduct with native plantings and bike and pedestrian paths underneath, and score it highly. Similarly, **Staff should make clear what level of sound and vibration reduction measures are being assumed** when estimating cost, sound reduction, visual impact, and public acceptance.

In regards to the hybrid options (which both lower the road and raise the rail), at the last Rail Committee meeting Staff clarified that they assumed some property taking, but clearly the extent and cost of this impact depends on how deep the roads are lowered. **Staff should assess and publicize how far deep the roads can be lowered at the railroad right of way WITHOUT causing properties to become inaccessible and thus avoiding their acquisition cost and impact.** This would then inform how high the rail would need to be raised in such a scenario, and thus how far back the railway ramp up at 1% grade would extend.

Below is my 3D model visualization of a raised rail viaduct, adapted from a design in Hong Kong which successfully reduced noise by 20dBA. I modified the design by increasing the height of the soundwalls, incorporating windows with horizontal fins to prevent passengers from peering down into yards, and cladding the exterior with trellises and planter boxes supporting vines, and some dwarf fruit trees at the ROW property line. I scooted it east so that the western track could remain operational through construction, and could allow the very few freight trains to run at grade. (The twin black lines are the existing tracks, the purple lines are the JPB Right of Way (ROW) property line.

COSTS

The costs of the entirely raised rail options have not been estimated, I speculate it's in the range of $50M-200M based on other cost estimates given on page 23 of Types Of Grade Separations & Constraints. It is unclear if the costs are comparable whether it is viaduct, berm, or wall. **Providing a thorough estimate of the cost of a raised viaduct for the length of the city as well as raised only over the intersections would help Council and Community make fully informed decisions.**

At the February Rail Committee meeting, the $4B cost of trenching city wide was interpreted by Mr. Keene as, **"Four billion dollars could cost us $267 million a year that we'd have to finance. That is 20 percent more than the *entire* City's General Fund Budget each year for the next 30-years."** (bottom of page 23 of the February meeting transcript). While the costs of the lowered rail options were presented to the community in March, it was not put in that helpful context of what that means for the city, and without that context, it is difficult for people in the community to really judge if the cost is just a stretch goal or totally crazy.

OUTREACH

Now that the matrix of 34-36 options has been made public and the extreme cost of trenching have been revealed, the community should again be engaged and a concerted effort should be made to determine how this information affects their priorities and to try to build consensus in the community. I have seen very few examples of real visioning and consensus building process in Palo Alto, on any topic. It's usually a set of presentations which go over time, then people spread into small tables where the loudest get the most say, while the shy are afraid to speak up. Finally, the inconvenient and annoying comments are collated and as far as the community can tell, basically ignored. This is not a good recipe for success in making a major decision for the community, whose impacts will be felt for a century or more. **At the last community meeting we saw the costs of trenching, but it was not put in context as Mr. Keene did for you in February, and we were not given the opportunity to weigh in on all the alternatives.** I think many in the community are expecting they will have this opportunity, but the screening process I see you engaged in here puts this assumption in doubt.

I'm concerned that Staff is making assumptions of what options the public is willing to support when the costs, benefits, and visualizations of these options has not been made clear. For instance, past outreach to the community has shown a lot of support of the trenching option, but I bet a lot of that support evaporates when the $1-4B price tag is put on it and it is properly put in the context of the total city budget. In this more informed context, maybe the community starts to support a raised viaduct option which provides greater connectivity than a trench at a tiny fraction of the cost.

Staff has made a first pass at applying the criteria to the 34 options so screen out half of them. **Staff should make their detailed scoring of each option public.** All we see is the results of their screening, but we don't see how each option fared relative to each other or how close some of the decisions may have been.

The database of public input should be made available to the public. Presumably Staff has processed all the input and made it more analyzable than poring through scribbled and jumbled up comments written on table cloths and distributed across several documents on meeting summaries. The website or one of the reports says this database exists, I searched for it, but could not find it.

Thank you for you time and devotion to this important decision.

Regards,

Carnahan, David

From: Ken Tam <kenkwtam@gmail.com>
Sent: Tuesday, April 17, 2018 10:24 PM
To: Council, City
Subject: Citizen Concern Regarding Rail Grade Separation

Dear Palo Alto City Council,

I share the North Old Palo Alto (NOPA) Community's concern with the upcoming raid grade separation project as a resident of the Southgate neighborhood.

There is growing concern within my local community, the North Old Palo Alto (NOPA) Community, regarding the imminent rail grade-separation project under review by the City. We are very supportive of the coming rail electrification and modernization initiatives, but we are concerned about the financial, community, environmental and safety implications of a subset of the grade separation options currently under consideration, specifically at Churchill Avenue.

Our community members have become very actively involved in the City's Connecting Palo Alto initiative, have attended several meetings with City staff, have read all the various research by the consultants on the project, and have started to hold local community meetings to become activated on these issues. We believe that there are some critically important elements missing from the current process and analyses that should be part of the City's core guiding principles in considering these various grade separation proposals.

Specifically, the NOPA Community members believe that the following principles are not yet adequately being factored into the City's process or research and should be prioritized:

(1) Complete Financial Impact, including the multi-hundred million dollar cost of Eminent Domain that would be required in some proposals;
(2) Community Impact given that some options would eliminate dozens of families' homes and destroy entire neighborhoods;
(3) Leverage of Existing Infrastructure given that some options are being considered in isolation despite massive existing adjacent investments; and,
(4) Safety Impact given that any proposals should address known safety concerns of our pedestrians and bicycling student/children.

In order to properly communicate our concerns, we ask you to:

(a) Please read our Community Letter to Palo Alto City Council (http://www.northoldpaloalto.org/community_letter_to_city_council), which lays out our concerns and proposals that we believe will provide for East-West traffic flows and pedestrian safety in the most cost-effective, community-sensitive way for the community at large.

(b) Please meet with us to discuss our concerns and issues face-to-face. We would be happy to come to City Hall or welcome you to our home(s). Please let us know what is optimal for you.

Please let us know when a meeting would be convenient for you. Many thanks in advance for your consideration.

Regards,
Ken Tam
Southgate Resident

Carnahan, David

From: Roberta Ahlquist <roberta.ahlquist@sjsu.edu>
Sent: Monday, April 16, 2018 5:32 PM
To: Council, City
Subject: AMI 120%

Dear Members of the PA Council,

If you are really concerned about genuinely serving LOW-INCOME people who work in Palo Alto, you must remedy the formula that you have chosen for the PA Housing Overlay. As it stands, you are pitting the PA Housing Corp and any other low-income housing development groups against big, profit seeking developers, and the big developers will win out most of the time. Look at the new "Luxury rental housing that you approved and is ready now to be rented in the 400 block of Forest. I sent a photo of that development a few weeks ago. Is that what we are in for, as BMR housing?!

Will you survey your own city workers? I have taken an informal survey and even city planners say that they can't afford Palo Alto, unless a partner is working and there is more than one income.

Janitors, cooks, receptionists, waitresses, baristas, (Mr. Fine, give me a break), drivers, secretaries, medical workers, cleaning folks, para-professionals, newly hired teachers, nearly all service sector employees will **not** have access to this housing. You have locked up and sealed a deal for the construction of housing for the upper-middle and upper classes. Why? This is not an example of diversity, but more of the same. And the Palo Alto Forward group has been very deceptive in pretending to support truly LOW-INCOME housing. We have withdrawn our names from their petition, and Peninsula WILPF voted unanimously on Saturday to not support this sham attempt at providing low income housing to our workers, especially service sector, low income workers.

We ask that you go back to the drawing board and drop the rate from 120% to 60% and seek to build the needed low income housing for our workers, who now travel two to three hours to reach their jobs. This would be an easy modification, and it would show workers that you are sincere about providing the grossly needed housing for the working class.

Sincerely,

Roberta Ahlquist WILPF Low-income housing subcommittee

Carnahan, David

From: Jennifer Landesmann <jlandesmann@gmail.com>
Sent: Wednesday, April 11, 2018 3:23 PM
To: Council, City
Subject: April 9th's Council meeting

Hello Council,

I realize there are many issues and priorities on your minds but no excuse for sloppy meeting communications with the public.

You have **an entire City machine** to operate in an organized manner, what is going on?

Some of the people who showed up Monday for the 9:30 item (that was postponed) had no idea what you postponed the item, waited politely and patiently through several minutes, only to *eventually* find out later that the item was not happening.

One or two people I understand did find out because Greg Scharff came off the dais to let those people know. That didn't cover everyone, like anyone who was sitting down waiting.. or the people who set the time to watch the meeting at 9:30 from home.

How difficult was it to just make a few announcements for a heads up?

It's hard enough to get your attention in 2-3 minute segments, people show up to watch you, provide input, in theory to help you do your work more effectively, please do not act omnipotent and make sure to avoid this happening again (to anyone on any issue).

Now that I got this off my chest, I otherwise look forward to following up on the actual news from your closed session with Peter Kirsch. Since I am one of the people who were not in the room when you announced you have opted not to challenge the FAA, if you have a chance to please send me approximately what time you made this announcement, I would appreciate it, so I can watch it on replay.

Thank you,

Jennifer

Carnahan, David

From: Mary Jo Colton <mjcolton@gmail.com>
Sent: Monday, April 16, 2018 4:39 PM
To: Council, City
Subject: Arastradero plan on the Consent calendar with SB1!

Dear Council Members,

This combination is like gerrymandering. Put one good item on the list...and sneak in an unpopular item that is not related in any way, but maybe you can get what you want, even if it isn't appropriate.

1. We have more important infrastructure issues to apply time, effort and money to than the Arastradero plan.

2. We do NOT need to spend $10M on hardscape for a system already in place and working the way it was designed. The hardscape does not add value. The current system even provides some flexibility...just in case cars need to pull over in emergencies.

3. This looks a lot like another Ross Road...a very unsuccessful hardscape plan that has resulted in almost 1000 signatures on petition to change it.

Please separate these items.

Mary Jo Colton
Georgia Avenue

Carnahan, David

From: Stephanie Munoz <stephanie@dslextreme.com>
Sent: Tuesday, April 17, 2018 10:45 AM
To: Scharff, Greg
Cc: hilary gitelman; Council, City; joe simitian; Court Skinner; MN Letters; gsheyner@paweekly.com; WILPF Peninsula Palo Alto; David Werner
Subject: Be careful what you wish for.

Dear Greg I don't think I was really clear when I spoke at the Council this evening, or rather, last night, but I thought you would be the most likely to understand because you're a lawyer in the real estate business and you worked so hard on Maybell, which I think was the last hurrah for the system which assumed what's good for General Motors is good for the US, i.e. that the most important goal for a city was financial solvency. And you were so, so close! a difference of only three starter castles between what the developer would settle for and the neighbors would put up with. And I have it on good authority (Judge Scoyan, whom I worked with at the Stanford Cellar when he was in Law School) that every lawyer is a Constitutional lawyer, so you know all about Brown vs. Board of Education. One of the cases in the landmark decision involved a woman in Delaware, Sarah Bulah, who wanted a bus to take her daughter to the black school which was much farther from her home than the white school. The attorney insisted that she apply to the white school, instead, but when she did, the judge did not agree that separate was ipso facto unequal. She didn't get to go to the white school, nor be taken on a bus either; the judge ruled that Plessy v Ferguson was a perfectly valid law in conformance with the US Constitution. However, he continued " ...it seems to me that when a plaintiff shows to the satisfaction of the court that there is an existing and continuing violation of the separate but equal doctrine, he is entitled to have made available to him the state facilities which have been shown to be superior." Bulah was awarded , not a bus, but an entire school, lock, stock and barrel. Does that begin to sound like something you mght be worried about? *Bulah* went to the Supreme Court because, even though technically Delaware had won, it was a Pyrrhic victory, and they appealed.

In the 60's, after Sputnik, Palo Alto began a development policy of rezoning Stanford foothill land for industry, without any provision for worker housing so Palo Alto took in lots of tax revenue, and considered itself very virtuous, since the lion's share of the money went to the schools, which were superb. However, life was not so rosy for the surrounding districts to which the workers went for housing. which had no money to speak of. The superintendent of the Cupertino School district gave a talk in which he revealed that it took $42,000 in assessed value for a house to support one (1) child in school. We had purchased our home in Los Altos , which has hardly any commerce, for $17,000 and we had four children. Homes in East Palo Alto , which had been blockbusted after the war, to create a housing market for African Americans who had migrated to the West Coast for defense work, from the South, were worth about half as much, and the value never rose, although the houses were satisfactory enough except for the one-car garages, because parents, at least white parents, wouldn't buy where the schools were so poor. After Prop 13, when people were no longer forced out of their homes by ravenous taxes, Ravenswood School District was a lawsuit waiting to happen. When the dark-skinned plaintiffs finally found a judge who consented to take the case, PAUSD lawyers didn't waste one day fighting it. They came to court armed with a compromise settlement admitting the Tinsley girl and a certain number of other East Palo Alto children into their schools in perpetuity. Meanwhile, out in the Great Valley, Mr. Serrano was claiming that his child was receiving an unequal education, and his pleas did not fall on deaf ears. For several years, every time

Palo Alto bought a new laboratory, a new playing field, they had to supply one for a poor district--can you imagine how that was received by the worthy burghers of Palo Alto?--until eventually the State invented basic aid districts, which supposedly were given less state funding to balance the fact that they were richer. Here we are, flagrantly, blatantly, in violation of *Brown,* and *Serrano* as well, and we become more so every time the Palo Alto City Council adds another office building to its belt. Last night you were supposed to discuss office limitations, and it was my intention to beg you not to permit even one without a corresponding increase in affordable housing, but you postponed the discussion. However, the principle is the same with the golf course. Whenever you give a money-making entity a gift which allows it to make more money--and that's what a development permit is, a gift--it redounds to the monetary robustness of the city, just as you surmise. (Of course, whenever you add value to a human being, by, for instance, teaching him or her a marketable skill, or contributing the stability of a home, you add value to society as a whole, but that is not a motivating force for you.) I'm suggesting, I'm urging you to stop giving these gifts precisely because, as you suppose, they add value to real estate.

Respectfully yours,

Stephanie Munoz

Carnahan, David

From: Jake Millan <biodieselmillan@gmail.com>
Sent: Tuesday, April 17, 2018 8:24 AM
To: Council, City
Subject: Bike Route Planning and Safety

Hello City of Palo Alto,

I am a father of two kids and live in Downtown North. I ride my bike with one of my sons almost every day along the Bryant St Bike Blvd and cannot express my gratitude for such a route and service within the City. Having dedicated bike lanes and routes not only increases the overall quality of life in the City, but also decreases traffic due to removing cars from the roads.

Please, please please continue to invest in the walk-ability and bike-ability of our great City, as that what sets it apart and makes people want to live and shop here.

Thank you for your continued support for bicycles and pedestrians.

-Jake Millan
206-409-5606

--

Jake Millan (206.409.5606 mobile) biodieselmillan@gmail.com

"Nothing great was ever achieved without enthusiasm." - Ralph Waldo Emerson

Carnahan, David

From: Rebecca Sanders <rebsanders@gmail.com>
Sent: Monday, April 16, 2018 5:21 PM
To: Council, City
Subject: Both Items for Tonight

Dear City Council:

I won't be able to make it in to tonight's meeting so I will be depriving you of my dulcet tones.

As a newly minted co-chair of PAN I have been trying to get a bead on all the neighborhoods and what their concerns are. No small feat. However, I have direct experience now of the growing rumble in south Palo Alto regarding the contemplated transformation of the Arastradero corridor. Based on the concerns I have come to understand, it makes sense to give a little more thought to this part of the infrastructure project and to cut Arastradero out of the grant application. Residents deserve more time to weigh in on the design, based on the fact that the original plans are quite old and the city has changed so much in the intervening years Circumstances have changed. Plus we don't want another Ross Road situation. Thank you for considering my thoughts in the matter.

Additionally, with regard to the Office Cap, I urge you to continue to STOP office development anyway you can not only in heavily saturated areas but all through Palo Alto. You say you want to address the jobs-housing imbalance by densifying Ventura among other less well off areas of the city but if you do not stop the growth of office, then your talk of housing is nothing but fiddle faddle. So I urge you to add some teeth to your housing advocacy and not only continue the office cap but indeed to seek them aggressively throughout the city, until we have sorted out our housing situation. Thank you for considering my thoughts in this matter as well.

Sincerely,

Becky Sanders
Ventura

Carnahan, David

From: Lenore Cymes <lenraven1@gmail.com>
Sent: Tuesday, April 17, 2018 9:39 AM
To: Council, City; Robert.Jonsen@cityofpaloalot.org
Subject: car break-ins

On Sunday I went over to the Stanford Museum and once I turned on to Museum Way there were 2 big stand alone posters on either entrance to the parking lots and two at the other end in front of the Cantor……. unfortunately I didn't have my phone for a photo. They were about 3x4' with a photo of a car with it's window smashed….. below the image some text about making sure your car is empty of stuff and unappealing to a quick crook.

It is time we take our heads out of the sand as everyone knows cars are fodder for crooks in shopping centers, (but shh-we can't talk about it). It wouldn't take much to get these signs printed up (or some variation) to serve as a constant reminder. Way back when - there were signs all over parking lots to bring your own shopping bag — how many times did some of us walk back to the car and get the bag because of a reminder……this is the same thing.

Put them at entrances - smaller signs in store windows- we have nothing to lose and need to recognize our forgetfulness makes us part of the problem

What deters smash-and-grabs? Nothing — when that's what's in the car

SF Chron article about this exact issue. Worth reading
https://www.sfchronicle.com/news/article/What-deters-smash-and-grabs-Nothing-when-12800256.php?utm_source=email&utm_medium=email&utm_content=newsletter&utm_campaign=sfc_morningreport&utm_campaign=email-premium&utm_source=CMS%20Sharing%20Button&utm_medium=social

Thank you for paying attention to this

Lenore Cymes
Wildwood Lane

Carnahan, David

From: Elaine Meyer <meyere@concentric.net>
Sent: Monday, April 16, 2018 1:23 PM
To: Council, City
Subject: Conduct of meetings

To Mayor Kniss and Members of the City Council April 16, 2018
From Elaine Meyer meyere@concentric.net

There have been a number of messages on the Weekly's Town Square and also from speakers at Council meetings, expressing concern about the procedural anomalies that have become common in the conduct of Council meetings.

For example,
* At the opening of Council discussion on an item, the first or second speaker proposes a Motion. This limits the discussion to the Motion, before the conversation of the issue even begins. It is clearly unfair to council members who are then unable to express their views.

Proper procedure requires that motions follow members' comments, not precede it.

* Sometimes the Mayor decides to speak first, preempting the discussion, before allowing others to speak.

These new procedures are undemocratic and unfair.
The norms for Chairing a municipal council are described clearly and briefly on the city website.

...*"To enable the chair to be a fair guider of the discussion, the chair will typically refrain from offering their thoughts at the beginning."*
It may be useful to review "Guidelines for Meeting Management" page 2, on the city website.
https://www.cityofpaloalto.org/gov/boards/board_member_and_commissioner_resources/default.asp

and Codes of Conduct for Elected Boards www.ca-ilg.org/CodesOfConduct

These improper practices began prior to the current Mayor's term without any correction from the City Attorney, and by continuing them, they are being normalized.
Mayor Kniss, it may be time to correct these improprieties, rather than continue them.

Sincerely,

Elaine Meyer

Carnahan, David

From: Yuling Sun <sunyuling88@gmail.com>
Sent: Sunday, April 15, 2018 9:30 AM
To: Council, City
Subject: Construction on Ross

Dear city council,
I'm writing to complain the project on Ross road. The construction makes the road more dangerous to pedestrians, bikers and drivers. It forces bikes into traffic unnecessarily.
The island at the crossing of Ross and east Meadow is especially dangerous. I saw cars failed to yield to pedestrians and other cars already in the circle. They just run through because there is no stop sign anymore. School buses and delivery trucks have hard time to go through , almost impossible to make a smooth left turn. It causes traffic jam in the rush hours which never exist before.
You may get some emails complaining about this project. But that is only a fraction. Everyone I know in this neighborhood is not happy with this project. You should stop any similar constructions on our street. I wish you can remove the island at the Rose/east Meadow.

Thanks!

Yuling

Carnahan, David

From: Suzy Brown <suzybrown136@comcast.net>
Sent: Friday, April 13, 2018 9:05 AM
To: Council, City
Subject: eviction of homeless elderly woman from Cubberly

Before you evict the 70 (or older) woman living in her car today on [redacted], consider the message you give to students of that school as well as the rest of us in the affluent high rent Bay Area.

The message is simple: "it is OK for wealthy, powerful people to treat fellow citizens who are impoverished enough, in part by local housing conditions created and maintained by the wealthy and powerful, as if their humanity has so little worth that they may be cruelly and inhumanely evicted."

please provide this woman with secure permanent housing, please treat her with compassion.

Sent from my iPad

City of Palo Alto | City Clerk's Office | 4/16/2018 10:11 AM

Carnahan, David

From: chuck jagoda <chuckjagoda1@gmail.com>
Sent: Friday, April 13, 2018 12:03 AM
To: letters@padailypost.com; MN Letters; letters@paweekly.com; Clerk, City; Council, City; citycouncil@mountainview.gov; Aram James; WILPF Peninsula Palo Alto; Mary Wisnewski; neighborshelpingneighbors2013; Bains, Paul; Robert Aguirre; Paul George @ PPJC; HRC; Jason Green; DNG Letters
Subject: Re: Let [redacted] Sleep in Her Car at [redacted]

(this has been cut to 247 words)

April 12, 2018

To the Editor:

A frail woman in her seventies sleeps in her car at [redacted] in Palo Alto. She's been told The City is evicting her as of Friday (today). I ask every person who reads this to write and call the Palo Alto City Council to ask them to suspend the "De Facto Homeless Shelter Ban" at [redacted]

[redacted] became a focus and locus of homeless camping and parking a few years ago and Palo Alto evicted the homeless after City Manager Jim Keene declared [redacted] a "de facto homeless shelter." Like that was a bad thing.

Jim is wrong. If Palo Alto made even this small step toward recognition and solution-- by welcoming what it used to tolerate-- homeless camping and parking at [redacted] it could signal a reversal of years of homeless persecution and the beginning of a policy of homeless relief. It wouldn't solve the whole problem but it would be a step in the right direction. And it would be something Palo Alto could be proud of.

[redacted] was a community resource for all to enjoy and benefit from. Why shouldn't it be one now? The once-common resource is now only for the whiter, wealthier folks. The [redacted] campers used to rent and own, and teach school, and were trades people. Then they became [redacted] evictees.

Isn't it time to change this mean, cruel, unnecessarily exclusionary and selfish policy?

Let [redacted] sleep in her car at [redacted] Write/call the Palo Alto City Council. Please.
Chuck Jagoda

495 N Wolfe Rd.
Sunnyvale, CA 94085
516.398.5100
chuckjagoda1@gmail.com

On Wed, Apr 11, 2018 at 11:09 PM, chuck jagoda <chuckjagoda1@gmail.com> wrote:

April 11, 2018

To the Editor:

A frail woman in her seventies sleeps in her car at [redacted] in Palo Alto. The City is making its statement on homelessness by evicting her from sleeping there on Friday of this week. I'm writing to ask every person who reads this to write and call the Palo Alto City Council to ask them to suspend the "De Facto Homeless Shelter Ban" at [redacted]

In Palo Alto, Mountain View and other local cities, people living in RVs on residential streets and even on El Camino at Stanford has occupied a lot of time and attention. It's an obvious and repeated scene resulting from the increasing rarity of affordable housing.

[redacted] became a focus

/locus
of homeless camping and parking a few years ago and Palo Alto evicted the homeless after Jim Keene (Palo Alto City Manager) declared [redacted] a "de facto homeless shelter." And you could tell from the way he said it, he didn't think it was something to be proud of.

I think Jim is wrong. If Palo Alto made even this small step toward recognition and attempted to contribute to a solution-- by welcoming what it used to tolerate-- homeless camping and parking at [redacted] it would signal a reversal of years of homeless persecution and the beginning of a policy of homeless relief. It wouldn't solve the whole problem but it would be a step in the right direction. I think that's something Palo Alto could be
very
proud of.

[redacted] used to treated as a community resource for all to enjoy and benefit from. Then, in 2013 it all changed. The once-common resource was only to be for the whiter, wealthier folks who lived around the [redacted] Stories and fear mongering worked their way into the mouths of local politicians (e.g. Liz Kniss) and [redacted] became a resource only for those who could afford rent or home ownership. The homeless who camped at [redacted] used to be home owners and renters in Palo Alto, teachers of local children, and trades folk. Then they became [redacted] evictees.

Isn't it time to change this mean, cruel, unnecessarily harsh and selfish policy?

Let [redacted] sleep in her car at [redacted] Write/call the Palo Alto City Council. Please.

Chuck Jagoda

495 N Wolfe Rd.
Sunnyvale, CA 94085
516.398.5100
chuckjagoda1@gmail.com

Carnahan, David

From: Aram James <abjpd1@gmail.com>
Sent: Thursday, April 12, 2018 8:19 PM
To: Robert Aguirre
Cc: chuck jagoda; letters@padailypost.com; MN Letters; letters@paweekly.com; Clerk, City; Council, City; citycouncil@mountainview.gov; WILPF Peninsula Palo Alto; Mary Wisnewski; neighborshelpingneighbors2013; Bains, Paul; Paul George @ PPJC; HRC; Jason Green; DNG Letters; Alan Hebert; Mary Wisnewski; Aparna Ananthasubramaniam; Carolyn Schwartz
Subject: Re: Let [redacted] Sleep in Her Car at [redacted]

Excellent letter Robert Aguirre!!

Thanks, Aram James

Sent from my iPhone

On Apr 12, 2018, at 6:16 PM, Robert Aguirre <robert_j_aguirre@yahoo.com> wrote:

> Hello Alan Hebert,
>
> I believe Chuck is correct in bringing a name and a place to the problem being experienced every day by thousands living throughout Santa Clara county and who knows the numbers throughout California, the country and the world. Putting a name and a face on this problem makes it personal and easier with which to identify and possibly do something. A letter that does not make it personal is easily dismissed a few seconds after reading, by most people.
>
> Perhaps bringing this to light, someone with compassion and a kind heart and the means to help this frail senior citizen living in her car and save her from the thousands of creeps in the Peninsula might victimize her and what little she might possess. You may be just the person to help her!
>
> There are other people staying at [redacted] so there is a community, much the same as in your neighborhood. Those people probably know each other better than you know most of your neighbors; they watch out for each other, after all, they are all they have.
>
> Thank you Chuck for bringing this to everyone's attention. I hope they all get to stay there, safe in their community and [redacted] gets the help she needs.
>
> Regards,
>
> Robert Aguirre
>
> On Wednesday, April 11, 2018, 11:31:29 PM PDT, Alan Hebert <alanhsails@yahoo.com> wrote:
>
> Chuck, did you stop to think that if this is published you just told thousands of people that a vulnerable "frail" senior woman is sleeping in her car at [redacted] If your letter is published, every single creep on the Peninsula will know that someone they could victimize is sleeping in her car at [redacted] You even told them her name.

I hope that the newspapers have enough sense to not publish this, or at least heavily edit it..

From: chuck jagoda <chuckjagoda1@gmail.com>
To: letters@padailypost.com; MN Letters <letters@mercurynews.com>; letters@paweekly.com; "Clerk, City" <city.clerk@cityofpaloalto.org>; city.council@cityofpaloalto.org; citycouncil@mountainview.gov; Aram James <abjpd1@gmail.com>; WILPF Peninsula Palo Alto <wilpf.peninsula.paloalto@gmail.com>; Mary Wisnewski <spinnity@gmail.com>; neighborshelpingneighbors2013 <neighborshelpingneighbors2013@gmail.com>; Paul Bains <pbains7@projectwehope.com>; Robert Aguirre <robert_j_aguirre@yahoo.com>; "Paul George @ PPJC" <peaceandjusticecenter@gmail.com>; hrc@cityofpaloalto.org; Jason Green <jgreen@dailynewsgroup.com>; DNG Letters <letters@dailynewsgroup.com>
Sent: Wednesday, April 11, 2018 11:09 PM
Subject: Let [redacted] Sleep in Her Car at [redacted]

April 11, 2018

To the Editor:
A frail woman in her seventies sleeps in her car at [redacted] in Palo Alto. The City is making its statement on homelessness by evicting her from sleeping there on Friday of this week. I'm writing to ask every person who reads this to write and call the Palo Alto City Council to ask them to suspend the "De Facto Homeless Shelter Ban" at [redacted]

In Palo Alto, Mountain View and other local cities, people living in RVs on residential streets and even on El Camino at Stanford has occupied a lot of time and attention. It's an obvious and repeated scene resulting from the increasing rarity of affordable housing.

[redacted] became a focus

/locus
of homeless camping and parking a few years ago and Palo Alto evicted the homeless after Jim Keene (Palo Alto City Manager) declared [redacted] a "de facto homeless shelter." And you could tell from the way he said it, he didn't think it was something to be proud of.

I think Jim is wrong. If Palo Alto made even this small step toward recognition and attempted to contribute to a solution-- by welcoming what it used to tolerate-- homeless camping and parking at [redacted] it would signal a reversal of years of homeless persecution and the beginning of a policy of homeless relief. It wouldn't solve the whole problem but it would be a step in the right direction. I think that's something Palo Alto could be
very
proud of.
[redacted] used to treated as a community resource for all to enjoy and benefit from. Then, in 2013 it all changed. The once-common resource was only to be for the whiter, wealthier folks who lived around the campus. Stories and fear mongering

worked their way into the mouths of local politicians (e.g. Liz Kniss) and [redacted] became a resource only for those who could afford rent or home ownership. The homeless who camped at [redacted] used to be home owners and renters in Palo Alto, teachers of local children, and trades folk. Then they became [redacted] evictees.

Isn't it time to change this mean, cruel, unnecessarily harsh and selfish policy?

Let [redacted] sleep in her car at [redacted] Write/call the Palo Alto City Council. Please.

Chuck Jagoda

495 N Wolfe Rd.
Sunnyvale, CA 94085
516.398.5100
chuckjagoda1@gmail.com

Carnahan, David

From: Roberta Ahlquist <roberta.ahlquist@sjsu.edu>
Sent: Thursday, April 12, 2018 12:16 PM
To: Council, City
Subject: [redacted]

Dear Council Members and City Manager,

People who have cars to sleep in are lucky. They aren't in your backyard or on the street. Let [redacted] sleep in her car at [redacted] It's time for
more humane treatment of our residents, our neighbors. It's unconstitutional and illegal to not let people sleep in their vehicles.

Roberta Ahlquist, WILPF Low-income Housing Subcommittee Member

Carnahan, David

From: Wayne Martin <wmartin46@yahoo.com>
Sent: Monday, April 16, 2018 6:22 PM
To: Council, City
Subject: Finance Committee

Palo Alto City Council

City of Palo Alto

Palo Alto, CA 94301

Elected Council Members:

Re: Finance Committee

As the City of Palo Alto's revenue streams increase year after year, and its spending increases in like manner, the complexities of oversight of these vast sums falls on the Finance Committee before these matters are brought before the full Council.

The Finance Committee currently meets once a month for only three, or more hours. Sometimes the business before the Committee drives the meetings beyond three hours, making it difficult for both Committee members, Staff and the public to sit through the entirety of these meetings, as well as to offer the keenest of attention to all of the night's business.

As an interested member of the community, I would like to suggest that the Finance Committee meet twice a month, for a fixed schedule of three hours. This would provide more time to the Committee and public to discuss, or educate itself, about the matters facing the City's finances than is currently available.

The Council is encouraged to consider this matter and direct the Finance Committee members to increase its meetings to twice a month.

Wayne Martin

Palo Alto, CA

Carnahan, David

From: Aram James <abjpd1@gmail.com>
Sent: Friday, April 13, 2018 11:51 PM
To: Constantino, Mary; michael.gennaco@oirgroup.com; Council, City; Kan, Michael; Jonsen, Robert; Van Der Zwaag, Minka; Lee, Craig
Subject: From the archives —Police Board has a problem.....

>

6 Daily Post Wednesday, September 2, 2009

Daily Post Opinion

Police board has a problem

BY ARAM JAMES

GUEST OPINION

I am outraged and incredulous — although not surprised — that Palo Alto attorney Tom Nolan was rejected for membership on the police advisory board.

Nolan has more than 30 years of trial experience in highly complex criminal cases. He is a fellow of the American College of Trial Lawyers and for the last 13 years has been included in "The Best Lawyers in America."

He has been a consulting professor at Stanford Law School, where he has taught advanced criminal procedure, white collar crime and trial advocacy.

He is the past president of the largest organization of criminal defense attorneys in the state, the California Attorneys for Criminal Justice. He has received many other honors over the years.

His expertise is needed

After years of scandals engulfing the Palo Alto Police Department, Nolan's appointment to such a board would be a "win-win" situation for the citizens of this community and for a department badly in need of the type of expertise he has developed over a long and distinguished career.

I am embarrassed that Nolan has been excluded from such an advisory board under the leadership of interim police Chief Dennis Burns.

I'm not surprised, however, given the direction this advisory board has been taking. Burns wants the board to meet behind closed doors even though it will be talking about public policy — policy that will affect the lives of everyone who lives in Palo Alto or visits here.

Secret meetings

The idea that Burns would try to keep the board's deliberations secret is another nail in the coffin of his credibility.

At a time when our president has said that indisputable evidence for racial profiling exists, and given a national interest in reforming a wide variety of police practices that lead to wrongful convictions, the last thing we need is a police chief who brings more secrecy to the process.

If Nolan had been selected for the advisory board, I have no doubt that he would have pushed to have the panel's meetings held in public.

In addition, with Nolan, the board would have been more likely to delve into police practices and policies that need to be changed.

I am not done with this issue. I intend to bring it to the attention of the City Council, City Manager Jim Keene and citizens of this community.

With the exclusion of Nolan, Burns has sealed his coffin for good.

Aram James of Palo Alto is a retired public defender and a watchdog of the police department.

>

>

> Sent from my iPad

Carnahan, David

From: Suzanne Keehn <dskeehn@pacbell.net>
Sent: Monday, April 16, 2018 4:33 PM
To: Council, City
Subject: Fw: SB1 and Arastradero

-

To the Palo Alto City Council,

On tonight's consent calendar there is an item that includes an SB1 proposal for funds for improvement of infrastructure, connected with
approval for the Arastradero improvement. Firstly you must have the message that most of us in the Arastradero area do not like what has
already been done with the striping changes. This street is one of the few east/west corridors in Palo Alto. Plus with our overspent budget,
why spend millions for 'improving' a system that is already working the way you want it to, even if not agreeable to many of us.
These funds do not have to be used for Arascadero, the items need to be separated., especially considering other needs of the city, and
the state of our city budget. You have seen how the extreme construction on Ross Rd. caused an uproar, and resulted in 1000 signatures on
a petition to change the design. This can happen here as well, plus the extreme plans for Charleston. There are other needs the city
needs much more. Arascadero needs to be a separate, or a moot issue.

The headline in the Daily Post today : **Anemic Support for New Taxes,** (for infrastructure) You polled 1,191 residents, wish you had polled
more, as more taxes are not supported by many residents. Further says **POLL: Sales, parcel taxes would fail**. Palo Alto need to be fiscally
responsible, especially with the very high retirement benefits for city employees etc. What do we really need? El Camino really needs
repair, in my opinion.
You might do a poll asking us what we think is important.

Sincerely
Suzanne Keehn
4076 Orme St.

Carnahan, David

From: Penny Ellson <pellson@pacbell.net>
Sent: Monday, April 16, 2018 5:34 PM
To: Council, City
Subject: Item 4, Consent Calendar

Dear Honorable City Council Members,

I'm writing to ask you to support staff's recommendation to adopt the fiscal year 2019 list of projects proposed in the Attachment B resolution (Item 4, Consent Claendar).

Implementation of the Charleston Arastradero Plan is long overdue. The current striping was intended as a paint trial to see if the city could maintain road operations with a lane reduction. The trial was successful maintaining point-to-point travel times. Safety improvements have not been implemented yet.

The assumption that the current configuration is safe for bicycles (or for cars, for that matter) is not born out by the continuing collisions that occur on the corridor. Further, it ignores the fact that bike lanes still completely disappear on the approaches to the dangerous El Camino state highway intersection. It also ignores the signalization and lane capacity improvements at Terman that would be included in the hardscape implementation to improve road operations. Finally, it ignores the proposed off-road multi-use paths that will enable wrong-way student bicyclists from land-locked neighborhoods south of Arastradero to get safely off the street. These are just a few of the safety and operations improvements that will come with the final project.

This project is designed with emergency needs in mind. In an emergency, a car may pull over into the bike lane (as they do today in emergencies). The project is designed with mountable medians for emergency vehicles.

Charleston-Arastradero, a residential arterial that carries nearly 16-20,000 cars per day, depending on which segment of the road you are looking at, serves eleven public and private schools. The project has been extensively studied over 15 years. Many of the final implementation improvements will facilitate better operations as well as improving safety. These improvements could not be implemented without hardscape changes. After more than a decade of testing and repeated unanimous approvals, it is critically important to implement the project before grade separation occurs to maintain safety and operations for all road users in coming years.

Please adopt the list of projects, including Charleston-Arastradero Plan.

Thank you for considering my comments.

Sincerely,

Penny Ellson

Carnahan, David

From: Kniss, Liz (internal)
Sent: Wednesday, April 18, 2018 11:37 AM
To: Nadia Naik
Cc: Mello, Joshuah; Keene, James; Shikada, Ed; Gitelman, Hillary; De Geus, Robert; Council, City; info
Subject: Just FYI

Filseth, Tom and I are all recused on rail issues unless the FPPC gives a different interpretation.

On Apr 18, 2018, at 11:20 AM, Nadia Naik <nadianaik@gmail.com> wrote:

> I would like to clarify one thing related to what Elizabeth wrote - only one track for freight is needed if freight was kept at the surface. We would have room for bike/ped and or even a busway at the surface within the ROW.
>
> Nadia

On Wed, Apr 18, 2018 at 11:17 AM, Nadia Naik <nadianaik@gmail.com> wrote:

> FYI
> ---------- Forwarded message ----------
> From: **Elizabeth Goldstein Alexis** <elizabeth@calhsr.com>
> Date: Wed, Apr 18, 2018 at 8:42 AM
> Subject: Alternative for south Palo Alto - bored tunnel exclusive for electric trains
> To: "Council, City" <city.council@cityofpaloalto.org>
> Cc: Nadia Naik <nadianaik@calhsr.com>
>
> The city should seriously evaluate a bored tunnel for the south Palo Alto grade separations that leaves one track at the surface for freight trains. Previous considerations of tunnels assumed very expensive configurations - either 4 tracks or very large diameter to accommodate double stack freight.
>
> The community has voiced strong support for an underground alternative given the high volume of trains anticipated and the use of the crossings by pedestrians and cyclists of all ages. Current development on either side of the corridor is almost exclusively residential.
>
> The current alternatives being considered are designed to accommodate the handful of freight trains today, as well as the requirements that high speed rail has for its mainline sections where it plans to travel at speeds in excess of 200 miles per hour.

Split configuration has precedence

There is precedent for this split configuration concept in the East Bay where several trenches for the BART extension have a surface track for freight.

Caltrain and high speed rail will exclusively use low profile, high powered trains at a maximum speed of 110 mph.

In January, Caltrain announced that it now plans to use an all electric fleet and is seeking grant money for the additional trains. This fleet will have a relatively low profile and handle significant slopes. There is precedent with both BART and LA Metro for much required lower clearance levels for their exclusive tracks from CPUC. High speed rail trains will be lower but may travel slightly faster. It should be noted that the requirements in high speed rail technical memorandum that were cited in the alternatives document would not apply to the Caltrain corridor - these were designed for very high speeds which require large bores. The actual bore size could be much closer to the current San Francisco tunnels which are less than 20 feet high. Another reference point would be the tunnels in Zurich that accommodate the same trains that Caltrain will purchase.

There are no stations in south Palo Alto

Bored tunnels can be very expensive, but the high cost of some recent projects relates to excavation required for stations or safety measures required for long (6 miles+) bores. In areas without stations, relatively short tunnels are surprisingly low cost. The tunneling costs for the Central Subway in San Francisco was only $300 million and was done on time and on budget while the stations cost $1.5 billion. New water tunnels were recently bored alongside the Dumbarton bridge. These were quite large and done quickly and inexpensively.

The current alternatives being considered will likely have costs multiple times initial estimates

Surface construction of any grade separation that involves an existing active rail corridor and a heavily used adjacent roadway can be surprisingly expensive - with final costs multiple times original cost estimates. The requirements to maintain rail and automobile traffic take projects that could take 6 months and turn them into multiple year projects where the work is done in small chunks over nights and weekends. There are very high labor costs and significant lasting impacts to residents and traffic. Significant diversions could be required which would be a real challenge for our school bicyclists.

In addition, there are many utilities that run along and across the corridor. A story in today's LA Times shows costs for relocation of just two utilities in Fresno for the high speed rail project will be almost 6 times higher than originally forecast. In the Central Valley, utility relocation costs will be higher than the civil work for grade separations.

Mountain View

The issues with the Rengstorff crossing are similar to those with Charleston and Meadow. Mountain View is currently planning to fully lower both Rengstorff and Central Expressway. This will be extraordinarily expensive and disrupt traffic from Palo Alto for many years. It will also be a problem for bicycle networks. This same concept would work well there. We could not only partner with the city for the necessary variances but boring machines could be used for both projects.

Elon Musk

This is not a joke. He wants to practice building tunnels the same length as what would be required in Palo Alto. We should at least have a conversation.

--
Elizabeth Goldstein Alexis
Co-founder Californians Advocating Responsible Rail Design (CARRD)
cell (650) 996-8018
www.calhsr.com

Carnahan, David

From: Suzanne Keehn <dskeehn@pacbell.net>
Sent: Monday, April 16, 2018 4:45 PM
To: Council, City
Subject: Letter to the Editor in the POST

[redacted] car camping
is about an 70 some frail woman sleeping in her car at [redacted].

The city is evicting her, HAVE a HEART. Is this high brow city too good for folks that haven't
'made it?' There must be churches or some city facility for people who need help. It could
be any one of our relatives. Lydia Ku had a great idea of creating a place where at least folks in campers could park at night with facilities for them.

Jim Keene , several years ago, declared [redacted] a de facto homeless shelter: Is that a bad thing. This city
is becoming more and more elitist, where is our compassion, putting ourselves in another's
foot prints?

Can't you as a whole, being representative of all of us, help this lady and find her a safe place.
This letter written by a man from Sunnyvale.

Suzanne Keehn
4076 Orme St.

Carnahan, David

From: Jane Parks-McKay <janerparksmckay@gmail.com>
Sent: Friday, April 13, 2018 12:21 PM
To: Council, City
Subject: Message from the City Council Home Page

We are very concerned about the state of the homeless in Palo Alto and other areas. My late Mom used to tell me during the depression, there was a whole different mindset about people and their compassion toward others. Respect and mutual empathy reigned and instead of looking at those who fall on hard times as being pariah's, people would help others.

I'm a former reporter who did a series on homelessness in Santa Cruz County. One of the things I learned in my interviews and research was that so MANY in that predicament are like you and me, something catastrophic happens such as a medical event, and things spiral downwards.

I interviewed so many wonderful people who had once been homeowners, employed and had families.

I also learned that this could happen to any of us and all it takes is one thing to change things.

I'm telling this story because I know there must be another way of treating the homeless in Palo Alto. It is not a badge of honor to "clean out" the homeless population and deny the last thing we can: shelter to those who have fallen on hard times. I also learned that around 10% of those who are homeless at least at that point were mentally ill, many turned on the street when institutions changed their policies and they were "too much" for a family to take care of.

Whatever is decided to deal with this issue, can we instill compassion and empathy and start thinking of outside the box. We live on the ocean cliffs above Capitola and we see a variety of situations in this affluent area. We have seen homeless park cars, or campers, we have seen people stow their belongings in the brush to come back and sleep in the ivy. None have disturbed us and I would never think about reporting them to authorities or asking them to leave unless necessary. Where would they go? In cases like this, what I have done is offer something to tide them over whether it be food but mostly a kind encouraging word. I have also asked them if they know about the many resources that are available to them and in one case, when we saw a wheelchair man who was an ailing senior, I called the homeless services center who went down and did a welfare case, or to call the authorities.

The bottom line of course is there are many ways of dealing with a situation. I encourage your lovely City (of which I am personally connected to), to think outside the box and not resort to knee-jerk reactions such as "not in my backyard", etc. There are salutations and while they may not be perfect ones, don't you think if you were in their shoes, what would you want?

Warmly,

Jane Parks-McKay
4715 Opal Cliff Drive
Santa Cruz,CA 95062
(831) 475–0588
janerparksmckay@gmail.com

Carnahan, David

From: Jessica Yang <jessyang325@gmail.com>
Sent: Saturday, April 14, 2018 11:48 PM
To: Council, City
Subject: My son almost got hit when biking on Ross Rd a couple of weeks ago!!!

Dear City Council,

As a very concerned resident, I must bring this issue to your attention. The so called "bike boulevard" project on Ross Rd does nothing, but makes biking more dangerous!

My son bikes to JLS every day on Ross Rd since 6th grade. Before the construction began early this year, he had enjoyed the biking experience very much.

However, now, Ross Rd is so narrow. He has to bike in front of cars instead on the side. He just told me he almost got hit by a car a couple of weeks ago. The car was soooo close to him. He was very scared. Now, he hates biking to school, especially in the morning rush hour!

I demand the city to stop the construction on Ross and reverse the street back to its original condition! The 'bike boulevard" is the most ridiculous and stupid project I have ever seen. It not only wastes tax payers money, but also SIGNIFICANTLY INCREASE the chance of traffic accidents. Kids are forced into traffic when biking to school everyday. If an accident happens, the city should take full responsibility.

There have been 910 people signed the petition on Change.org to stop the project. Now, you know how much residents hate the project. STOP IT NOW!

Sincerely,

Jessica Yang
a resident on Sutter Ave.
408-802-1760

Carnahan, David

From: Yanqing Guan <guanyanqing@hotmail.com>
Sent: Friday, April 13, 2018 5:46 PM
To: Council, City
Subject: Please stop all the constructions on Ross road and other areas of Palo Alto streets

Hi City Council,

We live very close to Ross road. After the construction on Ross road, I found it is more dangerous when driving or biking on it. My daughter bikes on Ross to JLS everyday. She said she felt dangerous when passing the planter areas which stick out to the road because planter areas make the road narrower than before, especially when a car needs to pass at the same time. She has the same dangerous feeling when she passes the roundabout on the intersection of Ross and East Meadow because of the narrower road. As I know, there are another 10 intersections will be changed as roundabout in Palo Alto. Please stop the constructions as soon as possible. This 8+ million project doesn't make "the traffic calming", instead it increases the danger of accidents on the roads. Please use our tax money wisely.

Thanks,
Yanqing

Carnahan, David

From: Nicole Kathleen Hemenway <nkhem@stanford.edu>
Sent: Monday, April 16, 2018 10:27 AM
To: Council, City
Subject: Please suspend the De Facto Homeless Shelter Ban

To the Palo Alto City Council:

My name is Nicole Hemenway. I was born in Stanford Hospital and grew up in a Palo Alto home that my family owns. I attended Palo Alto's public schools until I left the area to attend UC Berkeley, and now I work as a software engineer at an edtech startup in downtown Palo Alto. On the side, I volunteer my time in a leadership capacity to a local ballot initiative campaign that I believe deeply in - the Campaign to Recall Judge Persky.

I find it very saddening that we as a community are enforcing the de facto homeless shelter ban at Cubberley that further disenfranchises some of the most disenfranchised members of our community. I'm particularly ashamed to be a relatively powerful member of this community, and that in my ignorance to this issue and thus silence about it, I feel I have been complicit in our city's attempts at pushing out our homeless population.

Rather than focusing efforts on pushing these homeless community members out of our community, we should be focusing efforts on creating attractive alternatives to camping out at Cubberley that would actually help the homeless regain their footing. However, as long as camping out at Cubberley is the best viable option for many in our community due to our failure to provide them adequate support and resources, we cannot conscionably treat banning them from camping at Cubberley as part of our solution to our community's problem with homelessness. The money that we have set aside to helping them is clearly not enough or has not been wisely spent, as evidenced by the fact that homeless people have continued to try to camp out at Cubberley.

Palo Alto needs to be a city that looks out for everyone in our community - not just wealthy homeowners, which is who this ban is meant to appease. While homeowners may literally own parts of the city, please do not allow them to own city government, to the detriment of the most marginalized members of our community.

I urge you to suspend the de facto homeless shelter ban at Cubberley, and I hope to see aggressive moves on the part of City Council to allot resources to lifting up our homeless population rather than pushing them out.

Respectfully,
Nicole Hemenway

Carnahan, David

From: chuck jagoda <chuckjagoda1@gmail.com>
Sent: Sunday, April 15, 2018 12:58 AM
To: Stephanie Munoz
Cc: Filseth, Eric (Internal); M. Gallagher; roberta ahlquist; Ruth Chippendale; WILPF Peninsula Palo Alto; Council, City
Subject: Re: car light parking.

I only read the first sentence or so (I'll read it all late) but I must disagree, Dear Stephanie, with your agreement with Deputy Mayor Filseth. The NIMBY about car camping is just another form of selfish hoarding.

The approach should not be deciding whose space is whose, but how to share and make it work best for all.

If a person really wanted to have the people who park on his/her street to go elsewhere--- get behind (or start) a campaign to make City parking garages available, and develop a Safe Parking Lot at Baylands or look for other good spots.

For once, Palo Alto--- please stop finding ways and reasons and rights to say "NO," and look for ways to find room for all.

Don't buy the Scarcity Doctrine so popular with Big Energy, Big Armaments, and Big Finance. There really IS enough land, energy, and money for all. We just have to rearrange a few things. Some things are already in the works: the huge wave of conversion to renewables in spite or a complete lack of government support, the rise of decentralize currencies like bitcoin, the legalization of weed in state after state because it makes sense-- despite an 87 period of having greedy, puritanical, racists pull the wool over our eyes.

The pivoting of Palo Alto from homeless criminalization to homeless relief will be a milestone in the moral history of Palo Alto.

Stop condemning where the poor park (a REAL waste of time and VERY un Christ-like), and get busy looking for better locations for all concerned.

It would be the modern equivalent of "Instead of cursing the darkness, light a single candle."

Chuck

On Fri, Apr 13, 2018 at 8:20 PM, Stephanie Munoz <stephanie@dslextreme.com> wrote:

> Dear Vice mayor Filseth:
> Nobody could disagree with you about antagonism raised by dumping extraneous parking on a neighborhood street. I have often thought that the numerous objections to poor people in a neighborhood are really objections to the extra cars competing for free parking. But why can't you issue neighborhood parking permits? Either paid or free, just as you like. (I believe also that it's appropriate to permit RVs to park on El Camino, but it should be permit parking and they should pay for the permits, enough to support at least a waste collection station either in Palo Alto or elsewhere). If the parking places were all taken, and the newcomers weren't issued permits, why

would they be a problem? If new garages are going to be built somewhere, why couldn't cars also rent space during the night, and go away in the morning so that workers' cars could be garaged?

It's true that poor people have almost as many cars as wealthy ones, but there is one large, and growing population that do not; it is the seniors, who no longer need to drive to work, often have their driver's license taken away, and have trouble paying for the maintenance of the car: license, smog, insurance, fuel, repairs. Why doesn't Palo Alto solicit a development of low income social security recipients: retirees and SSI, to rent bedroom suites in an attractive hotel, beautifully landscaped, with some amenities in common, such as a pool, computer room or gym., and, most essential, a van to take residents over to the bus or train. Start with the many long waiting lists of would-be tenants; find out who do not have cars or would be willing to go without one. It could be owned by PAHC, but I'd like to see it privately owned, with an affordable rent ($600. because the lowest social security check is $900.) It would be rent controlled. The bedrooms would be SROs--200 square feet, so there could be twice as many people housed as in studios, which are 400-500 square feet. The proposed Wilton Court development is, I believe, 60 studios, so in the same enclosed space you could house twice as many.

You created a new company, I think, but the City of Palo Alto didn't indicate any space where housing for your employees could go. Not your fault, not your responsibility. But now you're on the city council and it is your responsibility. I think giant companies should build housing nearby for their workers, just as I think the school district should build teacher housing. It seems to me a practical idea to stabilize labor costs, but realistically, if the companies thought so, they would have done it on their own. However, a partial solution would be to build a hotel for social security and disabled persons who don't drive, or at least are willing to live without a car nearby, and have a 24 hour bus or van service. There'd have to be 250 or three hundred to be economically feasible, but that's comparable to 101 Alma, which has only a hundred units, but two hundred bedrooms, nearly three times the area, and that hasn't lowered property values, has it? Many older people would move out of their large homes in exchange for the convenience, freeing them for families. Different authorities work at manipulating people into leaving their cars; I think it would be nice it you gave us some positive incentive not to drive.

Stephanie Munoz

--
Chuck

Carnahan, David

From: marionparr@gmail.com on behalf of Marion Parr <marion@parrcarr.com>
Sent: Friday, April 13, 2018 11:34 AM
To: DuBois, Tom; Filseth, Eric (Internal); Fine, Adrian; Holman, Karen; Kniss, Liz (internal); Kou, Lydia; Scharff, Gregory (internal); Tanaka, Greg; Wolbach, Cory
Cc: Council, City
Subject: Re: Comp Plan encourages cottage clusters: 850 Boyce project will kill its cottage cluster

Dear Madame Mayor Kniss, Mr Vice Mayor Filseth, and Palo Alto City Council members Tom DuBois, Adrian Fine, Karen Holman, Lydia Kou, Greg Scharff, Greg Tanaka and Cory Wohlbach,

I've been following the saga on the proposed remodel of 850 Boyce and the cottage cluster it's inside. I'm emailing comments you as the hearings make it apparent that while the **Palo Alto Comprehensive Plan strongly encourages the retention of cottage clusters**, the City of Palo Alto hasn't put any guidelines in place about *how* to do that. So the proposed 850 Boyce project is being designed with guidelines for stand-alone projects, which puts it completely out-of-scale with the other cottages in the cluster of which it is 25% of the whole. Allowing the current implementation of the **850 Boyce project will kill the cluster it is in, which is opposite the goal of the Palo Alto Comprehensive Plan.**

There is an understated yet intentional architectural design of cottage clusters in Palo Alto. For the 850 Boyce cottage cluster in particular, it's been interesting to watch the two remodels that have already occurred there, and to see how those remodels have fit within the perspective of the whole piece of the cluster. The current cottage cluster including 850 Boyce Avenue, looks like this.

When I read that a third cottage in the cluster was going to be remodeled, I was curious to see how that remodel was going to fit in. When I saw the drawing, I was surprised that the design was so much bigger than the other cottages in the cluster and wondered how it would be modified to fit within the cottage cluster. But, when I saw the 850 Boyce Ave model (to scale model pictured below, 850 Boyce is the two story house) it was **obvious that the 850 Boyce Ave proposed project is out-of-scale for the cottage cluster, and will totally overwhelm the cluster.** So I decided to come and listen to the Directors hearings to find out why.

At the Directors hearings, I learned that the **Palo Alto Comprehensive Plan "recognize(s) the contribution of cottage cluster housing" and wants to "retain and encourage this type of development." (*Policy L-3-3)* Part of the definition of cottage clusters is that they are "arranged around a common lawn or green area" (*page 287, Comp Plan*).** Given those statements of policy, it's been a contradiction to sit at the Directors meetings and look at the model, which shows a house far larger than the other cottages, looms over the other structures, and ignores the goal of being arranged around a common area or lawn. It's already been demonstrated that remodels can be effectively and sensitively completed in this cottage cluster, as the back two cottages have already been remodeled, and in both cases, those parts don't overwhelm the whole, and gather around the common area. But in looking at the model, the proposed 850 Boyce project is so large and out-of-scale, ignoring the common area, that it threatens to overwhelm the cottage cluster completely. **Allowing one part of the cottage cluster to overtake and overwhelm the whole cluster will both kill the cluster, and is antithetical to Palo Alto's Comprehensive Policy to retain and encourage cottage clusters.**

As noted earlier, the Palo Alto Comprehensive Plan recognizes the value of cottage clusters and wants to retain and encourage cottage cluster development, which is a great first step. From the prior meetings about this project, **it doesn't sound like the Comp Plan has spelled out *how* to retain cottage clusters, which would be the next step.** If Palo Alto hasn't formulated guidelines on how to retain cottage clusters, it would be **a mistake to shoehorn the out-of-scale design of 850 Boyce Ave** into this existing cottage cluster **using rules that don't apply for cottage clusters.**

If there are no existing guidelines on how to build within a cottage cluster, the Planning Department and/or the City of Palo Alto has the opportunity to take the time to create the guidelines and rules that make clear how to retain and encourage cottage clusters, as per the Comp Plan. Creating those guidelines would help the applicant be able to meet the requirements of the Comp Plan and fit their project within the whole of the cottage cluster. **Please don't penalize this existing cottage cluster, and try to jam in an overly large project, just because the City of Palo Alto hasn't yet taken the time to create the guidelines to meet its own goal of retaining cottage clusters. If you allow this project as design, the proposed 850 Boyce project will kill this cottage cluster.**

Thank you for receiving my input.

Marion Parr

Carnahan, David

From: Laurie Barrett, PhD <lbarrettphd@gmail.com>
Sent: Tuesday, April 17, 2018 12:38 PM
To: Transportation; Council, City
Subject: Re: Middlefield Road Corridor

City of Palo Alto Transportation Department and City Council:

Once again, I am communicating my serious concern about the traffic accidents at the corner of Middlefield and Forest. Critical accidents at this site have become a monthly occurrence. In fact, over the past 10 months, I have documented these accidents:

7/19/17 12:50 pm
8/16/17 8:30 am
10/24/17 11:15 am
10/24/17 2 pm (yes, 2 accidents in the same day)
11/7/17 12:40 pm
2/22/18 8:45 am
3/22/18 9:50 am
4/17/18 12:25 pm

I am in my office 6 hours a day, 3 days a week. I can only imagine the many more accidents that occur the other hours outside of those 18 hours/week. I urge the transportation department to do something about this before another preventable serious injury - or death - occurs. Eight accidents in 10 months seems excessive by any measure.

I am sending this email to the transportation department as well as the city council, who may not be aware of this high-risk intersection. I will also be sending the information to the local newspapers.

Laurie Barrett, PhD

Carnahan, David

From: Erica Brand <erica.w.brand@gmail.com>
Sent: Tuesday, April 17, 2018 9:53 AM
To: Karen Hendricks
Cc: Council, City; Berkson, Jerry; Paly Principal; Tanaka, Greg; Judd Volino; DuBois, Tom; Adam Brand; Mello, Joshuah
Subject: Re: PAUSD to grant Easement for City of Palo Alto to begin safety improvements at where Churchill intersects Castilleja Ave.

(minus the Police and the Palo Alto Weekly)

Dear Ms. Hendricks,

Please advise the best way for me to follow up with Ken Dauber and Todd Collins.
Will you please send an introduction?

Thank you, Erica Brand

On Tue, Apr 10, 2018 at 8:29 AM, Erica Brand <erica.w.brand@gmail.com> wrote:

> Thank you, Karen.
>
> I am correcting Joshuah Mello's email address in the cc chain, and adding a link to this relevant article in the Palo Alto High School Magazine *Verde*.
> http://verdemagazine.com/cycles-of-change-city-responds-to-bike-safety-concerns
>
> The article describes the Sept. 2016 accident at the same spot and includes the following quotation, which resonates with my family:
> "However, even more shocking to Chu was that, following the accident, no permanent measures were taken to improve the safety of the intersection."
>
> Looking forward to working together to find safer solutions for that busy intersection.
>
> Best Regards, Erica Brand
>
> On Sun, Apr 8, 2018 at 8:58 PM, Karen Hendricks <khendricks@pausd.org> wrote:
>
> > Hi Erica,
> >
> > Thanks so much for contacting me. I was terribly sorry to hear about this accident in February, and your daughter's injuries. I can only imagine how scary and impactful this was for her and for your family.

Please know that I'll review your email thoroughly upon my return to the office this week, and will also share it with Trustees Ken Dauber and Todd Collins, who are the Board Members assigned to the School / City Liaison Committee.

Sincerely Yours,

Karen

Karen Hendricks

Interim Superintendent

Palo Alto Unified School District

OFFICE OF THE SUPERINTENDENT

25 CHURCHILL AVENUE

PALO ALTO, CALIFORNIA 94306

(650) 329-3983

Please consider the environment before printing this email.

City of Palo Alto | City Clerk's Office | 4/17/2018 2:34 PM

From: Erica Brand [mailto:erica.w.brand@gmail.com]
Sent: Saturday, April 7, 2018 6:06 PM
To: Karen Hendricks <khendricks@pausd.org>
Cc: city.council@cityofpaloalto.org; pd@cityofpaloalto.org; Jerry Berkson <jberkson@pausd.org>; Paly Principal <palyprincipal@pausd.org>; editor@paweekly.com; greg.tanaka@cityofpaloalto.org; joshua.mello@cityofpaloalto.org; Judd Volino <kazalino@kazalino.com>; tom.dubois@cityofpaloalto.org; Adam Brand <adamdbrand@gmail.com>
Subject: PAUSD to grant Easement for City of Palo Alto to begin safety improvements at where Churchill intersects Castilleja Ave.

Dear Superintendent Hendricks,

On Feb 12, 2018, my daughter was hit by a car in the crosswalk at the intersection at Churchill and Castilleja Ave, immediately south of the Paly football field.

This intersection has been dangerous for a long time. I participated in meetings trying to find a solution in Oct 2016 after another student was hit by a car, and I was left with the understanding that a crossing guard was not possible, but that the City Council would implement specific planned improvements.

My daughter suffered road rash, a badly sprained tendon in her ankle, and many cuts and bruises. Her accident could have been far worse, but fortunately when her head hit the ground her helmet protected her head. She cracked a section of that helmet all the way through. My daughter spent 3 hours at Stanford ER, and we have been in and out of doctor's offices ever since. The accident has had severe effects on her school performance— you know how much homework a Paly sophomore needs to do—and it was incredibly scary.

Actions are needed to make this intersection safer for the students who face a high level of traffic, often with no break in the flow of cars. Presently the signage and physical setup does not offer sufficient protection of the students. There have been many discussions and proposals on how to make this busy intersection more safe for the students and commuters who use it daily, including:

- Installing a raised crosswalk, with flashing lights
- Installing a traffic light
- Hiring a crossing guard
- Blocking traffic between Castilleja and Alma on Churchill

City of Palo Alto | City Clerk's Office | 4/17/2018 2:34 PM

Please see the plans, shared with me by Councilman Dubois's office, that have been approved since Jan 2015.
Please see a link to a descriptive slideset about the intersection.

My understanding is that the next step is for PAUSD to grant an easement [for] the CIty of Palo Alto.

- Is that correct?
- Can it be done by April 30? If not then, when?
- If that is not the correct step, please clarify what needs to happen next.

How can I help? Let's work together to fix this before anyone else is hurt.

Best Regards, Erica Brand

Carnahan, David

From: Joe Hirsch <jihirschpa@earthlink.net>
Sent: Monday, April 16, 2018 4:41 PM
To: James Colton; Council, City
Subject: Re: SB1 proposal and Arastradero Plan

Dear Council members,

I concur with most of what Jim Colton has said below. However, if the Arastradero Road is working as designed, please understand that that means hour-long traffic jams at least 3-4 times each workday, year around. Extending from ECR to the Foothill Expressway. What used to take me roughly 90 seconds or so to come from ECR to my home, now can take nine minutes. And that is only 3/4 mile. Most people avoid making left turns onto Arastradero as, at times, it can be much less safe than before the new striping was implemented, as cars are generally riding in one lane on each side of the roadway, whereas before drivers had two. In all, most people are extremely unhappy with what has happened to Arastradero. A new neighborhood review before concrete is added would be worthwhile, to avoid another Ross Road-type situation, as Jim Colton has suggested below.

Joe Hirsch
Georgia Avenue

-----Original Message-----
From: Jim Colton
Sent: Apr 16, 2018 3:06 PM
To: city.council@cityofpaloalto.org
Subject: SB1 proposal and Arastradero Plan

Dear City Council,

On the consent calendar for this evening, there is an item that includes an SB1 proposal for funds for infrastructure improvement that is coupled with approval of the plan for Arastradero improvement. Since the SB1

funds don't have to be used for Arastradero, these two items should be separated. In particular I believe there we should give Arastradero more consideration before proceeding with the plan for the following reasons:

- City budget is overspent already. Arastradero should be considered with all other needs of the city like Fire and Police. Is this a need or a want?
- Do we need to spend over $10m on hardscape for a system that is already working the way it was designed? With the current painted system, bikes are safe and we have some flexibility if cars need to turn or pull over in emergencies.
- The aggressive construction on Ross Road has resulted in almost 1000 signatures to a petition to change the design, more than any other issue has produced. Do we want to have another Ross Road?

Please separate the SB1 proposal from the Arastradero project.

Jim Colton
Georgia Ave

Carnahan, David

From: Julia Nelson-Gal <julianelsongal@gmail.com>
Sent: Thursday, April 12, 2018 8:31 AM
To: Council, City; Keene, James
Subject: Re: The new roundabout.

I apologize for the typos in my previous email, I am speaking into my phone as I walk my dog on Moreno.

I just ran into this staff member, Rosie, doing her job, as I was sending this mail.

Now that's commitment!

Thanks for all you do for our community, Julie

Julia Nelson-Gal

Julianelsongal.com

> On Apr 12, 2018, at 8:18 AM, Julia Nelson-Gal <julianelsongal@gmail.com> wrote:
>
>

City of Palo Alto | City Clerk's Office | 4/16/2018 9:44 AM

> Greetings,
>
> Thank you for creating the Ross Road safe routes to school, especially the two roundabouts. It’s so nice to not have to stop at Every four-way stop intersection or to wait for long periods of time will the cyclists go by. It keeps everything moving and clearly safer.
>
> Thanks again,
> Julia Nelson-Gal
> 890 Marshall Dr.,
> Palo Alto, CA
>
> Julianelsongal.com
>

Carnahan, David

From: Zhang, Wei (FHWA) <Wei.Zhang@dot.gov>
Sent: Thursday, April 12, 2018 8:00 AM
To: jaquette@gmail.com; Council, City; Mello, Joshuah
Cc: De Geus, Robert; Shikada, Ed; Gaines, Chantal; Star-Lack, Sylvia; Kochevar, Ken (FHWA)
Subject: RE: Traffic analysis data

All:

When I was contacted about this, my impression was that I was just asked to do an unbiased curtesy third party review of the small traffic circle recently done in the City of Palo Alto, since safety is the common goal. It was never my intent to get involved in a dispute like this. Official procedures need to be followed for any professional review in this nature, which is beyond technical. I am copying Ken Kochevar, our California Division Safety Engineer.

I will say that the Bicycle Boulevard initiative is a good thing, and will eventually deliver a safer route network for cyclists and encourage more people to ride bikes to work/school, which will help build healthy community and reduce car traffic/pollution. The traffic demand at the intersection is probably in the median range of local roads. There is plenty of room to accommodate all modes of road users (cars, bikes, pedestrians, etc.).

Wei

From: George Jaquette [mailto:jaquette@gmail.com]
Sent: Wednesday, April 11, 2018 5:27 AM
To: city.council@cityofpaloalto.org; Mello, Joshuah <Joshuah.Mello@cityofpaloalto.org>
Cc: De Geus, Robert <Robert.DeGeus@cityofpaloalto.org>; Shikada, Ed <Ed.Shikada@cityofpaloalto.org>; Gaines, Chantal <Chantal.Gaines@cityofpaloalto.org>; Zhang, Wei (FHWA) <Wei.Zhang@dot.gov>; Star-Lack, Sylvia <Sylvia.Star-Lack@cityofpaloalto.org>
Subject: Traffic analysis data

Josh-
On Friday it will have been four weeks since I requested the traffic analysis data for the intersection at East Meadow Road and Ross Road, in writing and in person, required under contract from Alta Design. Specifically, I asked you to provide data that was due from your former employer (under contract). To be precise, that data is:

> Traffic data collection will be conducted by the CONSULT ANT upon approval by CITY, and is anticipated to include:
>
> • Seven days of vehicle speed and classification hose counts along each project route (up to 15 locations)
>
> • Seven days of bicyclist and pedestrian counts using video including information on directionality, for each project, one coW'I.t will include approximate information regarding bicyclist type (age, gender, helmet use)- (up to 15 locations) ·
>
> • Where appropriate, intersection peak hour turning movement counts (up to 16 total)

City of Palo Alto | City Clerk's Office | 4/16/2018 9:44 AM

My understanding from the California Public Records Act is that you should have provided this information to me within ten business days. If you do not intend to provide this data, you must have a legal reason to support your decision. Please let me know why you have not provided this data to me;.

My further understanding is that the outside expert analysis and review that was announced publicly two weeks ago by Mr. De Gues (March 30th) is pending this same data. We are fortunate that an expert like Dr. Wei Zhang from the Federal Highway Administration is willing to provide his input, and it is disappointing that you cannot provide him the traffic analysis data and the engineering design from the newly built construction so that he can help us address the safety issues that have resulted from this design. Since we all agree that safety is the primary issue, and research shows that bicycle accidents increase when a small mini-roundabout at low traffic speeds replaces an intersection with four stop signs, this **truly is a matter of urgency**. You are on record as believing that this mini-roundabout with a raised island conforms to engineering design standards (against all printed guidelines), where many parents (856 and counting) believe it is dangerous -- **it is critical that this data be shared as soon as possible**. Please let me know when this data will be made available to me and to the FHWA expert, or explain the delay.

My children ride through this intersection twice every day, and my concern and my interest have not faded in the least with the announcement that we are slowing down further construction. **I care a great deal about the dangerous interaction between cars and bikes at the intersection of East Meadow and Ross Roads.**

Since the new construction (concrete experiment that does NOT conform to mini-roundabout guidelines) at Moreno and Ross is continuing, I expect you will find another 800 unhappy Ohlone parents with this new danger to their commuting children (unsafe experiments masquerading as mini-roundabouts). **The city council WILL hear residents disappointment, now or at the next election**. Choose to be on the right side of that vote (stop digging, redesign these unsafe intersections), and ensure our children are safe riding their bikes to school every day. 44% of 12,000 kids is 5,000 kids on bikes every day. Do NOT let the parents of Palo Alto down.

So really, when can we get the data?

George
--
George Jaquette
email: jaquette@gmail.com

Carnahan, David

From: Suzanne Keehn <dskeehn@pacbell.net>
Sent: Tuesday, April 17, 2018 3:03 PM
To: Council, City
Subject: [redacted]

I was quite upset when I read about this lady, and her plight, being evicted from [redacted] She must not have family, or any other place to go. Please would one of you check on her, and find a solution. Do we have a homeless shelter? I know some churches do take people in at night.

Thank you,

Suzanne Keehn
4076 Orme St.

Carnahan, David

From: Sara Khan <sbkhan25@yahoo.com>
Sent: Saturday, April 14, 2018 11:48 AM
To: Council, City
Subject: Ross Road Bike Blvd: So much more dangerous for everyone - please stop!

Dear Council,

I grew up on Ross Road, where my parents continue to reside, and now have a house of my own in midtown.

It is truly unfathomable how much more dangerous Ross Road has become for drivers, bikers, and pedestrians alike with what is already in place as part of the "bike boulevard".

Among other things:

1. It has become difficult and dangerous to back out of my parent's driveway due to a huge bump out on corner which now makes the street too narrow and affects visibility, increasing the chance of a collision. We used to be able to back up without entering traffic lane going in the opposite direction. That is no longer possible.
2. Our neighbors have a flag lot behind my parents home and the other day came knocking to ask if we could park our van further further down the street as they could no longer safely back out of their own drivewayand were trying to increase visibility for themselves.
3. We now have to weave around and in-between barriers whether driving or biking.
4. It is confusing and unclear where autos and bikes merge and unmerge.
5. In some sections, the road has been narrowed to such a degree that it is impossible for two cars going in opposite directions to safely pass one another.
6. In some sections of the road, there are four parallel bumps (two in each lane) while in others there are three, in which case I end up with one car tire on a bump and the other in the cutout for cyclists and can't help but feel there is something wrong with this scenario.
7. I have a subcompact SUV and the round-about at Ross and Moreno feels much too narrow.
8. They have installed sign poles directly in the walkway so you cannot get a wheelchair/walker/large buggy past without going off the sidewalk or into neighboring bushes. Is this legal?

I find myself avoiding Ross at all costs now, coming down Louis now to the extent I can. On a somewhat related note, yesterday, I was at the corner of Clara and Ross where construction was in progress and needed to turn left but could not figure out how to do so safely. I finally had to roll down my window and ask one of the workers.

Any safety benefits of slowing down traffic have been more than offset by the unsafe conditions created by the design of this particular boulevard. The simple fact that one has to ponder how to navigate the road tells you there is something inherently wrong.

Please stop the construction, rethink, redesign and reverse as needed. This is our community, our home, our tax dollars and our lives.

Finally, I am greatly disappointed that the only notice we ever received from the city of the boulevard was a postcard announcing the implementation roll-out. How did that happen?

Carnahan, David

From: Alpa Shah <shah_alpa@yahoo.com>
Sent: Sunday, April 15, 2018 11:38 AM
To: Council, City
Subject: Ross Road Project

Alpa Shah
800 Sycamore Drive
Palo Alto, CA 94303

April 15, 2018

RE: Ross Road Roundabouts Projects

To the City of Palo Alto:

I want to voice my opinion on this matter due to the safety hazards the Ross Road project has created for the children in our community. I am disappointed that the city approved this project without informing and involving the neighbors on or off Louis Road, or taking into consideration the number of people it impacts.

Louis Road is already an unsafe route - there are too many reckless drivers who speed, run through stop signs, and make illegal u-turns by Palo Verde. Now, there will be more cars on this road, as the traffic moves over from Ross Road to avoid the roundabouts. Who decided it was a good idea to move more traffic to a road that has two elementary schools on or one block from the road?

Bicyclists on Ross Road have to go into traffic consisting of aggressive drivers to go around the roundabouts. I have seen drivers become even more frustrated and impatient when they are slowed down by bicyclists. This new construction is a recipe for disaster. As my friend George Jaquette has pointed out, there is research to prove the hazards created by such a road construction.

I am all for creating a safe environment for bicyclists. I have two kids - one going to JLS and the other at Palo Verde - and they both ride their bikes to and from school and to the Eichler Swim & Tennis facility.

There are many, many families extremely upset about this project. Please take the time to read these letters, whether through email, direct mail, or social media, and consider making changes to make this city a more safe place for all families; not just the few people who voiced their opinions to make changes on Ross Road before the project began. Thank you for your consideration.

Sincerely,

Alpa Shah

Carnahan, David

From: ForestLight <forest129@yahoo.com>
Sent: Monday, April 16, 2018 6:45 PM
To: Council, City
Subject: SB1 and the Charleston/Arastradero Corridor Project

To the Honorable Mayor Kniss and City Council Members:

We are writing you in support of including the Charleston/Arastradero Corridor Project in the SB1 funds for infrastructure improvement so that the hardscape portion of the project can finally be completed.

For the past fourteen years, the Charleston/Arastradero Corridor Project in its various phases has received unanimous approval from every City Council who reviewed it. The performance measures for the trial have been met. However, the safety features that were built into the design will not be fully realized until the hardscape is in place. The primary goal of the project - to create a safer environment for our school children to walk and bike to eleven public and private corridor schools and for other road users– will not be achieved until the hardscape is in place.

The current striping was intended as a paint trial to see if the city could maintain road operations with a lane reduction. The trial was successful maintaining point-to-point travel times. But the safety improvements have not been implemented yet.

The assumption that the current configuration is safe for bicycles (or cars, for that matter) is not born out by the continuing collisions that occur on the corridor. I don't think you could find a traffic engineer who would tell you that a street without a hardscaped median is safer that one with a hardscaped median. Further, it ignores the fact that bike lanes completely disappear on the approaches to the dangerous El Camino intersection. It also ignores the signalization and lane capacity improvements at Terman that are included in the hardscape implementation which will improve road operations. Finally, it ignores the new off-road multi-use paths that will enable wrong-way riders from land-locked neighborhoods south of Arastradero to get safely off the street.

We ride bikes regularly and walk and drive on the corridor frequently. It is painfully apparent that the previously approved improvements are acutely needed. Many citizens like me have worked hard with the City for fourteen years to create the best possible plan to balance the needs of all street users. This process has as required an enormous commitment of time, careful research, resources and energy. Please follow though on the promises made fourteen years ago and those made steadily thereafter. A nexus study was done, multiple phases of striping trial were implemented and reviewed. Citizens (including us) have attended countless community meetings and public hearings. We strongly believe the City is obligated to follow through on the commitments made related to this project..

In addition, the Corridor factors into the City's Safe Routes to School goal network of bike and pedestrian routes and helps in making the City a premiere bike friendly environment.
It is imperative that the job be finished as designed…..and it needs to be finished now…for the safety of our children and all Palo Altans

Please don't leave the project hanging. Please approve the funding to finish this important project that implements the vision of our Comprehensive Plan without any further delay.

Thank you.

Michael & Judith Maurier

Fairmede Ave., Palo Alto

Carnahan, David

From: Aram James <abjpd1@gmail.com>
Sent: Wednesday, April 11, 2018 7:00 PM
To: paloaltofreepress@gmail.com; stevendlee@alumni.duke.edu; sdremann@paweekly.com; Jonsen, Robert; HRC; swagstaffe@smcgov.org; Council, City; Binder, Andrew; gkirby@redwoodcity.org; citycouncil@menlopark.org; council@redwoodcity.org; jrosen@da.sccgov.org; molly.o'neal@pdo.sccgov.org
Subject: See what happens when police inappropriately turn off body worn cameras

http://sfpublicdefender.org/news/2018/01/man-acquitted-after-officer-turns-off-body-cam/

Shared via the Google app

Sent from my iPhone

Carnahan, David

From: Rita Chang <ritachang1@gmail.com>
Sent: Sunday, April 15, 2018 4:01 PM
To: Council, City; Tom DuBois; liza.kolbasov@gregtanaka.org
Subject: Solving Palo Alto traffic snarls
Attachments: PA-traffic-improvement-ideas.pdf

Dear PA City Council member:

I'm writing to let you know of the many opportunities to improve the experiences of people who navigate Palo Alto by car.

I'm certain that these people (residents and non-residents) are enduring many time-wasting and frustrating moments so your attention to this matter would be greatly appreciated.

Please see the attached. I would be more than happy to discuss with you in person.

Many thanks.
Rita
415 323 8244

Rita Chang
686 Georgia Ave
Palo Alto, CA 94306
415 323 8244

April 15, 2018

Dear City Council member:

I'm writing to let you know there are many opportunities to improve the experiences of people who navigate Palo Alto by car.

I'm certain that these people (residents and non-residents) are enduring many time-wasting and frustrating moments so your attention to this matter would be greatly appreciated.

1 - Lights at train tracks should reset after train passes
The number one, and most frustrating experience for those of us who have to cross the Caltrain tracks, is that the lights do not recalibrate after the train crossing gates are lifted. That is, after the train the lights continue favor Alma, and do not make any adjustments for the As you can imagine, this causes significant backup during commute hours. Then, to make things worse, the stoplight is green for ta fixed time, so not enough cars can pass through to relieve the congestion. Can you please fix this.

2 - Too many "dumb" lights
The other issue I would like to bring to your attention is that during periods of light traffic, there seems to be many "dumb" stoplights. That is, there are times when intersection comes to a standstill because the waiting cars cannot move based on stoplights that seem to be on some irrational timer. As a result, cars are waiting for prolonged periods at an intersection where there is an absence of cross-traffic. This of course wastes people's time and burns fuel unnecessarily.

In particular, on weekends the light on Waverly near JLS seems to be fixed on a timer. So even though there are no pedestrians or vehicles trying to cross East Meadow, the traffic on East Meadow is forced crossing Waverly at the command of the stoplight.

3 - no more roundabouts!
I haven't been attending the meetings about this misguided project but it seems like the city is trying to fix problems where there is none with the roundabout on Ross and East Meadow. This has become a dangerous intersection for cyclists and the narrow passage has caused damage to my car, albeit minor. This was not smart, as I'm sure you've heard many times.

4 - too many unnecessary stop signs

There are stop signs that are placed throughout Palo Alto streets that seem to benefit a few residents at the expense of many. To give you an example, please tell me the purpose of the stop signs at Georgia Street and Crosby Place. The latter is a cul de sac that at most probably have no more than 15 people a day coming and going, if even that. Many many more people are crossing Georgia! Did the residents of Crosby ask for the stop sign? A yield sign on that street would be infinitely more appropriate. The same goes for another route I frequently travel. Heading southeast on Wilkie Way towards West Charleston, I encounter too many stop signs that seem unjustified -- again, how appropriate is requiring the Wilkie Way traffic to stop for the lesser dead end streets? Seems like the traffic should be managed in a way to favor Wilkie Way which is more of a thoroughfare than these side streets like Tennessee Lane that are dead end. Again, I would like to ask what is the reasoning behind these stop signs?

5 - Miranda/Foothills/Arastadero
Please find a solution for managing the traffic where Arastadero and Foothills and Miranda Ave meet. The city needs to put a right-turn-only lane to serve Miranda exclusively and direct the right-turners to Foothills into a later lane. This would relieve a lot of the backup in this area.

Carnahan, David

From: Sharleen Fiddaman <sf@sharleenfiddaman.com>
Sent: Wednesday, April 11, 2018 5:22 PM
To: Council, City
Subject: stop roundabouts

Council Members,

Please terminate the proposed plan for roundabouts in our neighborhoods. They are great for major wide intersections as in England, but not here. In our narrow city streets they are a hazard to the safety of bicyclist and cars. A 4-way stop is far more effective!
There is no reason for one on Bryant and N. California Ave. as there is almost no traffic, it eliminates precious parking spaces, and frankly they are ugly! Drive the area to see for yourself.

Sharleen Fiddaman
Webster and N. California Ave., Palo Alto

Carnahan, David

From: Rod Lehman <rod.lehman@gmail.com>
Sent: Wednesday, April 11, 2018 2:33 PM
To: Council, City
Subject: Stop the Construction of New Dangerous Intersections.

Dear City Council.

Kids have been hurt already on the stretch of Ross Road with new concrete bulbouts. Research shows that small roundabouts at low-speed intersections increase bicycle accidents. These changes are making the streets of Palo Alto dangerous for children. You are not listening to the thousands of people who have signed online petitions about this issue and want the head of the transportation department to be fired over his lack of response.

Many of also are concerned about the unsafe construction practices being used by Granite on these projects. We have taken pictures and are filing complaints with the state board of contractors.

These roundabout and bulbout construction projects are a waste of millions of taxpayer dollars. Thousands of us are so upset by this waste that we are committed to vote down whatever bond initiative that you put on the ballot next - regardless of the projects involved. In fact, we will donate hundreds of thousands of dollars to the "No" campaign to defeat it.

Rod Lehman

Carnahan, David

From: Keri Wagner <keriwagner@gmail.com>
Sent: Monday, April 16, 2018 4:54 PM
To: Council, City
Cc: Keri Wagner
Subject: Support for Charleston/Arastradero plan

Dear Council Members —
I urge you to support the final implementation of the Charleston/Arastradero safety improvements. Even though the current plan only uses paint, bicycle and pedestrian safety has been demonstrably improved since the trial was implemented years ago. Personally, I am comfortable biking down Arastradero now and I would not consider it when the road was a 4-lane thoroughfare. The turn lanes have markedly improved safety for drivers and residents.

The project has proven itself to be viable and increase safety. It's time to finish the improvements. South Palo Alto has been waiting for many years to finish this construction.

Thank you for the work you're doing to improve safety for our pedestrians, cyclists, and car users.
Keri Wagner
311 Edlee Ave
Palo Alto

Carnahan, David

From: George Jaquette <jaquette@gmail.com>
Sent: Friday, April 13, 2018 12:00 PM
To: Council, City
Cc: Mello, Joshuah; De Geus, Robert; Shikada, Ed; Gaines, Chantal
Subject: The Ross Road petition is over 900 signatures, many comments worth reading
Attachments: RoundaboutPetitionP1.png; RoundaboutPetitionP2.png

Gregory, Tom, Eric, Adrian, Karen, Liz, Lydia, Greg & Cory-
First, thank you for hitting pause on construction while the city seeks outside input on the designs being implemented. It is clear that many of us were surprised and disappointed by these investments, and it will be useful to have independent analysis performed.

I have met a couple of you in person about this project, and understand that you hear plenty of positive feedback from the bicycling community on the changes. I also understand that many of the conversations on NextDoor are not viewable by all members of the city council, nor to most of the city employees charged with implementing the plan. Consequently I have taken a screenshot of the comments on the petition and I have attached them to this email so you can all see the community's comments.
https://www.change.org/p/city-council-cityofpaloalto-org-stop-the-traffic-calming-implementation-on-ross-road-in-palo-alto

We look forward to an expeditious review by an independent outside adviser, and we hope to revisit the design decisions made by Alta Design.

Thanks again for pausing the construction. It is a pity that they are building an even smaller version of this same design at Moreno and Ross Road, but at least fewer kids ride through that intersection.

George

Recent news

A new concrete experiment is under construction at Ross and Moreno

Kids have been hurt already on the stretch of Ross Road with new concrete bulbouts. Research shows that small roundabouts at low-speed intersections increase bicycle accidents. These changes are making the streets of Palo Alto dangerous for children. Please send email to city.council@cityofpaloalto.org asking them to stop the construction of new dangerous...

George Jaquette
5 days ago

Join the conversation

George Jaquette

Add a comment, news, or personal story to the community

Add

902 people have signed. What do you think they should do or read next?

Rick Cuevas
1 minute ago ago

Menlo Park tried this BS on santa cruz avenue some years back ...and ended up having to REMOVE it all.. please remove it all... 46-year Palo Alto resident. it's ugly and a big waste of money

0

Write a reply... Reply

Jay Zhu
1 hour ago ago

REASON FOR SIGNING

The changing on Ross made biking unsafe. Cyclists have to cut in and out in front of cars now. It is really stupid to make such a change.

0

Write a reply... Reply

Yuling sun
15 hours ago ago

I saw a school bus stuck around the island this morning when going forward. It will be impossible for it to make a left turn. A lot of cars failed to yield to the traffic in the circle. stop sign works much better.

0

Write a reply... Reply

Jing quan
15 hours ago ago

REASON FOR SIGNING

The street improvment at the intersection of ross and coloraod is awful.
It is extremely inconvenience for both vechicle drivers and bike riders.

0

Write a reply... Reply

Jennifer Liu
16 hours ago ago

REASON FOR SIGNING

The Ross road project is destroying our community and wasting our money! It becomes dangerous to drive and bike!

0

Write a reply... Reply

hanxi chen
16 hours ago ago

REASON FOR SIGNING

Please stop these costly projects without much feedbacks from commuters and resident. Such stupid project that serves the opposite purpose of the name sake.

0

Write a reply... Reply

Lei Liu
16 hours ago ago

REASON FOR SIGNING

The road becomes so narrow, very inconvenient for small cars let alone big vehicles such as ambulances.

0

Write a reply... Reply

Henry Lee
2 days ago ago

REASON FOR SIGNING

This is one of stupidest idea ever

0

Write a reply... Reply

Grace Jiang
2 days ago ago

This project makes the road very narrow and very dangerous for cars, bikes and pedestrians.

0

Write a reply... Reply

Guozhong Liu
2 days ago ago

This is an expensive anti solution that made it more dangerous for the bikers where speed bumps would be effectively reducing the traffic speed and much safer.

0

Write a reply... Reply

Li Yan
2 days ago ago

REASON FOR SIGNING

The road becomes so narrow that there is no room for bikes. Very dangerous for kids during morning school traffic time.

0

Write a reply... Reply

jindra badal
2 days ago ago

These changes make this road more dangerous for everyone - cars, pedestrians... Read more

2

Write a reply... Reply

THOMAS GARVEY
5 days ago ago

REASON FOR SIGNING

I think the construction on Ross Road has taken a fairly safe, broad bicycle route and made it significantly more dangerous. It also seems like very little analysis was done to consider the effects of putting concrete bike barriers in... Read more

0

Write a reply... Reply

eban kermit
1 week ago ago

REASON FOR SIGNING

Putting street furniture and extremely narrow roundabouts put cyclists at risk. This project is not the solution

0

Write a reply... Reply

Terrence Chun
1 week ago ago

The number and variety of reasons to oppose this ridiculous waste of taxpayer money have already been well expressed below and in various community online posts. The city really needs to think about what its function is: to... Read more

0

Write a reply... Reply

Vladimir Derugin
1 week ago ago

I've been living here for 40 years, and have never seen too many people on bikes. A simple bike lane is all we need. I see people driving down the middle of the speed bumps - thus totally eliminating their purpose. The... Read more

1

Write a reply... Reply

Liliya Shilova
1 week ago ago

REASON FOR SIGNING

The concrete island is hard enough to navigate even with a simple minivan, (because the road around it is very narrow and the angles of the streets crossing are too sharp), I can just imagine the ambulance trying to get... Read more

0

Write a reply... Reply

margaret heath
2 weeks ago ago

REASON FOR SIGNING

Listen to the residents who actually live on this street and whose children bike to school. Do they think their children are safer biking to school? What about the traffic that will be diverted to other residential streets? Not wise use... Read more

0

Write a reply... Reply

Peter Kittel
2 weeks ago ago

How can moving vans, fire trucks, RVs and other large vehicles make turns at the revised intersections on Ross Roar?

0

Write a reply... Reply

Julie Tsai
2 weeks ago ago

REASON FOR SIGNING

It is extremely dangerous to drive or bike in that area!

1

Write a reply... Reply

Usha Krishnamurthy
3 weeks ago ago

REASON FOR SIGNING

It's dangerous.

1

Write a reply... Reply

Carl Darling

REASON FOR SIGNING

A project that accomplishes a greater problem than previously existed, and a large waste of the taxpayers money

0

Write a reply... Reply

[illegible]

Jacqueline Norgard
Mar 4, 2018

REASON FOR SIGNING

I believe that parts of the new construction cause EXTREME danger to bicyclists and pedestrians and I'd like to see the configuration revised for better safety.

0

Write a reply... Reply

Karen Nierenberg
Mar 3, 2018

REASON FOR SIGNING

Karen Nierenberg

0

Write a reply... Reply

Erika Meinhardt
Mar 3, 2018

REASON FOR SIGNING

These changes make the roads more dangerous for everyone - cars, pedestrians, bicyclists!

0

Write a reply... Reply

Sebastian Andreatta
Mar 3, 2018

The traffic circle is not wide enough for both a car and a bike - and bikes are going in both directions. It would have been far far cheaper to just paint a 4 ft. green bike lane on one side of the entire length of Ross and disallow... Read more

2

Write a reply... Reply

Ronald Hodges
Mar 3, 2018

Studies may show that cyclists are safe when riding in the auto traffic lane, but I choose not to unnecessarily impede auto traffic. My experience of 30+ years of safe cycling in Palo Alto tells me that the right way to go is to have... Read more

1

Write a reply... Reply

Martin Salameda
Mar 3, 2018

The traffic calming curbs & signs make the roadway too narrow. A car driver is focused on the constriction & not on any cyclist or pedestrian. I ride regularly and think funds would be better spent on improving the road... Read more

1

Write a reply... Reply

Edward Hillard
Mar 3, 2018

REASON FOR SIGNING

It's pretty obvious that when you reduce the road surface cars and bicycles will inevitably be forced into the same space. It's only a matter of time before an injury occurs that will be attributable to this horrible design. Did the... Read more

1

Write a reply... Reply

Deanne Shute
Mar 3, 2018

REASON FOR SIGNING

Deanne Shute

0

Write a reply... Reply

Taly K
Mar 3, 2018

REASON FOR SIGNING

What a waste of time and money for an outcome that makes it worse for everyone.

2

Write a reply... Reply

Sara Khan
Mar 2, 2018

This may have been a well-intentioned plan but was clearly ill conceived creating dangerous situations by, among other things, making it difficult for both motorists and cyclists to discern where they are supposed to be on... Read more

2

Write a reply... Reply

Jeffrey Crilly
Mar 2, 2018

Worst traffic design I've seen. I've heard that "the city already paid the contractors so the work must proceed"... just give the contractors the money and tell them to not finish the project. Somebody screwed up ... let's not... Read more

3 · 1 reply

David Theil
Mar 6, 2018

Heck, rescipe the work and have them undo areas until they remunnout if money.

Like · 1

Write a reply... Reply

Nina Shirole
Mar 2, 2018

REASON FOR SIGNING

These concrete islands terrify me as a cyclist & driver in the neighborhood!

1

Write a reply... Reply

Yuki Klotz-Burwell
Mar 2, 2018

REASON FOR SIGNING

the city's efforts to make Ross a bike boulevard have only made the road more unsafe due to the narrow islands and lack of bike lanes.

3

Write a reply... Reply

Bruce Chen
Mar 2, 2018

Street got narrowed, traffic accident will no doubt increase in future.

0

Write a reply... Reply

JoAnne Wetzel
Mar 2, 2018

REASON FOR SIGNING

The remodeled road is so confusing that it demands all your attention to navigate making it very, very hard to look out for bicyclists or pedestrians.

2

Write a reply... Reply

Michael Loran
Mar 2, 2018

The hazards associated with this project are seemingly obvious even to the most casual of observers. I urge the city to address these issues before someone gets hurt on Ross road.

3

Write a reply... Reply

Kathleen Joynes
Mar 2, 2018

REASON FOR SIGNING

It is awkward and dangerous. Slower, maybe, but less room for everybody.

2

Write a reply... Reply

Maria Lam
Mar 2, 2018

As others had pointed out, the changes on Ross Road made it more dangerous for cyclists and cars.

2

Write a reply... Reply

William Schultz
Mar 2, 2018

I contacted the mayor on the changes in front of the "Y" two... Read more

1

Write a reply... Reply

Clive Henrick
Mar 2, 2018

This "traffic calming" is one of the silliest projects I have seen our city carry out in 50 years. For example, the intersection at Loma Verde and Ross road now appears to be far more dangerous for bicycles than before.

0

Write a reply... Reply

Amy Christel
Mar 2, 2018

REASON FOR SIGNING

This is overdone "calming" which will result in road rage for drivers and imperil bicyclists. Forcing bicycles into the driving lanes is stupid. A few speed bumps or stop signs would have worked and been cheaper.

0

Write a reply... Reply

Hayat Saba
Mar 2, 2018

REASON FOR SIGNING

It's unsafe for everybody: byciclist, cars as well as ambulances.

0

Write a reply... Reply

Monique vazire
Mar 2, 2018

REASON FOR SIGNING

I find these expenses extravagant when our teachers, schools, nurses, blue collar workers, etc struggle to find affordable housing, which to me is a much more deserving way to spend our money.

0

Write a reply... Reply

Elizabeth Grover
Mar 2, 2018

Traffic calming on steroids. Seems like the city planners decided to throw every method of slowing traffic down at the problem. The roundabout at Ross and E. Meadow seems way too tight. I'd be unhappy if I lived near this... Read more

0

Write a reply... Reply

Richard Adler
Mar 2, 2018

REASON FOR SIGNING

Sounds like it's creating another problem!

0

Write a reply... Reply

Linda Crilly
Mar 2, 2018

I don't think it is wise to use bicyclists to slow traffic. If the city needs a bicycle boulevard down Ross Road, it would be safer to take the example from Bryant and close certain intersections to automobile cross traffic.

0

Write a reply... Reply

Sara Khan
Mar 1, 2018

REASON FOR SIGNING

An incredibly poorly conceived plan that has created dangerous situations for both drivers and cyclists throughout the route by, among other things, making it difficult to discern where to drive vs. cycle, narrowing the road so... Read more

0

Write a reply... Reply

Cassandra Tang
Mar 1, 2018

Incredibly dangerous for pedestrians, bikers, and drivers. Will cause even more congestion.

0

Write a reply... Reply

Daniel Flees
Mar 1, 2018

Ross was previously a safe route to bike to the schools and library because of the width of the road... as a driver it was easy to give bikes a very wide berth when passing them. Now it is unsafe for both bicyclists and drivers.

0

Write a reply... Reply

Yoram Arnon
Mar 1, 2018

Traffic changes on Ross st, in Palo Alto are terrible. Dangerous and annoying. Among other things they built a traffic circle, but kept stop signs on all four corners. Completely clueless. And they made it so bicyclists "must"... Read more

1

Write a reply... Reply

Alan J
Mar 1, 2018

REASON FOR SIGNING

It is dangerous to force bicycles and cars to merge into a constrained round about.

0

Write a reply... Reply

Dale Anderson
Mar 1, 2018

REASON FOR SIGNING

The residents do not want this! We were not told of this! How on Earth does adding obstacles to the road make it safer for bikers and cars?? I have already seen someone get their car stuck in a bulbout. This plan is made by... Read more

♡ 1

Write a reply... Reply

Dale Anderson
Mar 1, 2018

REASON FOR SIGNING

The residents do not want this! We were not told of this! How on Earth does adding obstacles to the road make it safer for bikers and cars?? I have already seen someone get their car stuck in a bulbout. This plan is made by... Read more

♡ 1

Write a reply... Reply

Simone Anderson
Mar 1, 2018

REASON FOR SIGNING

Who can possibly look at the construction on Ross Rd and say "Wow that looks much safer for bicycles than all that space they had before."

♡ 2

Write a reply... Reply

Robert Hof
Mar 1, 2018

REASON FOR SIGNING

This isn't just a construction problem. It's a poor solution that constricts traffic for both cars AND bikes. Many cars also are swerving to get their tires in the depressions in the bumps, causing unpredictable moves into oncoming lanes.

♡ 1

Write a reply... Reply

Avery Wang
Mar 1, 2018

Pushes bikes to the middle and cars to the right. How could it cost so much? I'll be watching and voting in the next election.

♡ 1

Write a reply... Reply

Tobias Weber
Mar 1, 2018

REASON FOR SIGNING

I drove through this intersection twice a day, the round-a-bout is too big in conjunction with the larger sidewalk curbs that stick out. It's probably 2, 3 feet to large in diameter.

♡ 2

Write a reply... Reply

Subhash Narang
Mar 1, 2018

Driving on this street is dangerous for all traffic and pedestrians on Ross Road.

♡ 1 · 1 reply

Paul Taylor
Mar 1, 2018

A very expensive mistake that needs to be corrected. Hard to... Read more

Like · ♥ 1

Write a reply... Reply

Fred Taleghani
Mar 1, 2018

REASON FOR SIGNING

Its poorly conceived and will make safety worse

♡ 1

Write a reply... Reply

Kimberley Wong
Mar 1, 2018

REASON FOR SIGNING

As a parent and longtime resident I realize how dangerous it is to ride when streets are not clearly marked for cars and bikes. I have also seen how "traffic calming" interfered and caused more dangerous situations and... Read more

♡ 1

Write a reply... Reply

Hindi Hipp
Mar 1, 2018

All I can say is "WHAT WERE THEY THINKING?" It's an accident or I am so sad to say...an unfortunate death waiting to happen! We liked Ross Road just the way it was. Now it's lined with concrete boxes made into dangerous "pinch... Read more

♡ 1

Write a reply... Reply

Daniel Harmon
Mar 1, 2018

We are people not speed bumps. Why would you design roads that force cyclists into the middle of the road where cars can injure them? Every other bicycle route in the world uses common sense and gives more space to cyclists... Read more

♡ 3

Write a reply... Reply

John Tang
Mar 1, 2018

REASON FOR SIGNING

A car raced to get ahead of me as I was approaching the calming section, which made me suddenly veer off onto the sidewalk. I guess he didn't want to wait or share the road with a bicyclist. This is not safer or calmer!

♡ 2

Write a reply... Reply

Richard Hyde
Mar 1, 2018

REASON FOR SIGNING

Dangerous & ill conceived project. Rip it out before someone dies.

♡ 2

Write a reply... Reply

Teresa Judd
Mar 1, 2018

REASON FOR SIGNING

I drive on Ross Road to go to the YMCA. The roundabout is way to big for that intersection. Also the pop outs are dangerous. Leave Ross Road alone.

♡ 2

Write a reply... Reply

Gary Wetzel
Mar 1, 2018

Large firetrucks need a 28 ft space in order to navigate the streets to fight a fire. The new islands and circles prevent this and must be removed

♡ 2 · 1 reply

Daniel Harmon
Mar 1, 2018

I would bet that a fire truck coming from the fire station on East... Read more

Like · ♥ 2

Write a reply... Reply

Robin Holbrook
Mar 1, 2018

REASON FOR SIGNING

I strongly support bike lanes and I LIKE traffic circles in general, but the narrowing of Ross where there are now curbs bulging out into the road and islands forcing bikes and cars to share a restricted space with no... Read more

♡ 1

Write a reply... Reply

Xin Yu
Mar 1, 2018

Forcing bikes into center lane in order to slow down people driving motor vehicles is a stupid idea. It's basically using bike riders life to threaten drivers to slow down. This would only demote bike usage.

♡ 0

Write a reply... Reply

Nathan Sanchez
Mar 1, 2018

REASON FOR SIGNING

It's annoying to go through 15 bumps trying to get home

♡ 0

Write a reply... Reply

John Green
Mar 1, 2018

Roundabout at E. Meadow is a total disaster. Has no benefit to anyone and only causes confusion. If they studied roundabouts in Europe maybe they would get it right. The rest of Ross with the bump outs is flat out dangerous to cyclists.

♡ 0

Write a reply... Reply

Aileen Cohen
Feb 27, 2018

REASON FOR SIGNING

It's so dangerous! I am so scared a kid is going to get hit navigating this on their bikes

♡ 0

Write a reply... Reply

Ellen Stromberg
Feb 27, 2018

REASON FOR SIGNING

this is the largest roundabout in the narrowest area I have ever been in. I will be avoiding the intersection as much as possible. Would rather clog up the side streets. I think this is an accident waiting to happen at some point. I... Read more

♡ 0

Write a reply... Reply

Chi Ma
Feb 26, 2018

The new road construction is confusing for bikers and drivers. They have to share a narrower road. This makes bikers harder to bike on Ross Rd. Please remove the bottlenecks before bike accidents.

♡ 0

Write a reply... Reply

Tirumala Ranganath
Feb 18, 2018

REASON FOR SIGNING

Very confusing to navigate with many parking spaces lost. The cement intrusion make un-necessary bottle necks on the street. I am amazed that something like this got approved and being implemented at great cost to the city... Read more

♡ 0

Write a reply... Reply

Sue Kemp
Feb 17, 2018

I am told that accidents are already occurring because of the narrowing of areas and the possibility of a car's running against the concert edges of the built-outs. This was a misconceived idea!

♡ 0

Write a reply... Reply

Russell Jones
Feb 16, 2018

I am so worried about hitting a child on a bike, this is a terrible injury waiting to happen, and a resulting law suit

♡ 0

Write a reply... Reply

Brian Dropp
Feb 16, 2018

REASON FOR SIGNING

My family bikes, runs, drives, and skateboards on this street almost every day. It's more dangerous now. What used to be a fun relaxing (self powered) commute now feels like an inevitable game of chicken between cars, bikes... Read more

♡ 0

Write a reply... Reply

Christina Hinsdale
Feb 16, 2018

REASON FOR SIGNING

I feel that these are a danger to cyclists.

♡ 0

Write a reply... Reply

Yun Luo
Feb 16, 2018

This circle is so dangerous for pedestrians, drivers and bicyclist. Tire marks are all four corners of sidewalk. Is it still Okay for fire engine and ambulance can come to my house?

♡ 0

Write a reply... Reply

Carl Darling
Feb 16, 2018

A valid comment , I dont know what this project is accomplishing other than spending taxpayers money. It certainly has not accomplished any good solution. I only hope dif this cannot be undone it does not happen on any other streets.

♡ 0

Write a reply... Reply

Subutai Ahmad
Feb 16, 2018

REASON FOR SIGNING

This "improvement" is a complete disaster and must be undone now before children get hurt.

♡ 1

Write a reply... Reply

Judie Siddall
Feb 16, 2018

REASON FOR SIGNING

The street is now too narrow, so bikes are popping up on the sidewalk to avoid cars. This is a danger to pedestrians.

♡ 1

Write a reply... Reply

Ming Chen
Feb 16, 2018

Some part of Ross Rd are so narrow, it's dangerous for both bikers and vehicles. Ross Rd shouldn't be the bike boulevard if YMCA is there, many people have to access YMCA by cars without choice, the construction creates hazards.

♡ 0

Write a reply... Reply

Jeff Day
Feb 16, 2018

I almost wiped out in the round a bout

♡ 1

Write a reply... Reply

Sunita Verma
Feb 16, 2018

It is like going through a maze.

♡ 1

Write a reply... Reply

alyse feldman
Feb 16, 2018

REASON FOR SIGNING

alyse feldman

♡ 0

Write a reply... Reply

Brenda Dampier
Feb 15, 2018

I am a biker and I took my 7 yo for a ride along Ross to see if it was safer. It absolutely was not!! We are in traffic, right in front of frustrated cars FAR more than before? How am I supposed to teach my kids bike safety if... Read more

♡ 2

Write a reply... Reply

Wesley Barton
Feb 14, 2018

REASON FOR SIGNING

This is a boondoggle. The consultants are scamming you, once again. Their profit at the expense of public safety. The bells and whistles may impress you, but they will always be disorienting to a high enough percentage of people... Read more

♡ 2

Write a reply... Reply

Amy keohane
Feb 14, 2018

REASON FOR SIGNING

We have similar item in downtown north and really they becomd more dangerous.

♡ 0

Write a reply... Reply

Hamilton Hitchings
Feb 14, 2018

Ross Road is a poor selection for a bike boulevard because of its busy traffic in part because the YMCA is there. While the traffic calming measures will slow traffic, rotary circles have been shown to significantly increase... Read more

♡ 1

Write a reply... Reply

Kimberley Wong
Feb 14, 2018

REASON FOR SIGNING

I worry constantly about bike safety and worry that the increase in traffic will just get worse. I've seen examples of what works in Europe, but there clearly is not enough space on our roads to support a successful traffic circle... Read more

♡ 0

Write a reply... Reply

Heidi Axtell
Feb 14, 2018

REASON FOR SIGNING

dangerous and the planter areas stick out way too far. Hard to navigate! waste of $$$

♡ 8

Write a reply... Reply

Aaron Kramer
Feb 14, 2018

REASON FOR SIGNING

Another ridiculous solution to a non-problem. Actually makes it worse and forces bikers into traffic, let alone the near impossibility of riding with a bike trailer.

♡ 14

Write a reply... Reply

Rick Kaplowitz
Feb 14, 2018

REASON FOR SIGNING

I drove over last week to look at what friends were calling a problem. Appears to me that the so-called "fix" increases the potential for accidents significantly -- for bikers, pedestrians, and drivers alike.

♡ 1

Write a reply... Reply

Parul Sharma
Feb 14, 2018

REASON FOR SIGNING

The projcets are narrowing roads where cyclists and pedestrians could once safely ride/walk next to cars. This is a disastrous plan taken on without consulting with the raidents who are being affected

♡ 1

Write a reply... Reply

N A
Feb 14, 2018

I've seen tire marks each corner of the side walk , soon we will see someone's car could drive in one of neighbors house. Of course there is problem for fire engine, trucks, and other big cars.

♡ 0

Write a reply... Reply

J A Mandinach
Feb 14, 2018

REASON FOR SIGNING

Because I feel for the Ross Rd residents who are only now experiencing the same mess we've been on Middlefield for 4 years with the costly and dangerous road furniture.

♡ 0

Write a reply... Reply

Danielle Lauren
Feb 14, 2018

REASON FOR SIGNING

It is dangerous and I agree it is an accident waiting to happen.

♡ 0

Write a reply... Reply

Erik Menthon
Feb 14, 2018

The bike blvd that dead ends at Garland Dr. with no directions either way. Great planning. There was nothing wrong with Ross Rd. before!

♡ 0

Write a reply... Reply

Roy Snyder
Feb 14, 2018

This is a mindless misapplication of supposed safety standards to a relatively narrow residential street. It is particularly inappropriate given the high volume and age mix of pedestrians, bikers, and drivers residing on and/or... Read more

♡ 0

Write a reply... Reply

Katie Renati
Feb 14, 2018

REASON FOR SIGNING

The entire project is making the streets more dangerous for bikers and drivers. It was not reviewed in details, was not presented correctly to residents, and is a waste of my tax dollars.

♡ 0

Write a reply... Reply

WILLIAM LEE
Feb 14, 2018

REASON FOR SIGNING

I am signing because this is dangerous to everyone. Bicyclists, motorists and pedestrians. It is also dangerous to residents as emergency vehicles will be slowed down. Stop this Please.

♡ 0

Write a reply... Reply

Lynda Alexander
Feb 14, 2018

REASON FOR SIGNING

These are a disaster just waiting to happen!

♡ 0

Write a reply... Reply

Carol Rogers
Feb 14, 2018

REASON FOR SIGNING

I walk Ross Road and I feel that the improvements, particularly at the north entrance to the YMCA, are dangerous. I also think the traffic islands at the junctions with Colorado and Loma Verde are dangerous. I am... Read more

♡ 0

Write a reply... Reply

Connie Butner
Feb 14, 2018

REASON FOR SIGNING

All three of my children who use Ross Road to get to school, two at Gunn and one at JLS, feel unsafe and in danger using this road. They are uncomfortable riding in the middle of the road at the bump outs and navigating the... Read more

♡ 0

Write a reply... Reply

Connie Butner
Feb 14, 2018

My two high schoolers and one middle schooler definitely feel much less safe on Ross Road now that the traffic circle has been installed and all the bump outs and speed bumps are present. They do not feel safe riding in the... Read more

♡ 1

Write a reply... Reply

Bambi Lynn Ware
Feb 14, 2018

REASON FOR SIGNING

I feel these roundabouts are too big and put bikers and emergency vehicles in danger. I don't feel they are necessary to achieve "traffic calming". Other methods are available that do not endangers our public service... Read more

♡ 8

Write a reply... Reply

Sherilyn Tye
Feb 14, 2018

REASON FOR SIGNING

My 13-year old twins commute by bike to JLS Middle School every school day. The changes have made them feel absolutely LESS safe on Ross Rd than ever before. The build outs force bikes and cars in dangerous proximity... Read more

♡ 1

Write a reply... Reply

George Jaquette
Feb 14, 2018

REASON FOR SIGNING

Both of our children ride through this intersection every day, as do many kids heading to Fair Meadow, JLS, and Gunn. They have never felt threatened in this intersection before, but feel that there is real danger every day now... Read more

♡ 14

Write a reply... Reply

Carnahan, David

From: Barbara <bgoodie@comcast.net>
Sent: Monday, April 16, 2018 2:35 PM
To: Council, City
Subject: Today' POST pc. about woman sleep. in car

You folks need to deal with the homeless issue...consider the city of Santa Barbara...they have had a program in place that has been adopted by other municipalities ...Barbara Goodwin, (650) 968-6836

Carnahan, David

From: Elizabeth Goldstein Alexis <ealexis@gmail.com>
Sent: Wednesday, April 18, 2018 10:49 AM
To: Council, City
Cc: Penny Ellson; Nadia Naik
Subject: Traffic study SHOULD NOT be used for grade crossing analysis
Attachments: CPA 2013-12 Hexagon City of Palo Alto Transportation Model Validation Memo.pdf

We would reiterate that the city should not use a traffic model that has failed multiple validation tests for its appropriateness in predicting the usage of local roads.

The Mott Macdonald study used the city traffic model that had been developed by Hexagon in 2013. Hexagon tested the model. It failed the test for whether the model could be used to predict traffic flows on specific streets (see analysis attached)

Mott Macdonald also did similar tests. The model failed again. The consultant inexplicably decided to then use the model to show changes in traffic patterns, even though it had decided it could not use the model to predict the use of roads today. This snippet is from their report (the comments and highlighting are mine)

Mott Macdonald Oct 2017

A number of observations can be made from the comparison:

- The volume discrepancy between the model forecasts and the traffic counts demonstrates that the model should not be used directly to estimate individual traffic flows. The general standard is that when the GEH value is greater than 5.0, the data sets are not compatible, which was to be expected.
- The model forecasts on Alma Street are generally lower than the observed traffic counts. (A)

Based on the above, it was decided that future year traffic forecasts from the model should not be used directly for traffic operational analyses at a detailed level and would be used to estimate the growth in traffic demand. The models would also be used to identify changes in travel patterns. (B)

If the model should not be used for individual traffic flows, it should not be used to identify traffic flows either

We would argue that the changes in traffic patterns in the scenarios themselves also are a type of validation test - which the model again fails.

**The model does not understand why anyone would take Churchill unless they live on the street.

**The model believes incorrectly that residents take Alma to be able to shortcut onto Middlefield via Palo Alto Avenue.

**The model believes that Alma is only used as a very local road and that longer north-south trips will use other roads.

It should not be rocket science to understand that if the model does not get why drivers use these roads, it will not be able to predict how their behavior changes if these crossings are altered.

Why does the model fail validation tests? The answer is largely that it is not designed for small scale prediction on the level of Palo Alto city streets. Important factors like safety of turn movements are not considered.

We would highly recommend that the city do its own analysis and survey residents and employees about why they use the existing crossings and what they would do if the crossings were closed (permanently or effectively from higher train traffic).

We also think a study of accidents on Alma at all crossings (rail and otherwise) would help clarify the current issues with turns on and off of Alma. Our work has shown there are more accidents near grade separated crossings than at grade crossings today. In addition, the additional traffic on Alma is making safe turns in and out of Old Palo Alto much more difficult and less safe.

Regards
Elizabeth

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Technical Memorandum (Revised)

Date: December 11, 2013

To: Jaime Rodriguez, Chief Transportation Official

From: Jill Hough

Subject: Palo Alto Model Validation - Documentation

Introduction

The purpose of this memo is to present the 2013 model validation and 2035 forecast result of the Palo Alto Transportation Model (PATM). The PATM was developed as a transportation planning tool to assist City staff in evaluating traffic impacts of land use proposals and transportation improvement projects; as well as a tool for testing and evaluating a Comprehensive Plan Update. Hexagon was charged with developing the PATM using the Valley Transportation Authority (VTA) countywide model and focusing on the Palo Alto area.

Refinements to the VTA model were made to the network and land uses within Palo Alto, and the model was validated against 2013 traffic counts. The scope of work that was developed for this assignment consisted of the following tasks:

(1) **2013 Model Validation.** Although the original PATM had been validated to year 2005 traffic counts, the previous validation was not easily aligned to the VTA travel demand model and often resulted in diverging model results that were not easy to explain.

(2) **Documentation:** Technical documentation of the Palo Alto Model was prepared consisting of VTA's documentation of the Countywide models and this Technical Memorandum that documents the land use assumptions and the model validation. A future memorandum will be prepared, presenting future forecasting results, and the year 2035 intersection level of service results.

2013 and 2035 Land Use Consolidation

The 2013 and 2035 estimates of households and numbers of jobs for the zones within the City of Palo Alto were developed by city staff. The land use data were then transferred to a set of variables that are used as input into the PATM.

2013 Residential Data

City staff developed the estimates of year 2010 single-family and multi-family units for each traffic zone within the city. The zonal household data were extrapolated to estimate household population, total population, employed residents, and households by four income categories using shares and factors derived from the ABAG data. The total base year 2013 citywide residential data are summarized and compared to the VTA 2010 data in Table 1 below. Although different years are being compared, there were not a significant number of approved projects between 2010 and 2013.

111 W. St. John Street, Suite 850 • San Jose, California 95113
phone 408.971.6100 • fax 408.971.6102 • www.hextrans.com

Table 1
Year 2010 Residential Data

Land Use Variable	VTA/ABAG	City of Palo Alto	Delta
Single-Family Households	17,909	17,950	41
Multi-Family Households	12,367	13,975	1,608
Total Households	30,276	31,925	1,649
Household Population	69,249	73,392	4,143
Total Population	76,331	82,407	6,076
Households in Income Quartile 1	9,210	9,358	148
Households in Income Quartile 2	4,802	5,226	424
Households in Income Quartile 3	5,596	6,014	418
Households in Income Quartile 4	10,675	11,327	652
Employed Residents	32,486	37,942	5,456

Note: "VTA/ABAG refers to the ABAG Socio-economic projections for City of Palo Alto and relates to year 2010. "City of Palo Alto" refers to City of Palo Alto's local planning database as of 2013.

2013 Employment-Based Data

The City of Palo Alto maintains a zone-based land use data set for the traffic analysis zones (taz's) within the City and sphere of influence that includes employment-based land uses. The LEHD was the primary source for the employment data. The total base year 2010 VTA and Citywide employment data are summarized in Table 2.

Table 2
Year 2010 Employment Data

Land Use Variable	VTA/ABAG	City of Palo Alto	Delta
Total Employment	90,886	88,865	-2,021
Agriculture Employment	276	23	-253
Manufacturing Employment	19,327	8,144	-11,183
Retail Employment	9,631	9,897	266
Wholesale Employment	4,007	982	-3,025
Services Employment	47,733	31,974	-15,759
Other Employment	9,912	37,844	27,932

Note: "VTA/ABAG refers to the ABAG Socio-economic projections for City of Palo Alto and relates to year 2010. "City of Palo Alto" refers to City of Palo Alto's local planning database as of 2013.

Highway Model Validation

Highway assignment validation is the process in which the traffic volumes estimated by the model are compared with observed traffic count data. Traffic counts were collected at various intersections throughout the city, as shown on Figure 1. The 2013 model validation presented in this memo provides two levels of checks: system-level validation of the peak hour volumes by facility type (freeways, expressways, arterials and collectors), and a validation of peak-hour traffic at six screen line locations.

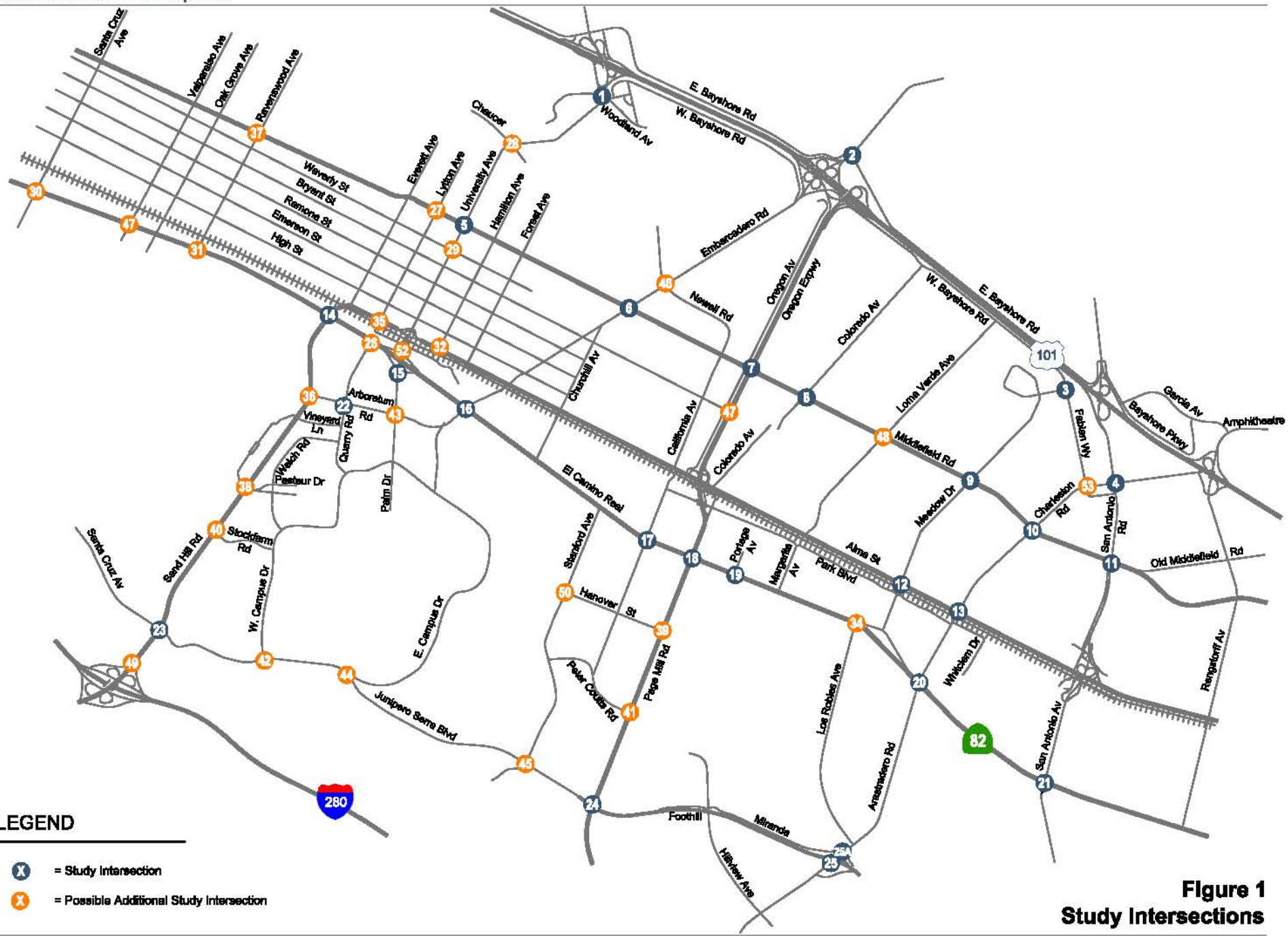


Figure 1
Study Intersections

NORTH
Not to Scale

System Level Validation Targets

For the system-level validation, criteria were used from FHWA recommendations that were also used by VTA. Criteria were used for both overall volumes and volumes stratified by facility type. The following highway assignment validation goals were established:

- Freeways: less than 7 percent error compared to observed counts. Examples include I-280 and US 101.
- Expressway: less than 10 percent error compared to observed counts. Examples include Foothill Expressway and Oregon Expressway.
- Arterials: less than 10 percent error compared to observed counts. Examples include El Camino Real, Alma Ave, Churchill Ave, Middlefield Rd, Page Mill Rd, E Bayshore Rd, Embarcadero Rd, Quarry Rd, Arboretum Rd, University Ave, Arastradero Ave.
- Collectors: less than 25 percent error compared to observed counts. Examples include California Ave, W Bayshore Rd, Meadow Dr, Loma Verde Ave.
- All Facility Types: less than 5 percent error compared to observed counts

Screen Line Validation Targets

Screen lines are imaginary lines that cut through a set of parallel roadways, intercepting travel across them. The purpose of using a set of screen lines is to provide a systematic comparison of model estimated versus observed travel through different parts of the city, regardless of the individual route choice. A total of three screen lines were used to validate the PATM. Each screen line was evaluated by direction, for a total of 6 metrics.

The locations of the screen lines are shown on Figure 2. A typical goal is for model estimated traffic volumes to be within 10 to20 percent of the traffic counts on each screen line. Development of the highway model validation is an iterative process where the model results (by facility type and at the screen lines) are compared to the traffic counts after each model run. Analysis of the results leads to making further adjustments until most or all of the validation target values are achieved.

During the model validation process, adjustments are typically made to the roadway's speed and capacity assumptions, the location of centroid connectors, trip rates, and peak-hour factors. The starting point for the PATM validation was the 2010 VTA model. During the validation process the following adjustments were made:

- Several local roadways were added to the transportation network,
- the time-of-day factors for the peak AM and peak PM periods were increased in order to capture local traffic patterns in Palo Alto,
- The free-flow speed and capacity assumptions were changed to better reflect traffic operating conditions, and
- The Akcelic travel time functions were used to calculate the travel times on the links for successive iterations during the highway assignment process.

During the model validation, it appeared that the PATM overestimated traffic on some facilities and underestimated traffic on other facilities. The underestimated traffic was more significant in magnitude than the overestimated traffic. A possible explanation for the initial model volumes being lower than the count volumes is that when the model was initially developed and validated against earlier count data throughout the County by VTA, there may have been more peak spreading occurring than is characteristic of Palo Alto -- or peak spreading may be more pervasive in other parts of Santa Clara County than in Palo Alto. This tendency for underestimated trips is dealt with primarily through adjusting the peak-hour factors between

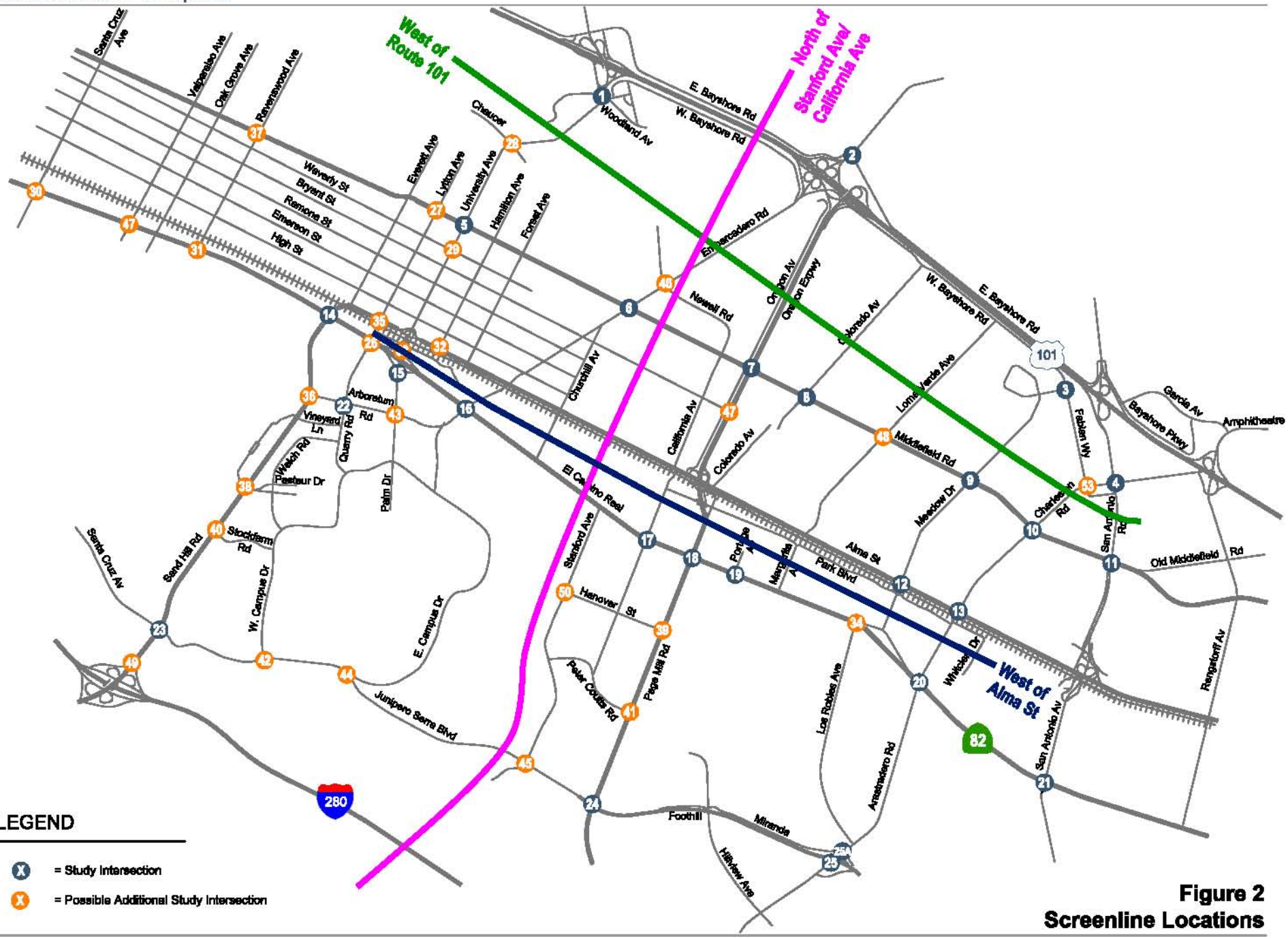


Figure 2
Screenline Locations

counties and super districts. This process applies increased proportions of trips, by trip purposes, that are occurring within the AM and PM four-hour windows.

AM and PM Peak Hour Validation Results

System wide highway validation results for the AM and PM peak 4-hour traffic assignments are summarized in Tables 3 and 4, respectively. The peak 4-hour model volumes are compared to the counts, stratified by facility type.

Table 3
Comparison of AM Peak 4-Hour Counts and Model Volumes by Facility Type

Facility	Count Volume	Model Volume	Difference	Target
Freeways	377,558	365,821	3%	+/- 7 %
Expressways	68,752	90,603	-24%	+/- 10 %
Arterials	201,251	202,592	-1%	+/- 15 %
Collectors	22,680	24,945	-9%	+/- 25 %

Table 4
Comparison of PM Peak 4-Hour Counts and Model Volumes by Facility Type

Facility	Count Volume	Model Volume	Difference	Target
Freeways	413,943	409,425	1%	+/- 7 %
Expressways	91,881	117,946	-22%	+/- 10 %
Arterials	295,675	287,402	3%	+/- 15 %
Collectors	38,854	38,758	0%	+/- 25 %

The tables show that the validation targets were met for all facilities except expressways, during both the AM and PM Peak 4-hour periods. Even though the expressway validation target was not met, the validation for the other facility types were actually much tighter than the target values, suggesting that the overall validation is reasonably acceptable. Also, the expressway facilities account for a fairly limited portion of the roadway system in Palo Alto. The screen line validation results are presented in Tables 5 and 6 for the AM and PM peak 4 hour periods, respectively.

The screen line validation shows that the model matches the 30% target at 5 of the 6 screen lines (3 of 3 in the AM and 2 of 3 in the PM).

Table 5
Comparison of Counts and Model Estimated Volumes at Screen Lines - AM

Screenline Name	Model Volume	Count Volume	Difference		Target Met
			Numeric	Percent	
North of Stanford Ave/California Ave	86,708	93,153	-6445	-6.9%	Yes
West of Route 101	20,928	28,286	-7358	-26.0%	Yes
West of Alma Ave	18,656	14,521	4135	28.5%	Yes
Total	126,292	135,960	-9668	-7.1%	Yes

Table 6
Comparison of Counts and Model Estimated Volumes at Screen Lines - PM

Screenline Name	Model Volume	Count Volume	Difference		Target Met
			Numeric	Percent	
North of Stanford Ave/California Ave	104,187	110,333	-6146	-5.6%	Yes
West of Route 101	33,070	24,703	8367	33.9%	no
West of Alma Ave	21,688	22,514	-826	-3.7%	Yes
Total	158,945	157,550	1395	0.9%	Yes

These comparisons show that the volumes at 1 of the 3 (33%) screen lines in the AM and 2 out of 3 (67%) screen lines in the PM are within 10% of the screen line counts.

Highway validation results for the AM and PM peak 4-hour traffic assignments for several local roadway corridors are presented in Table 7. The peak hour model volumes are compared to the VTA model results.

Table 7
Model Volume Comparisons on Local Streets (City of Palo Alto and VTA Models)

Roadway	Segment	AM Peak Hour			PM Peak Hour		
		VTA Model Volume	CPA 2013 Count Volume	CPA 2013 Model Raw Volume	VTA Model Volume	CPA 2013 Count Volume	CPA 2013 Model Raw Volume
University Avenue	between Bryant St and Waverly St	1716	908	591	1955	828	734
	between Waverly St and Middlefield Rd	1647	947	698	1999	913	801
	between Middlefield Rd and Chaucer St	1206	1026	776	1774	1044	778
Loma Verde Avenue	between Alma St and Middlefield Rd	54	701	123	47	462	172
	between Middlefield Rd and Bayshore Rd	55	649	136	95	473	190
Meadow Drive	between El Camino Real and Alma St	582	882	1731	743	783	1217
	between Alma St and Middlefield Rd	44	977	316	78	850	341
	between Middlefield Rd and Fabian Wy	130	585	222	269	420	282
Charleston Road	between El Camino Real and Alma St	784	1161	1032	1265	1100	615
	between Alma St and Middlefield Rd	1201	960	2303	1632	964	1290
	between Middlefield Rd and Fabian Wy	857	1346	1216	761	1231	1319
Stanford Avenue	between Junipero Serra Blvd and Peter Courtts Rd	262	773	631	637	684	215
	between Peter Coutts Rd and Hanover St	247	670	455	322	754	697
	between Hanover St and El Camino Real	314	583	246	539	685	335
Middlefield Road	between Everett Ave and Lytton Ave	1497	1437	1640	1913	1636	1666
	between Lytton Ave and University Ave	1535	1044	638	1934	1314	912
	between University Ave and Hamilton Ave	939	877	749	1667	1212	891
	between Colorado Ave and Loma Verde Ave	320	1394	296	813	1575	1077
	between Loma Verde Ave and Meadow Dr	385	1451	389	806	1717	1090
	between Meadow Dr and Charleston Rd	402	1687	596	884	1941	1208
Bryant Street	between Oregon Expwy and N California Ave	1	194	404	13	233	971
	between Oregon Expwy and Colorado Ave	1	147	59	88	132	52
Miranda Avenue	north of Arastradero Rd	104	628	83	58	691	107
	south of Arastradero Rd	13	379	32	13	148	17

Notes: Directional volumes from both models were added together to yield two-way volumes.
CPA 2013 Raw Model Volumes and VTA Volumes were converted from 4 hour model output to 1 hour volume by applying factors of 2.793 (AM) and 3.584 (PM).

Conclusions

Even though the expressway validation target was not met, there are several reasons why the validation is considered acceptable:

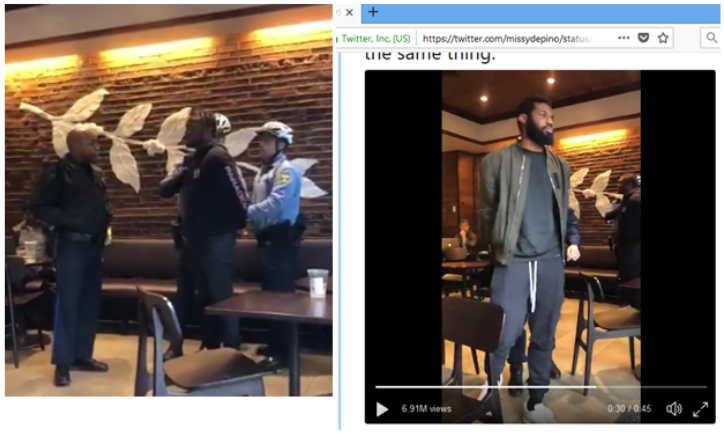
- The validation for the facility types of freeways, arterials, and collectors were actually much tighter and within a significantly lower deviation than the target values,
- The target values by facility type are goals as opposed to requirements and are not based on measurements,
- There are fewer expressway lane miles than arterial lane miles, collector lane miles, or freeway lane miles regarding the roadway system in Palo Alto, and
- For purposes of using the model for actual analysis on projects such as the Comprehensive Plan Update, the model forecasts get adjusted using actual traffic count data.

For these reasons, the PATM validation is considered acceptable as a tool to forecast traffic for analyzing transportation projects and development projects.

Carnahan, David

From: Press strong <pressstrong@gmail.com>
Sent: Saturday, April 14, 2018 9:50 PM
To: Council, City; Keene, James; michael.gennaco@oirgroup.com
Cc: Burns, Dennis
Subject: Two Black Men Arrested in Starbucks for Failing to Order in a Timely Fashion

Two Black Men Arrested In Starbucks For Failing To Order In a Timely Fashion



https://twitter.com/missydepino/status/984539713016094721/video/1

https://www.yahoo.com/lifestyle/footage-two-black-men-handcuffed-starbucks-people-wondering-133435563.html

Carnahan, David

From: Arlene Goetze <photowrite67@yahoo.com>
Sent: Thursday, April 12, 2018 9:16 AM
To: Sara Cody; Cindy Chavez
Subject: US Kids Dying at alarming rate +Aluminum

by Arlene Goetze, NO Toxins for Children, photowrite67@yahoo.com

Why are US children dying at an alarming rate?

By David Brownstein, MD:BY ANH USA ADMIN ON FEBRUARY 20, 2018INTEGRATIVE HEALTH NETWORK

A new study published in the January, 2018 edition of the journal *Health Affairs* compared the mortality rate of children in 19 wealthy Western countries. . .

The U. S. spends more money on health care than any other country on the face of the earth. . . . nearly 20% of its gross national product on health care.

"The United States has poorer child health outcomes than other wealthy nations despite greater per capita spending on health care for children.

While child mortality declined across all countries, mortality in the US has been higher than in peer nations since the 1980s. From 2001-2010 the risk of death in the US was 76 percent greater for infants and 57 percent greater for children ages 1–19."

One of the best indicators is the childhood mortality rate.

U.S. children now receive more vaccines than any other children on the planet.

Excerpted from Alliance for Natural Health USA <office@anh-usa.org> 4/11/18

Regulators Indifferent to Unsafe Levels of Aluminum in Vaccines

By the World Mercury Project Team

Aluminum in the brain can trigger chronic brain inflammation and a cascading series of other events that have all the hallmarks of autism and other neurodegenerative conditions.

. . .aluminum currently present in individual vaccines and in the modern vaccine schedule as a whole are "problematically high."

Vaccines are complex laboratory creations designed for one seemingly simple purpose: to stimulate a theoretically protective immune response. However, some vaccines are not as likely to have their intended effect without an "adjuvant" to amplify the vaccinated individual's response. Aluminum salts are the most common type of vaccine adjuvant in use, despite abundant science establishing aluminum as a neurotoxin.

In 2002, only two childhood vaccines contained aluminum adjuvants, but the aluminum picture had changed dramatically by 2016, when children received five aluminum-containing vaccines from birth to age three and at least two more in the teenage years. Two independent researchers are raising important questions about the wisdom of this ramped-up use of injected aluminum in young children. In a study in the *Journal of Trace Elements in Medicine and Biology* (JTEMB) and a related online article, the researchers methodically show that current levels of aluminum in vaccines—wrongly termed "safe" by the Food and Drug Administration (FDA)—derive from "outdated information, unwarranted assumptions and errors."

…**the levels of aluminum currently present in individual vaccines and in the modern vaccine schedule as a whole are "problematically high."**

Missing science: counting the ways

According to the two researchers, current aluminum amounts in vaccines lack the rigorous scientific underpinning ordinarily required to make a proper determination of toxicity and dosing. One of the largest gaffes is that "the entire paradigm to aluminum dosing in vaccines [was not] determined considering body weight." The researchers note that whereas dosage should be expressed in terms of micrograms per kilogram of body weight per day (and should consider all injected and ingested sources of aluminum on that day), the Center for Biologics Evaluation and Research (CBER) simply references aluminum amounts in terms of micrograms per dose. As a result, aluminum amounts do not appropriately adjust for toxicological differences between adults and children, males and females or normal-birthweight versus low-birthweight infants.

Unfortunately, the sobering bottom line of this 'mathematical gerrymandering' is that 'we are almost certainly looking at a **global neurotoxicity disaster.'**

The JTEMB article describes a number of other startling research omissions that have done a major disservice to infants and young children who receive aluminum-containing vaccines. For example:

* Regulators based their inadequate aluminum safety thresholds on studies of adult mice.

* The mice in question received "poorly absorbed, ingested aluminum" rather than "highly absorbed injected aluminum," but the toxicity of ingested doses of other forms of aluminum has little to do with the toxicity of injected doses of aluminum salts.

* Regulators and scientists relied for decades on a mistaken calculation of the "provisional tolerable weekly intake," resulting in "overestimation of safe exposure levels."

* Dose-related toxicity has been ignored despite routine administration of multiple aluminum-containing vaccines at a single health care visit.

* Although clearance rates of injected doses of aluminum are "not well characterized," other researchers have suggested that vaccine forms of aluminum are not rapidly eliminated. At least "15% of injected aluminum goes to the brain and stays there."

* Regulators do not factor this issue of body burden into their equations, even though "the accumulated aluminum body burden at each vaccination interval will be higher than an individual aluminum level in a single vaccine."

Using a more rigorous and extensively justified methodology, the two researchers offer their own calculations of provisional "safe" levels of aluminum in childhood vaccines. These calculations unequivocally show that the levels of aluminum currently present in individual vaccines and in the modern vaccine schedule as a whole are "problematically high."

Aluminum in the brain can trigger chronic brain inflammation and a cascading series of other events that have all the hallmarks of autism and other neurodegenerative conditions.

Why baseline assumptions matter

In a related online commentary by one of the two researchers, the latter makes no bones about the low credibility of current regulatory thresholds for aluminum—shaped as they have been by "serious historical missteps," "unfounded assumptions," "rationalization," "muddy calculations" and "misrepresentations of past science." Unfortunately, the sobering bottom line of this "mathematical gerrymandering" is that "we are almost certainly looking at a global neurotoxicity disaster." Aluminum in the brain can trigger chronic brain inflammation and a cascading series of other events that have all the hallmarks of autism and other neurodegenerative conditions. Is it any surprise, then, that researchers have confirmed massive aluminum accumulation in the brains of children with autism?

Unfortunately, the types of safety calculation errors and unjustified assumptions described by the two researchers will sound only too familiar to those who have followed

the lengthy and disturbing saga of neurotoxic ethylmercury in the vaccine preservative thimerosal. In fact, both thimerosal and aluminum adjuvants have a longstanding role as "dominating interventional exposures encountered by fetuses, newborns and infants." Despite the urgent need to minimize (if not eliminate) the neurotoxic effects of both substances, regulators appear satisfied to continue propagating errors and misplaced reassurances.

Sign up for free news and updates from Atty., Robert F. Kennedy, Jr. and the World Mercury Project. This project works to eliminate/minimize dangers of mercury in many products.

Carnahan, David

From: Gary Hammer <garylhammer@gmail.com>
Sent: Thursday, April 12, 2018 1:26 PM
To: Council, City
Subject: Fix decision to allow Verizon's installation of above-ground equipment

As a Palo Alto resident, I ask you to please reverse the Planning Director's decision to allow Verizon (or any other cell provider) to install hundreds of pounds of ugly equipment on poles within a few yards of residents' homes. While antennae must be above ground, anything that can be underground should be undergrounded.

Thank you,

Gary Hammer
861 Sharon Court, Palo Alto

Carnahan, David

From: Stephanie Norton <snorton@gmail.com>
Sent: Thursday, April 12, 2018 12:49 PM
To: Council, City
Cc: Clerk, City; Architectural Review Board
Subject: Fwd: Update: Cell towers in residential neighborhoods

Dear City Council,

Please remove Verizon's "Cluster 1" project (17PLN-00169) from the Consent Calendar so that Palo Alto residents may have an opportunity to voice their opinions of Verizon's plans directly to their elected representatives.

Also:

1. I believe that the Director's decision to allow Verizon to install hundreds of pounds of cheap, ugly equipment on poles within a few yards of residents' homes was not correct.
2. Verizon's claims that it cannot underground its equipment are not credible (Palo Alto will be undergrounding its utilities throughout the Cluster 1 neighborhoods, so surely Verizon can underground its equipment there as well).
3. Please grant approval to Verizon to install its cell towers *only* on the condition that the company locate all of its equipment, except the antenna, underground in flush-to-the-ground vaults with no protuberances.

Thank you,

Stephanie Norton
155 Washington Ave, Palo Alto

Carnahan, David

From: Andy Gibson <andyawesomegibson@gmail.com>
Sent: Thursday, April 12, 2018 12:20 PM
To: Council, City
Subject: Verizon Cell Phone Towers

Hello,

Please do not disregard the appeal to consider the Verizon Cell Towers "First Wave" installation plan. They're going to install hundreds of pounds of cheap, ugly, and loud equipment right next to residents homes. If more people knew about this issue it would certainly not pass, but Verizon wants to keep it that way. Even the installation process will be loud and disruptive to Palo Alto residents. Please do not allow this to happen. You are the only people who can do something about it.

Thanks for your consideration,
Andrew Gibson

Carnahan, David

From: Ann Protter <ann.protter@gmail.com>
Sent: Thursday, April 12, 2018 12:20 PM
To: Council, City; Clerk, City
Subject: Verizon's "Cluster 1" project (17PLN-00169)

Please remove Verizon's "Cluster 1" project (17PLN-00169) from the Consent Calendar so that Palo Alto residents may have an opportunity to voice their opinions of Verizon's plans directly to their elected representatives.

Carnahan, David

From: 6507992129@mms.att.net
Sent: Thursday, April 12, 2018 12:48 PM
To: Council, City; Clerk, City; Architectural Review Board

Please please remove Verizon's Cluster 1 project from the Consent calendar so that we resudents can express our opinions directly to our elected representatives. It is wrong and to allow Verizon to install above-ground devices. Please only allow them to be placed underground except for the antenna.
Thank you,
Gina Craig

Carnahan, David

From: John D Melnychuk <jmelnychuk@sbcglobal.net>
Sent: Thursday, April 12, 2018 1:43 PM
To: Council, City; Architectural Review Board
Cc: Clerk, City
Subject: Remove Verizon's Cluster 1 project (17PLN-00169) from consent calendar.

Dear Mayor Kniss, Council Members, and members of the Architectural Review Board,

Please, I respectfully ask that Council remove Verizon's "Cluster 1" project (17PLN-00169) from the Consent Calendar so that Palo Alto residents may have an opportunity to voice their opinions of Verizon's plans directly to you.

Verizon and other for profit telecom companies wish to install their ugly, noisy, industrial profit making equipment at the cheapest possible cost. Most of the equipment can be installed underground - the technology is already available. I object to our City not demanding best performance from Verizon and it's competitors. We will live with undergroud equipment forever or live with above ground installation of noisy, visually ugly equipment forever.

Please don't give into industry demands only because City Management would prefer to cave in.

1. I believe the Director's decision to allow Verizon to install hundreds of pounds of cheap, ugly equipment on poles within a few yards of residents' homes was not correct..
2. Verizon's claims that it cannot underground its equipment are not credible (Palo Alto will be undergrounding its utilities throughout the Cluster 1 neighborhoods, so surely Verizon can underground its equipment there as well.
3. I ask that Council to grant approval to Verizon to install its cell towers *only* on the condition that the company locate all of its equipment, except the antenna, underground in flush-to-the-ground vaults with no protuberances (this is what sophisticated cities are now requiring of the telecom industry).

With respect and thanks to you for your public service,

John

John Melnychuk
3707 Lindero Drive
Palo Alto, CA 94306

Carnahan, David

From: Mary Thomas <mj_thomas_2000@yahoo.com>
Sent: Thursday, April 12, 2018 2:14 PM
To: Council, City
Cc: Clerk, City; Architectural Review Board
Subject: Verizon cell towers

Dear City Council Members,

I am writing to request that you remove Verizon's "Cluster 1" project (17 PLN-00169) from the Consent Calendar so we citizens may have the opportunity to voice our opinions of Verizon's plans directly to our elected representatives.

Also, I believe the Director's decision to allow Verizon to install hundreds of pounds of ugly equipment on poles near homes is not a correct one!

Please only grant approval to Verizon to install the proposed cell towers only on the condition that the company locate all of its equipment, except the antenna, underground in flush-to-the-ground vaults with no protuberances.

Sincerely,

Mary Thomas
249 Santa Rita Ave.
Palo Alto, CA 94301

Carnahan, David

From: Nancy McGaraghan <chezmcg@hotmail.com>
Sent: Thursday, April 12, 2018 2:20 PM
To: Council, City
Cc: Clerk, City; Architectural Review Board
Subject: Verizon Towers

Dear Council Members,

I am concerned about the proposed Verizon towers and ask you to remove Verizon's "Cluster 1" project (17PLN-00169) from the Consent Calendar so that the people of Palo Alto have a chance to voice their objections and recommendations. There is no reason that a city like Palo Alto should be erecting these towers above ground, especially at a time when we are taking great pains—and subjecting our citizens to daily disruptions and inconveniences—to underground our own utilities. Verizon should be held to the same standards. Their towers should be underground with no visible above ground equipment.
Let's not go backwards, in the name of upgrading these services, and live to regret it! The City of Palo Alto has a right to expect better.

Thank you for your consideration.

Sincerely,

Nancy McGaraghan

Carnahan, David

From: J. Robert Taylor <btaylor@taylorproperties.com>
Sent: Thursday, April 12, 2018 2:22 PM
To: Council, City
Subject: Verizon- Cluster #1

Council,

Please removed this item from the Consent Calendar. I am opposed to letting Verizon or any other vendor have wholesale right to erect equipment on City owned utility poles when such equipment should be put underground. The goal of the city for the last 50 years has been to underground all utilities, to grant this right to a private company undermines the public policy that the city has spend millions on and as far as I know is still a goal to be achieved.

Sincerely.

Bob Taylor
480 Marlowe St.

Carnahan, David

From: Sue Dinwiddie <sued@daise.com>
Sent: Thursday, April 12, 2018 2:39 PM
To: Council, City
Cc: Clerk, City; Architectural Review Board
Subject: RE: Verizon Cell Towers

Honorable Members of the Palio Alto City Council,

We are strongly opposed to the installation of hundreds of pounds of cheap, ugly Verizon equipment on poles within few yards of residents' homes. Equipment should be installed underground, as has been done for the most part for Comcast equipment. Please do not install cell towers unless all equipment except the antenna are placed underground in flush-to-the-ground valts with no protuberances, as is being done now in several cities.

Lastly, it is crucial that you not rule on this matter until you have hear the full appeals by people who oppose the above-ground installations of Verizon equipment.

Thank you for your consideration.

Sue and Ken Dinwiddie

Sue and Ken Dinwiddie
543 Jackson Drive
Palo Alto, CA 94303
Home: 650-325-3033
sued@daise.com

Carnahan, David

From: john@kovalfamily.com
Sent: Thursday, April 12, 2018 3:46 PM
To: Council, City
Subject: Support of Verizon's Cluster 1 plan

We support this plan. As this is basically what was already approved for AT&T, this seems reasonable. We hope that Verizon will be allowed to expand with more of these installations to increase coverage in other poorly served areas of Palo Alto also.
Thanks,
John Koval
492 Tennyson Avenue

Carnahan, David

From: Nancy C Lewis <nlewisart@comcast.net>
Sent: Thursday, April 12, 2018 4:37 PM
To: Council, City
Cc: Clerk, City; Architectural Review Board
Subject: Verizon, 17PLN-00169

City Council Members,

Please remove Verizon's "Cluster 1" project (17PLN-00169) from the upcoming Consent Calendar so that Palo Alto residents may have an opportunity to voice our opinions of Verizon's plans directly to our elected representatives.

I find the Director of Planning's decision to allow Verizon to install above-ground equipment on poles within a few yards of residents' homes to be unacceptable.

I find cell equipment in any residential neighborhood to be unacceptable.

Verizon's claims that it cannot underground its equipment are not credible since Palo Alto will be undergrounding its utilities throughout the Cluster 1 neighborhoods. Verizon should underground its equipment there as well.

If you are going to grant approval to Verizon to install its cell towers, then make it ONLY on the condition that the company locate all of its equipment, except the antenna, underground in flush-to-the-ground vaults with no protuberances.

Sincerely,
Nancy Lewis
667 Kendall Avenue
Palo Alto

Carnahan, David

From: Caroline Hicks <cyhicksmail@gmail.com>
Sent: Thursday, April 12, 2018 8:48 PM
To: Council, City
Subject: take cell tower cluster off calendar

The Verizon proposal to add cell phone tower clusters to Palo alto is dangerous to humans, especially children and pets.

Please take it off your calendar.

Thank you
Caroline Hicks

City of Palo Alto | City Clerk's Office | 4/16/2018 9:47 AM

Carnahan, David

From: Colleen Crangle <crangle@alumni.stanford.edu>
Sent: Thursday, April 12, 2018 10:48 PM
To: Council, City
Cc: Clerk, City; Architectural Review Board
Subject: Verizon's Cluster 1 project

City Council:

I am writing to ask you to remove Verizon's "Cluster 1" project (17PLN-00169) from the Consent Calendar so that Palo Alto residents may have an opportunity to voice their opinions of Verizon's plans directly to their elected representatives.

I do not support the Director of Planning's decision to approve Verizon's applications to install its first wave of cell towers. I ask in the strongest possible terms that you approve
Verizon's cell towers only on the condition that they locate all of their equipment, except the antenna, underground in flush-to-the-ground vaults with no protuberances. We deserve the right to keep Palo Alto's residential streets aesthetically pleasing.

Sincerely,

Colleen Crangle

60 Kirby Place

Carnahan, David

From: J. Shi <jian1@sbcglobal.net>
Sent: Thursday, April 12, 2018 11:43 PM
To: Council, City; Clerk, City
Cc: jfleming@metricus.net
Subject: We are very angry for Verizon try to install tower to our neighborhoods

Dear Palo Alto City Council,

I already wrote email to you many times.

I and my family and my neighbours are believing this is wrong for “the Director’s decision to allow Verizon to install hundreds of pounds of cheap, ugly equipment on poles within a few yards of residents’ “ We totally against it.

We do not want Verizon’s any methods to install tower at our neighborhoods.

Ask Council to not approval to Verizon to install its cell towers *install to our neighborhoods.*

Feel free to call me if you still have questions.

Jian J. Shi
4010 Villa Vista, Palo Alto, CA 94306
6502519570

Carnahan, David

From: Melinda McGee <melinda_mcgee@hotmail.com>
Sent: Friday, April 13, 2018 12:25 AM
To: Council, City; Clerk, City; Architectural Review Board
Subject: Cell towers in residential neighborhoods

Dear Members of the City Council, City Clerk and members of the Architectural Review Board,

I am requesting the removal of Verizon's "Cluster 1" project (17PLN-00169) from the Consent Calendar so that I may have an opportunity to voice my opinion of Verizon's plans directly to my elected representatives.

The Director's decision to allow Verizon to install hundreds of pounds of cheap, ugly equipment on poles within a few yards of residents' homes was not correct and unfairly impacts certain Palo Alto residents. There is no good reason why Verizon cannot underground its equipment.

Do any of you live in the neigborhoods that will be impacted? Would you approve this in your neighborhoods?

Verizon should be allowed to install its cell towers *only* on the condition that the company locate all of its equipment, except the antenna, underground in flush-to-the-ground vaults with no protuberances (this is what sophisticated cities are now requiring of the telecom industry).

We need to be heard and not railroaded or ignored in our reasonble request to install the equipment underground. Not doing so will affect the property values and quality of life of the homes that are impacted.

We urge you to hear our appeal and that you overturn the Director's decision. We insist that Verizon honor Palo Alto's aesthetics' and other ordinances by hiding its unsightly equipment underground.

Thank you.

Melinda McGee
3707 Lindero Drive
Palo Alto, CA 94306

Melinda McGee 650-704-6236 melinda_mcgee@hotmail.com

Carnahan, David

From: Francesca <dfkautz@pacbell.net>
Sent: Friday, April 13, 2018 10:06 AM
To: Council, City
Cc: Clerk, City; Architectural Review Board
Subject: 17PLN-00169

Dear City Council,

The Planning and Community Environment Director made a mistake approving 11 cell (there is nothing small about them) nodes in the Cluster 1 neighborhood on our utility poles. They are aesthetically unpleasing, no matter how hard Verizon tries to cover them up, noisy and impede future under grounding of our utilities. Public safety is a concern in the event of an earthquake or fire and we, Palo Alto taxpayers, are liable, not Verizon, when that happens.

Please deny Verizon's project to install 11 cell nodes in the Cluster 1 neighborhood unless it undergrounds the equipment just like Palo Alto is doing all over the city, without fear of people tripping or having trouble pushing strollers (see photos below). And if it refuses, it must use existing utility substations, city, commercial or industrial buildings for placing their equipment, which does not belong in residential neighborhoods. Verizon is generating billions in profit every quarter and can afford to do this.

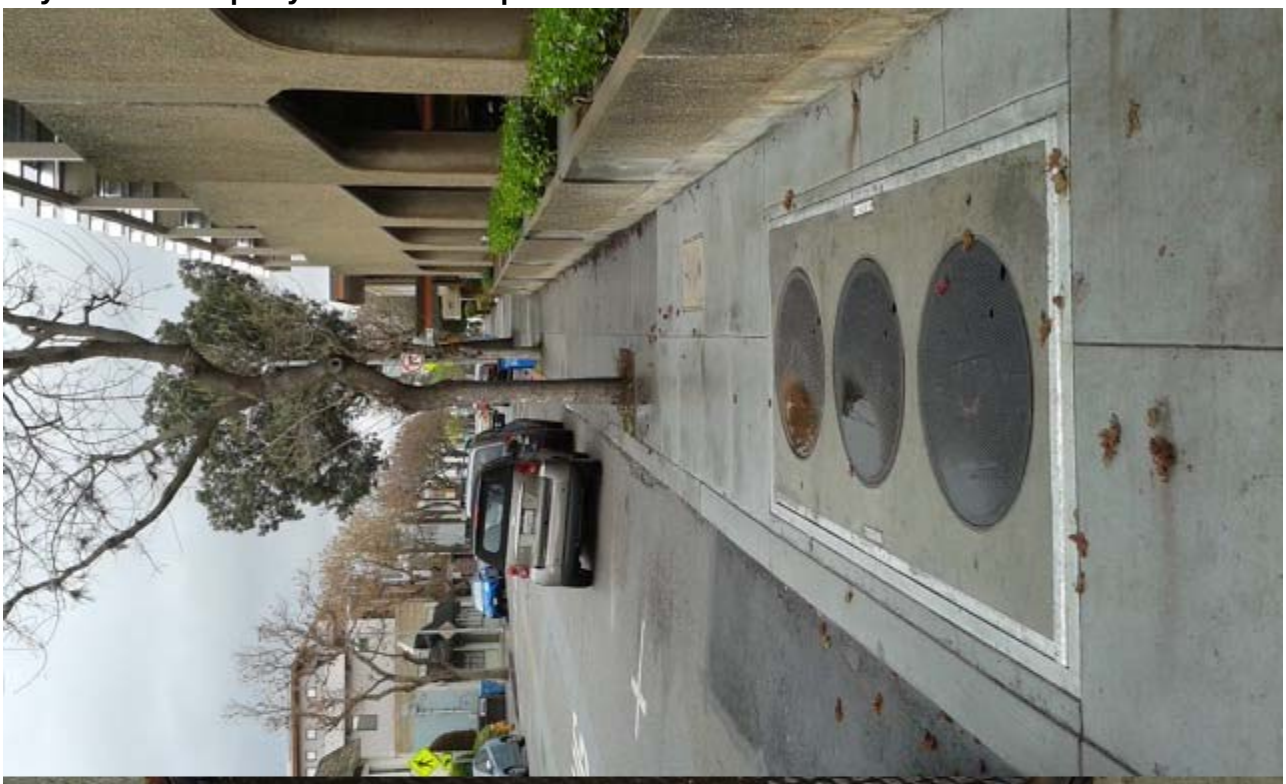
There is concern that once a site is erected, Verizon can then increase its size and noise ad nauseam. It is also known that the primary use of Verizon cells is mobile video and their aim is to boost capacity, not coverage. Aren't we getting a Verizon macro tower at 1032 Colorado Avenue and shouldn't that take care of residents in the neighborhood who are worried about their cell coverage? Will Sprint and T-Mobile also want to turn our town into an antenna farm? How will the city assure us residents of the Cluster 1 neighborhood, that we will get underground utilities just like everyone else in Palo Alto?

We must implement zoning ordinance requirements that no new telecommunications facilities can be located in residentially zoned areas. We want underground utilities and Verizon's cell nodes will make that impossible. The city must protect our residential neighborhoods and preserve the visual character of the community. Verizon should invest in innovative solutions for their cell nodes that don't impact residential neighborhoods and Palo Alto should be at the forefront of this new technology.

Please overturn the Director of Planning and Community Environment's decision.

Thank you,

Francesca Kautz




CPA ELECTRIC
HIGH VOLTAGE
HIGH-VOLTAGE

Carnahan, David

From: Melody Song <shanghaimelody@yahoo.com>
Sent: Friday, April 13, 2018 12:30 PM
To: Council, City
Cc: Clerk, City; Architectural Review Board
Subject: Cell Towers next to Residential Homes

Dear City Council,

The United Neighbors of Palo Alto filed an appeal of the Director of Planning's decision to approve Verizon's applications to install 11 cell towers in Palo Alto. I am writing to ask the City Council to remove Verizon's project (Cluster 1, 17PLN-00169) from the Consent Calendar, so that Palo Alto residents will have an opportunity to voice our opinions about this project directly to our selected officials.

I believe the Planning Director's decision to allow Verizon to install unsightly and harmful equipment on utility poles next to residential homes was incorrect. Palo Alto has plans for utility undergrounding throughout its neighborhoods. Verizon should put all its equipment underground too. Verizon's plan should only be approved on the condition that the company locate all its equipment underground. This is what sophisticated cities are now requiring the telecom industry. And it makes good sense.

Please hear our appeal, overturn the Planning Director's approval, and require Verizon to put all equipment underground.

Thank you very much!

Thanks,
Melody Song

Carnahan, David

From: S Anthony <wushujia00@gmail.com>
Sent: Friday, April 13, 2018 7:32 PM
To: Council, City
Cc: Clerk, City
Subject: Verzon cell tower installations

Please remove Verizon's "Cluster 1" (17PLN-00169) from the consent calendar so that we residents can chime in. Also, I'm not convinced that Verizon can't go underground.

Thank you,
Marie Anthony

City of Palo Alto | City Clerk's Office | 4/16/2018 9:47 AM

Carnahan, David

From: Adams, Amy E. MD <AdamsA5@sutterhealth.org>
Sent: Saturday, April 14, 2018 2:51 PM
To: Council, City
Cc: Clerk, City
Subject: verizon cell towers

Members of the Palo Alto City Council-

I am concerned regarding the plan for numerous additional cell towers in Palo Alto. I wonder if the Verizon "Cluster 1" project (17PLN-00169) is on the Consent Calendar. If so, I would encourage you to remove it and allow for council and citizen discussion. I know many citizens are concerned about this project for various reasons and would like the opportunity to weigh in.

I am an MD/PhD and have concerns regarding the level of electromagnetic radiation in our day to day environment. In 2011, the International Agency for Research on Cancer (IARC), a component of the World Health Organization, appointed an expert Working Group to review all available evidence on the use of cell phones. The Working Group classified cell phone use as "possibly carcinogenic to humans," based on limited evidence from human studies, limited evidence from studies of radiofrequency energy and cancer in rodents, and inconsistent evidence from mechanistic studies. Basically we don't yet have enough data over a long enough time span. The energy levels across the environment now in urban areas are unprecedented.

This Scientific American article linked below describes a study from 2016 that tested the possibility of links between cancers and chronic exposure to the type of radiation emitted from cell phones and wireless devices. The findings, which chronicle an unprecedented number of rodents subjected to a lifetime of electromagnetic radiation starting in utero, present some of the strongest evidence to date that such exposure is associated with the formation of rare cancers in at least two cell types in the brains and hearts of rats.
https://www.scientificamerican.com/article/major-cell-phone-radiation-study-reignites-cancer-questions/

I don't know yet if E/M causes cancers or other issues in humans, but I think it could, especially at high levels emitted from towers near residential homes and workplaces. I think decisions about numerous new cell towers deserves significant thought and there should be a really good reason for it, not just due to a perceived inconvenience of the "I need every technology fast, instant and now" era we're in now nor to aid a communications business' bottom line.

If you would like more info on the topic, I encourage attendance of one or more council members and/or PA staff at the following event:

Generation Zapped Film Screening in San Jose, April 21, 2018 at 10 AM.

The Santa Clara County Medical Association Alliance Foundation (SCCMAFA) invites physicians, nurses, family and friends to a free screening of the movie Generation Zapped which explores the health hazards of wireless technology. Considering there are 237 million cell phone users in the U.S., the introduction of driverless car and the Internet of Things, this is a timely topic. A panel will accompany the film to discuss the recent release of the California Department of Public Health recommendations for wireless devices, the recent National Toxicology Program Report on Cell Phones and Cancer and more.

Generation Zapped Film

City of Palo Alto | City Clerk's Office | 4/16/2018 9:47 AM

The film showing is on Saturday, April 21 from 10am-12pm at the offices of the SCCMA, 700 Empey Way, San Jose, near 280 and Winchester.

This event is wheelchair accessible.
Please RSVP at 408-288-6691. Or link to- https://form.jotform.com/80934939153162

Amy E. Adams, MD/PhD
Palo Alto Department of Dermatology
Co-Chair, PAMF Sustainability Committee

Carnahan, David

From: Schwark Satyavolu <schwark@gmail.com> on behalf of Schwark Satyavolu <schwark@alum.rpi.edu>
Sent: Sunday, April 15, 2018 7:00 PM
To: Council, City
Cc: Clerk, City; Architectural Review Board
Subject: Verizon Cell Towers

Hello,

My name is Ramakrishna Satyavolu, and I am the owner and resident of 655 Hale St., Palo Alto CA 94301. I have heard that cell equipment is going up in my neighborhood and it is all approved and a done deal. Maybe this was done before I moved into this neighborhood three years ago, but I really think this seems very rushed and with no opportunity for the residents to voice their opinions. I for one have a real problem with this, as the cell coverage is just fine in my neighborhood without any further towers (I am on Verizon), and if any were required, it should be with the health, safety and aesthetics in mind. If this has already been approved, I would like to categorically state that this does not sound like the right decision. I don't understand even if this was required, why it cannot go underground like all the other utilities that are being put underground with the work on University Avenue and beyond. I would like to a) request that this be reconsidered altogether on whether to install this equipment. b) if at the end of it, it is proven that the neighborhood really even needs these, then that all this be installed underground like most other cities are requiring.

At the very least, I would like to request that you remove Verizon's "Cluster 1" project (17PLN-00169) from the Consent Calendar so that Palo Alto residents may have an opportunity to voice their opinions of Verizon's plans directly to their elected representatives.

Sincerely,

Ramakrishna Satyavolu

Carnahan, David

From: Roger Pierno <rktroger@gmail.com>
Sent: Monday, April 16, 2018 3:55 PM
To: Council, City
Cc: Architectural Review Board
Subject: Approve Wireless Communication Facility Permit Applications

Dear Honorable Counsel Members,

I am writing to urge your approval of current pending and future Wireless Communication Facility Permit Applications for the Deployment of Small Cell Wireless Communication Equipment on Utility Poles. These local, focused, distributed, low power systems are the best way to improve Palo Alto's dismal cell phone coverage. These systems provide increased capacity and coverage with minimal disruption and minimal aesthetic impacts while also keeping costs down for the mobile phone provides by not requiring underground installation; if providers have increased costs they will get passed on to customers.

Thank you for your attention,

Sincerely,

Roger Pierno
1200 College Avenue
Palo Alto

COUNCIL MEETING
4/16/18
[ ] Placed Before Meeting
[✓] Received at Meeting

APPENDIX A

Government Code Section 5852.1 Disclosure

The following information consists of estimates that have been provided by the City's municipal advisor which has been represented by such party to have been provided in good faith:

(A) True Interest Cost of the Certificates: 4.15%

(B) Finance Charge of the Certificates (Sum of all fees/charges paid to third parties): $258,975.68

(C) Net Proceeds to be Received (net of finance charges, reserves and capitalized interest, if any): $8,988,349.32

(D) Total Payment Amount Through Maturity: $15,525,240.35

The foregoing estimates constitute good faith estimates only. The principal amount of the Certificates, the true interest cost of the Certificates, the finance charges thereof, the amount of proceeds received therefrom and total payment amount with respect thereto may differ from such good faith estimates due to (a) the actual date of the sale of the Certificates being different than the date assumed for purposes of such estimates, (b) the actual principal amount of Certificates sold being different from the estimated amount used for purposes of such estimates, (c) the actual amortization of the Certificates being different than the amortization assumed for purposes of such estimates, (d) the actual market interest rates at the time of sale of the Certificates being different than those estimated for purposes of such estimates, (e) other market conditions, or (f) alterations in the City's financing plan, or a combination of such factors. The actual date of sale of the Certificates and the actual principal amount of Certificates sold will be determined by the City based on the timing of the need for proceeds of the Certificates and other factors. The actual interest rates borne by the Certificates will depend on market interest rates at the time of sale thereof. The actual amortization of the Certificates will also depend, in part, on market interest rates at the time of sale thereof. Market interest rates are affected by economic and other factors beyond the control of the City.

Ken Horowitz

Attachment 4

COUNCIL MEETING
4-10-18
[ ] Placed Before Meeting
[/] Received at Meeting

City Clerk
In response
Mayor Kriss's
question –

Sugar-Sweetened Beverage Product Panel of Experts – (SSBPPE)

providing hands-on activities that give students an expanded familiarity with healthful fruits and vegetables, as well as classroom lessons and curriculum that reinforce garden-based knowledge as well as academic skills. The remaining half of funds were allocated to a variety of community groups.

Year Two Accomplishments: Continuing an Effective Process and Evaluating Early Outcomes of the Program

As of January 2017, over $2.5 million was raised by Berkeley's soda tax. The same amount has been made available to community health and nutrition efforts. The Berkeley City Council has now approved the Panel of Expert's recommendation to fund 2-year (FY18 and FY19) grants to 5 community agencies as well as the Berkeley Unified School District. It is hope of the Panel that providing funding for a two-year period will allow adequate time for full program implementation and evaluation.

Table 1. Approved Grants for Years 2 and 3 of Funding

	FY 2018 (beginning 7/1/17)	FY 2019 (beginning 7/1/18)	2 Year Total
BUSD School District	$ 637,500	$ 637,500	$ 1,275,000
Ecology Center	$ 135,959	$ 135,959	$ 271,918
Healthy Black Families	$ 255,000	$ 255,000	$ 510,000
Multicultural Institute	$ 15,000	$ 15,000	$ 30,000
Lifelong Medical Care	$ 91,504	$ 91,504	$ 183,008
YMCA of the Central Bay Area	$ 140,037	$ 140,037	$ 280,074
City of Berkeley	$ 225,000	$ 225,000	$ 450,000 Healthy Berkeley
Totals	**$1,500,000**	**$1,500,000**	**$ 3,000,000**

In addition, John Snow, Inc. an evaluation company, was contracted to evaluate the work of the Program. John snow has been working closely with the City and the Panel of Experts to create an evaluation plan that will be useful to the Panel, the City, the grant recipients and the public, at large. The evaluation report of the work conducted by the grantees will be completed by the end of January, 2018.

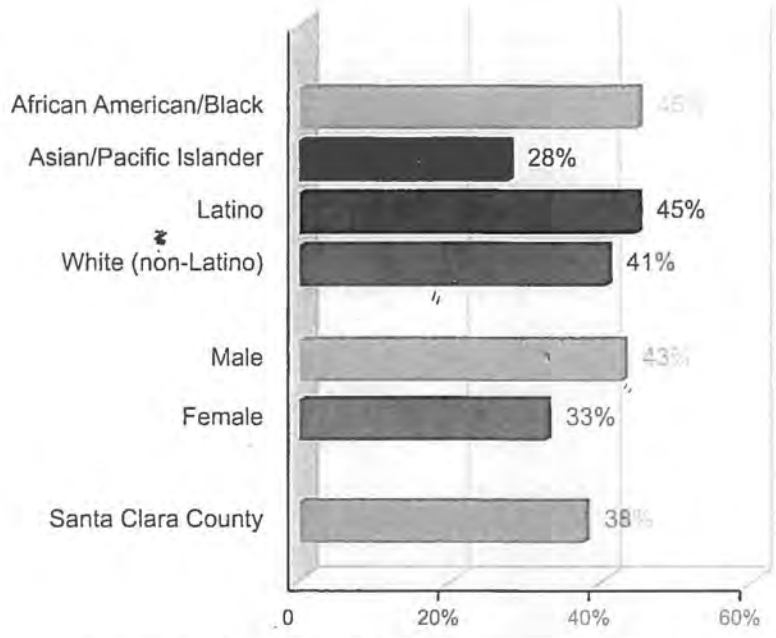
Public Health Division City Project Director Safety

It is the hope of the Sugar Sweetened Beverage Products Panel of Experts that Berkeley will begin to begin to see evidence of the SSB program effectiveness in reducing disparities in obesity and diabetes. In addition, it is the Panel's hope that Berkeley's experience with implementing its sugar-sweetened beverage campaign and

March 27, 2018 Communication to Council

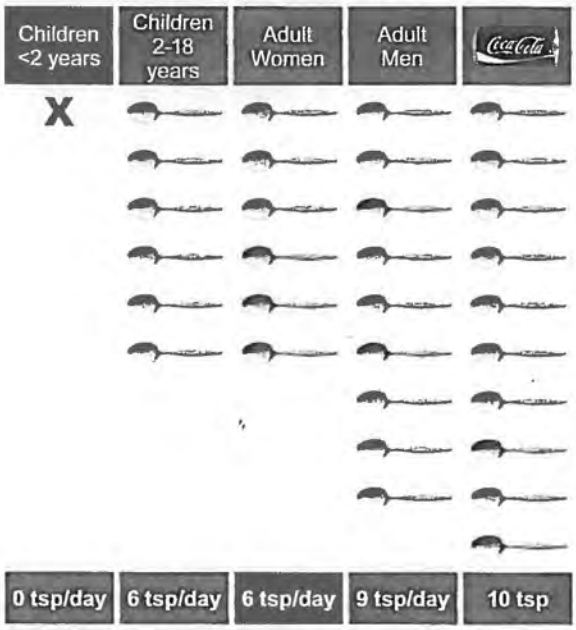
Obesity

Santa Clara County Middle and High School Students who Drank Soda One or More Times in the Past 24 Hours, 2016



Source: Status of Children's Health, Santa Clara County, Volume 2, 2016

A can of soda has more than a day's worth of sugar.



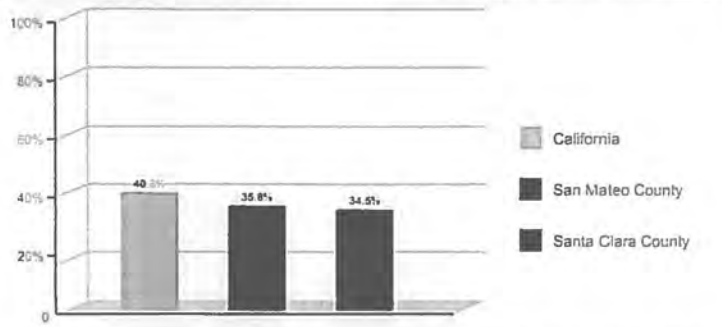
Note: The American Heart Association recommends limiting the amount of added sugars you consume to no more than 6 tsp/day for children and women and 9 tsp day for men.

Obesity

Obesity in childhood can lead to health problems—often for life. For adults, having obesity is linked to increased risk of heart disease, type 2 diabetes, high blood pressure and other chronic conditions. Research shows that children with obesity are more likely to be obese as an adult. An individual's education and nutritional knowledge has more of an impact on their food choices than their proximity to grocery stores, suggesting that the idea of "food deserts" is misleading.

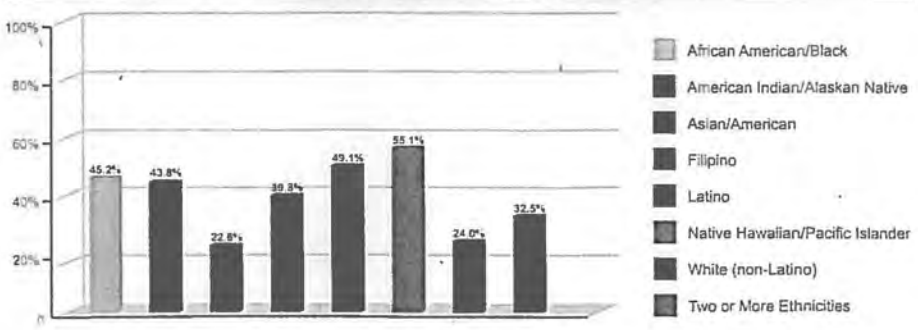
Source: The Roots of Nutritional Inequality, Stanford Business, 2018.

Students Who Are Overweight or Obese in 5th Grade in California, Santa Clara County, and San Mateo County, 2015



"Healthier Kids Foundation's 10 Steps class was so helpful. My family meals are going to change after what I have learned. We are going to focus on foods that are real."
–Jerry, father

Santa Clara County 5th Grade Students Who are Overweight or Obese by Race or Ethnicity, 2015



COUNCIL MEETING
Rail 4/18/18
[ ] Placed Before Meeting
[✓] Received at Meeting

ATTACHMENT A

City Council Rail Committee Items Tentatively Scheduled 4-18-18			
Committee Meeting	**Agenda Item**	**Item Title**	**Council Approval Date**
4/18/18	1	Introduction of New Consultant Team	4/16/2018 (completed)
	2	Continued Discussion of Master List of Ideas	5/7/18
5/22/2018 (tentative)	1	Grade separation alternatives to be evaluated (4-8) - Recommend Council Approval	6/4/18
	2	Agreement with Peninsula Corridor Joint Powers Board Relating to the Peninsula Corridor Electrification Project - Recommend Council Approval	6/4/18
6/20/18	1	Schedule and Stakeholder Engagement Plan for Grade Separation Alternatives Evaluation	n/a
	2	VTA Measure B Grade Separation Funding Plan - Recommend Council Approval	8/6/18
	3	Caltrain Business Plan - Discussion/Potentially Recommend Council Position	8/6/18
8/15/18	1	Outline of Interagency Roles and Responsibilities through Design and Construction - Recommend Council Approval	9/10/18
9/19/18	1	Preliminary Grade Separation Alternatives Evaluation - Discussion Only	n/a
10/17/18	1	Grade Separation Alternatives Evaluation - Discussion Only	n/a
11/21/18	1	Preferred Grade Separation Solutions - Recommend Council Approval	12/10/18
12/19/18	1	No meeting	n/a

RETURN ADDRESS:
ANDREAS KOGELNIK
1143 WEBSTER ST.
PALO ALTO CA 94301

TRENTON NJ 085
APR 2018 PM 6 L

POSTCARD

I support Castilleja's proposal to increase enrollment and modernize its campus because...

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE
18 APR 12 AM 9:35

Office of the Clerk
Please distribute to all City Council Members
250 Hamilton Avenue, 7th Floor
Palo Alto, CA, 94301

To: City Council Members, Palo Alto City Council
From: Residents of North Old Palo Alto Community Association

RE: Rail Grade Separation Project / *"Connecting Palo Alto"*

Dear City Council Member,

We, the residents of the *North Old Palo Alto* community district, ***support public transportation,*** the electrification of Caltrain, and the expansion of commuter rail capacity. We support a collaborative, transparent and data-driven selection process that engages relevant Palo Alto constituencies to find the best outcomes. We feel strongly that the best option will include holistic research considering ***financial***, ***community***, ***environmental*** and ***safety*** cost-benefit analyses.

Guiding Principles
We strongly believe that the City's research and prioritization for grade-separation projects should conform to generally accepted principles that should be non-controversial to Palo Alto City Council and the citizens they represent, including:

1. Projects that return the highest ROI on invested dollars;
2. Projects that maximize use of existing and/or underused infrastructure;
3. Making pedestrian safety a highest priority;
4. Maintaining community neighborhoods integrity; and,
5. Ensuring no eminent domain of City homes.

Summary Position on Grade Separation
Given the large relative benefits to the above Guiding Principles:

1) ***We support Lowered Rail (tunnel or trench)*** grade separation at the Churchill Avenue crossing.
2) We are adamantly ***opposed to any full or hybrid Lowered Road grade separation at Churchill Avenue*** given the clear disadvantages relative to other solutions.
3) We are adamantly ***opposed to any Raised Rail solutions at Churchill Avenue given several clear disadvantages to the community.***
4) As an alternative to Lowered Rail (#1), we support keeping the Churchill Avenue crossing at-grade and closing it at the West entrance if several cost-effective measures to increase East-West traffic capacity and student/pedestrian safety in the neighborhood are implemented. (see next)

Supporting discussion in select priority order:

#4 - Specific Solutions to Increase Traffic Capacity and Pedestrian Safety in North Palo Alto:
We have already invested significantly in the Embarcadero Road underpass, so before creating another half-billion-dollar project 400 yards to the South (including the costs of eminent domain), let's optimize and improve the existing solution that we have today. We believe the following relatively low-cost solutions will increase ***the daily traffic capacity on Embarcadero***

Road underpass and ***dramatically improve Palo Alto H.S. student safety*** without taking any homes or costing the City a half-billion dollars:

1) Implement a ***pedestrian/bike underpass*** at Churchill Avenue for safe Palo Alto H.S. student transit.
2) Build ***2x bike/pedestrian underpasses*** underneath Embarcadero Road at the intersections with Kingsley Avenue and entrance of Palo Alto H.S. on ***existing public lands***, which will dramatically increase student safety and eliminate the 3rd traffic signal on Embarcadero Road that significantly impede East-West traffic today.
3) Significantly ***Increase Capacity and Utility of the Embarcadero Grade Separation***
    a. Broaden underpass to 4 lanes eliminating a huge bottleneck to E-W traffic
    b. Remove pedestrian crossing light from Paly H.S. to Town & Country (*per above*)
    c. Implement Left Turn signals from West & East bound Embarcadero to Alma Rd.

NOTE #1*: There is a consistent span of open, usable public space on both sides of Embarcadero Road spanning between 50-100 feet wide in different locations between PA HS entrance and Kingsley Avenue (see map in appendix).*
NOTE #2*: Our proposals above intend to increase the capacity of the Embarcadero Road underpass to accommodate for the lost Eastbound capacity if Churchill Avenue is closed at the West side. It is not intention our intention to imply that we want to increase the speeds on Embarcadero Road, nor eliminate any existing stop lights or controls.*

#2 - Critical Disadvantages of Full or Hybrid Lowered Road Underpass at Churchill Avenue:
Churchill Avenue is a relatively ***low capacity intersection that is less than 400 yards away from an existing major grade separation at Embarcadero Road***, and any proposal to create a Road Underpass at Churchill would have ***costs and disadvantages that far outweigh the benefits***:

1) Financial: There are 36 homes that would be fully claimed and 6 homes that would be partially claimed by eminent domain in any underpass design given the maximum 6% decline required on both sides of the railway. At this intersection alone, that would add at least ***$200,000,000 for this single underpass before construction has even begun.*** Spending a total of $350-400MM for grade separation at a single intersection that is 400 yards from an existing underpass is ***not an acceptable use of taxpayer funds.***

2) Community & Environment: Building an underpass at Churchill would likely require lowering the Alma Street 22 feet and all the arteries feeding it to the same level. At 6% maximum grade, that ***would wipe out an entire neighborhood more than 370 feet in both directions***, make homeless hundreds of residents and school children, kill hundreds of trees, and constitute a new "concrete jungle" in what is today historic Old Palo Alto and Southgate neighborhoods. It would also leave Palo Alto H.S. staff parking lot stranded and possibly impact part of their football field. In a city committed to increasing housing stock and school infrastructure, ***this is unacceptable.***

3) Construction Impact: Building an underpass at Churchill would require a massive, multi-year long construction project that would shut down Alma Street. An underpass would require dropping the elevation of Alma Street ***and*** Churchill Avenue roughly 22 feet, which would utterly shut down all north and southbound traffic and leave all surrounding communities stranded for years.

#3 - Critical Disadvantages of Raised Rail Solutions:

We are strongly opposed to raising the train above grade on a berm or structure (ie, Raised Rail solutions), as it would cause increased visibility of the train within the neighborhood, reduced privacy for those along the tracks, increased risks for those living along the tracks in the event of derailment, and an increase in noise. We feel we should be reducing, not increasing, the impact and visibility of the train on our community, and this option is in contradiction with that.

#1 - Significant Advantages of a Lowered Rail Solution:

The benefits are significant for any grade separation that drives the rail below grade.

1) Construction Impact: A bored tunnel construction would dramatically reduce the enormous construction impact to our larger community, which would be near cataclysmic in any Underpass proposal. [Building a 22 foot deep underpass at Alma & Churchill would shut down traffic for the entire community for years.] There is almost no price that can be placed on the avoidance of this construction on our community.

2) Financial Benefit: Implementing a bored tunnel solution would open the above ground right-of-way for various community uses, including a parkway and ped/bike path spanning Palo Alto, but also provide income generating opportunities like leasing land to low-income housing developers and an open air farmers' market. Leasing the land for these purposes would generate significant income to offset the cost of construction.

3) City / Community Benefit: Reclaiming the open space created in a bored tunnel approach would allow the City to realize several of its stated goals that are otherwise very difficult to realize given a lack of available open space. These types of objectives have been proven already in several cities, like NYC that recently reclaimed an elevated train track to create a public parkway. The City could achieve objectives including:
    - Increased low income housing
    - Increase pedestrian/bike pathways
    - Increased open space

4) Student Safety: This is our chance to get a double win and solve a critical safety issue in our community - eliminating direct contact between the rail and pedestrians.

In summary, we believe that there are many viable solutions to create acceptable traffic and safety conditions at the Churchill Avenue intersection, including Lowered Rail, or blocking the Churchill Avenue crossing while making traffic and pedestrian improvements at Embarcadero and Churchill. We are, however, adamantly opposed to a Lowered Road / Underpass solution and Raised Rail given the large and unacceptable detrimental impacts that would create.

Thank you for your consideration of our community's concerns and interests.

Endorsed by the members of the North Old Palo Alto (NOPA) community association
(NOTE: Reference Signature Page for Names & Addresses)

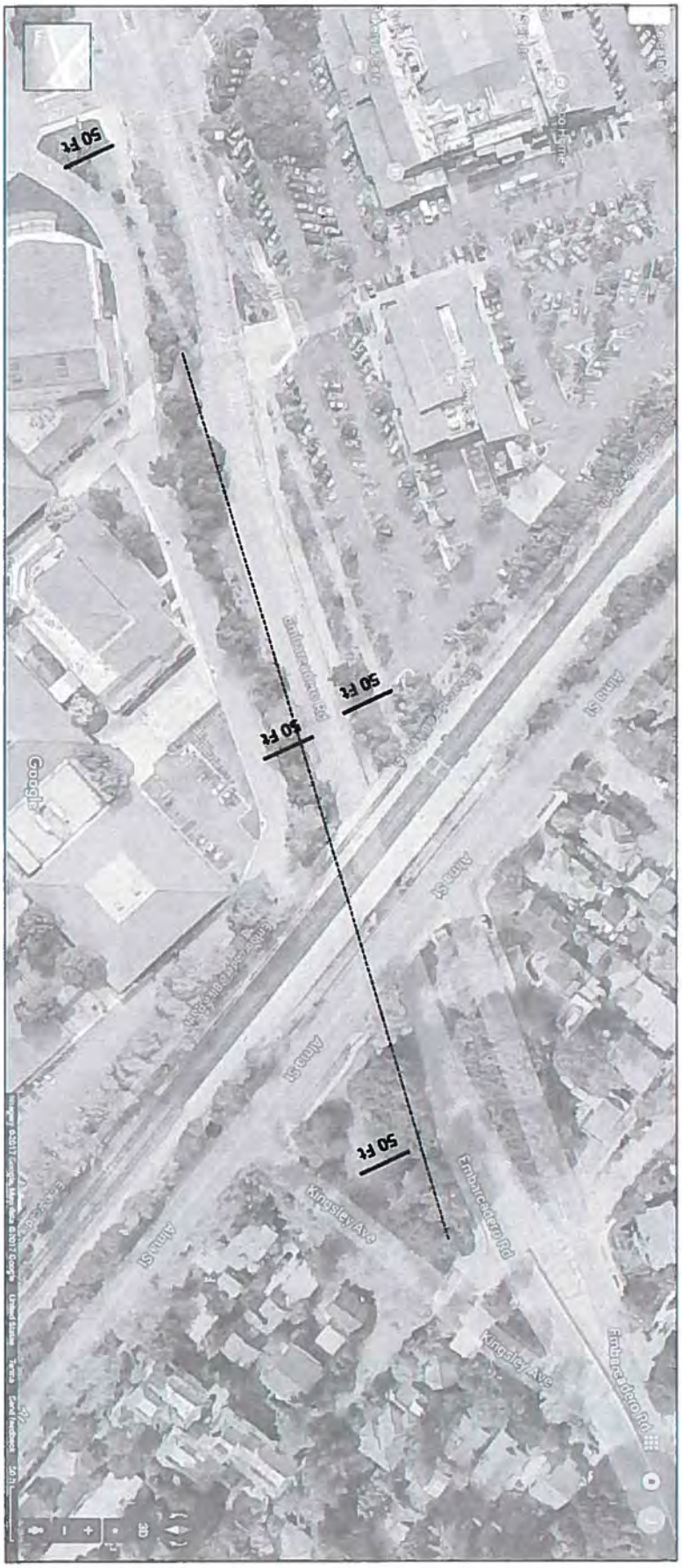


Figure 1 – Existing Embarcadero Road Underpass Satellite Image Demonstrating the Ample Room Available for Renovation and Improvements

PDF order #	Name	Address	Apt	City	State
1	Kathleen Judge	180 Churchill Ave		Palo Alto	CA
2	Hank Sousa	160 Melville Ave		Palo Alto	CA
3	Andie Reed	160 Melville Ave		Palo Alto	CA
4	Grace Luo	102 Churchill Ave		Palo Alto	CA
5	Janice Luo	102 Churchill Ave		Palo Alto	CA
6	Rosalyn Luo	102 Churchill Ave		Palo Alto	CA
7	Jason Matlof	118 Churchill Ave		Palo Alto	CA
8	Palam Guk	151 Churchill Ave		Palo Alto	CA
9	David Fence	159 Churchill Ave		Palo Alto	CA
10	Rachael Callcut	160 Churchill Ave		Palo Alto	CA
11	Matthew Mell	160 Churchill Ave		Palo Alto	CA
12	Chikuo Shen	136 Churchill Ave		Palo Alto	CA
13	Li-hsiang Yu Shen	137 Churchill Ave		Palo Alto	CA
14	Jeffrey Brown	111 Churchill Ave		Palo Alto	CA
15	Kyle Bordeau	1433 Alma street		Palo Alto	CA
16	Gitanjali Jain	119 Churchill Ave		Palo Alto	CA
17	Monica Tan Brown	111 Churchill Ave		Palo Alto	CA
18	Raymond Ogawa	119 Churchill Ave		Palo Alto	CA
19	Leslie Matlof	118 Churchill Ave		Palo Alto	CA
20	Samantha Shen	128 Churchill Ave		Palo Alto	CA
21	David Shen	128 Churchill Ave		Palo Alto	CA
22	Sean Hee	1525 Alma Street		Palo Alto	CA
23	Lena Hee	1525 Alma Street		Palo Alto	CA
24	Ben Venfunum	1545 Alma Street		Palo Alto	CA
25	Tanya Tran	1551 Alma Street		Palo Alto	CA
26	Mandy Anderson	1554 Alma Street		Palo Alto	CA
27	Brian Holcomb	1555 Alma Street		Palo Alto	CA
28	Helen Tombropoulos	105 Churchill Ave		Palo Alto	CA
29	John Todd	143 Churchill Ave		Palo Alto	CA
30	Hao-Hua Chu	129 Churchill ave		Palo Alto	CA
31	Emily Hung	129 Churchill ave		Palo Alto	CA
32	Kerry Yarkin	135 Churchill ave		Palo Alto	CA
33	Neva Yarkin	133 Churchill Ave		Palo Alto	CA
34	Mary Sylvester	135 Melville Ave		Palo Alto	CA
35	Kim Martin	150 Churchill Ave		Palo Alto	CA
36	Lance Martin	150 Churchill Ave		Palo Alto	CA
37	Stephane Moreau	1445 Alma Street		Palo Alto	CA
38	Gerald Berry	86 Churchil Ave		Palo Alto	CA
39	John W. Day	1560 Mariposa Ave		Palo Alto	CA
40	Suzanne Degler	1560 Mariposa Ave		Palo Alto	CA
41	Anne Kramer	1528 Mariposa Ave		Palo Alto	CA
42	David Kramer	1528 Mariposa Ave		Palo Alto	CA
43	Sam Lada	1550 Mariposa Ave		Palo Alto	CA
44	Anisha Patel	1550 Mariposa Ave		Palo Alto	CA
45	Yinan Li	138 Coleridge Ave		Palo Alto	CA
46	Andy Choi	510 Washington Ave		Palo Alto	CA
47	Renee Choi	510 Washington Ave		Palo Alto	CA
48	Chris Waldo	1625 Madrono Ave		Palo Alto	CA
49	Erkay Uzun	1613 Mariposa Ave		Palo Alto	CA
50	Patricia F. O'Donnell	725 Cowper Street		Palo Alto	CA
51	Edward O'Donnell	725 Copwer Street		Palo Alto	CA
52	Kirk Latour	102 Coleridge Ave		Palo Alto	CA
53	Sangetha Bollini	890 N California Ave		Palo Alto	CA
54	Anand Bollini	890 N California Ave		Palo Alto	CA
55	Mohamed Hadidi	54 Churchill Ave		Palo Alto	CA
56	Young-jeh Oh	54 Churchill Ave		Palo Alto	CA
57	Jason Stinson	50 Churchill ave		Palo Alto	CA
58	Eduardo Llach	36 Churchill Ave		Palo Alto	CA
59	Carol J. Anderson	86 Chruchill Ave		Palo Alto	CA
60	Karen McNay	1520 Mariposa Ave		Palo Alto	CA
61	Kevin Carlson	850 E. Greenwich Place		Palo Alto	CA
62	Leilani Waldo	1625 Madrono Ave		Palo Alto	CA
62	Elif Uzun	1613 Mariposa Ave		Palo Alto	CA
63	Aileen Lee	50 Churchill Ave		Palo Alto	CA
64	Bob Krentler	1437 Alma		Palo Alto	CA
65	Felice Shieh	1437 Alma		Palo Alto	CA
66	Dayton S. Misheldt	145 Churchill Ave		Palo Alto	CA
67	Rob Levitsky	1200 Emerson Ave		Palo Alto	CA
68	Irene Au	410 Oxford Ave		Palo Alto	CA
69	Bradly Horowitz	410 Oxford Ave		Palo Alto	CA
70	Manish Baldua	1545 Alma		Palo Alto	CA
71	Gordon Thompson	745 Newell Rd		Palo Alto	CA
72	Marie Thompson	745 Newell Rd		Palo Alto	CA
73	Matt Yarkin	4090 Ben Lomond Drive		Palo Alto	CA
74	Aliv Zomet	152 Homer Ave		Palo Alto	CA
75	William Schmarzo	1550 Emerson Street		Palo Alto	CA
76	Rosemary Knight	21010 Cornell Street		Palo Alto	CA
77	Yossef Zomet	146 Stanley Way		Palo Alto	CA
78	Janina Duraj	603 Newell Rd		Palo Alto	CA
79	Damiel Puduay	604 Newell Rd		Palo Alto	CA
80	Sidney Wilkins	345 Manzanita Ave		Palo Alto	CA
81	Enoch Choi	95 Crescent Drive		Palo Alto	CA
82	Rachel Croft	1547 Mariposa Ave		Palo Alto	CA
83	Javier Gonzales	1547 Mariposa Ave		Palo Alto	CA
84	Inyoung Cho	1511 Mariposa Ave		Palo Alto	CA
85	Qiang Wang	92 Churchill Ave		Palo Alto	CA
86	Xicohong Wang	92 Churchill Ave		Palo Alto	CA
87	Rui Zhang	1512 Mariposa Ave		Palo Alto	CA
88	Chandru V	1539 Mariposa Ave		Palo Alto	CA
89	Kiran Oak	1539 Mariposa Ave		Palo Alto	CA
90	S. Ladh	1550 Mariposa Ave		Palo Alto	CA
91	Fenella Leighton	1568 Mariposa		Palo Alto	CA
92	Rebecca Branson	1563 Mariposa		Palo Alto	CA
93	Gail C. Woolley	1685 Mariposa Ave		Palo Alto	CA
94	Bradford Woolley	1685 Mariposa		Palo Alto	CA
95	Bing Zhang	1591 Mariposa Ave		Palo Alto	CA

96	Gretchen Hollingsworth	1599 Mariposa Ave		Palo Alto	CA
97	John Hollingworth	1599 Mariposa Ave		Palo Alto	CA
98	Janet R. Peacock	1582 Mariposa Ave		Palo Alto	CA
99	Karen McNay	1520 Mariposa Ave		Palo Alto	CA
100	Joan MacDaniels	1521 Emerson Street		Palo Alto	CA
101	Carolyn Schmarzo	1521 Emerson Street		Palo Alto	CA
102	Dianne MacDaniels	1521 Emerson Street		Palo Alto	CA
103	Deborah Fife	1510 Emerson Street		Palo Alto	CA
104	Walter Fu	1536 Emerson Street		Palo Alto	CA
105	Joanne Fu	1536 Emerson Street		Palo Alto	CA
106	Bradly Brom	1564 Emerson Street		Palo Alto	CA
107	Jenna Brom	1564 Emerson Street		Palo Alto	CA
108	Stepanie James	1551 Emerson Street		Palo Alto	CA
109	Brad Forrol	141 Coleridge Ave		Palo Alto	CA
110	Steve Jarvis	1570 Emerson Street		Palo Alto	CA
111	Carol Acott	141 Colerdige Ave		Palo Alto	CA
112	Henie Faghani	1875 Webster Street		Palo Alto	CA
113	Bahma Koohestani	1875 Wester Street		Palo Alto	CA
114	Emilia Suviala	3488 Janice Way		Palo Alto	CA
115	Berverly Radin	701 Paul Ave		Palo Alto	CA
116	Donnie Youngbery	30 Tulip Ln		Palo Alto	CA
117	Rikki Faktou	845 Ramona Ave		Palo Alto	CA
118	Michael Lin	842 Altare walk		Palo Alto	CA
119	Jennifer Gu	842 Altare walk		Palo Alto	CA
120	Jiayang Liu	532 Channing Ave	#101	Palo Alto	CA
121	Rui Zhang	532 Channing Ave	#101	Palo Alto	CA
122	Janette Herceg	2070 Williams Street		Palo Alto	CA
123	Tyler Vinciguerda	2010 Williams Street		Palo Alto	CA
124	Angie Herceg	2311 Princeton Street		Palo Alto	CA
125	Brain Mabe	54 Churchill Ave		Palo Alto	CA
126	Harmut Sadrozinski	62 Churchill Ave		Palo Alto	CA
127	Shalla Sadrozinski	62 Churchill Ave		Palo Alto	CA
128	Gina Craig	1904 Emerson Street		Palo Alto	CA
129	E. Tom Craig	904 Emerson Streeet		Palo Alto	CA
130	Laarni Von Ruden	468 Channing Ave		Palo Alto	CA
131	John Dhney	537 Jackson Drive		Palo Alto	CA
132	Ashok Sadrozinski	62 Churchill Ave		Palo Alto	CA
133	Colm Callan	1411 Tasso St.		Palo Alto	CA
134	Julie Callan	1411 Tasso St.		Palo Alto	CA
135	Celeste Bates	1450 Bryant St.		Palo Alto	CA
136	Steven Bates	1450 Bryant St.		Palo Alto	CA
137	Helen Conroe	2310 Middlefield Rd		Palo Alto	CA
138	Mark Zucker	2310 Middlefield Rd		Palo Alto	CA
139	K. Fansh Haydel	967 Amarillo Ave		Palo Alto	CA
140	Susan Bush	2538 Ross Rd		Palo Alto	CA
141	Allen Bush	2538 Ross Rd		Palo Alto	CA
142	Aaron Strauch	967 Amarillo Ave		Palo Alto	CA
143	Teri Liach	36 Churchill Ave		Palo Alto	CA
144	Lisa Hwong	2361 Bryant Street		Palo Alto	CA
145	Carole Fonck	350 Oxford Ave		Palo Alto	CA
146	Inhwa Song	1072 Tanland Drive	#203	Palo Alto	CA
147	Lucia Ugarte	102 Kingsley Ave		Palo Alto	CA
148	Tim Roper	218 North California Ave		Palo Alto	CA
149	Craig Moye	1595 Mariposa Ave		Palo Alto	CA
150	Cynthia Lee	1150 Welch Road	#54	Palo Alto	CA
151	Hersha Mittakanti	1150 Welch Road	#521	Palo Alto	CA
152	Michael Davenport	1170 Welch Road	#721	Palo Alto	CA
153	Mark Grundberg	1170 Welch Road	#721	Palo Alto	CA
154	Leo Chen	1100 Welch Road	#622	Palo Alto	CA
155	Alex Kasman	1130 Welch Road	#331	Palo Alto	CA
156	Erica Sohlberg	1180 Welch Road	#831	Palo Alto	CA
157	Rustin Massoudi	1170 Welch Road		Palo Alto	CA
158	Craig Stauffer	1160 Welch Road		Palo Alto	CA
159	Megan Stauffer	1160 Welch Road		Palo Alto	CA
160	Christine Roper	218 North California Ave		Palo Alto	CA
161	Saar Gur	151 Churchill Ave		Palo Alto	CA
162	Ben Choi	315 Melville Ave		Palo Alto	CA
163	Jane Harris	230 Sequoia Ave		Palo Alto	CA
164	Peter Shambora	1565 Castilleja Ave		Palo Alto	CA
165	Kevin Leighton	1568 Mariposa Ave		Palo Alto	CA
166	David Schnedler	1671 Castilleja Ave		Palo Alto	CA
167	Pam Molano	1630 Portola Ave		Palo Alto	CA
168	Ava Hahn	1620 Escobita Ave		Palo Alto	CA
169	Kate McKenzie	1524 Madrono Ave		Palo Alto	CA
170	Christopher Kantarjiev	1530 Portola Ave		Palo Alto	CA
171	Hsinya Shen	185 Santa Rita Ave		Palo Alto	CA
172	Evelyn Chan-Cox	191 Washington Ave		Palo Alto	CA
173	Robert Rubenstein	1635 Bryant St		Palo Alto	CA
174	Susan Whitehead	112 Churchill Ave		Palo Alto	CA
175	Bruce Greenwood	1656 Madrono Ave		Palo Alto	CA
176	Daniel K. Marshall	538 Churchill Ave		Palo Alto	CA
177	Daniel Cox	191 Washington Ave		Palo Alto	CA
178	Rebecca Fox	159 Tennyson Ave		Palo Alto	CA
179	Tina Hua	361 Tennyson Ave		Palo Alto	CA
180	Rasmey Picek	214 Sequoia Ave		Palo Alto	CA
181	Zeehan Selha	2031 Park Blvd		Palo Alto	CA
182	Richard Purkey	167 Tennyson Ave		Palo Alto	CA
183	Thomas Hoffman	1511 Madrono Ave		Palo Alto	CA
184	Nancy McGaraghan	200 Coleridge Ave		Palo Alto	CA
185	John Koval	492 Tennyson Ave		Palo Alto	CA
186	Christen Conrad	900 Lincoln Ave		Palo Alto	CA
187	Nils Thorjussen	333 Santa Rita Ave		Palo Alto	CA
188	Jacklyn Pen	1592 Mariposa Ave		Palo Alto	CA
189	Tracy A. Ferrell	1545 Escobita Ave		Palo Alto	CA
190	Martha Angell	1681 Castilleja Ave		Palo Alto	CA
191	Tricia Herrick	1510 Portola Ave		Palo Alto	CA
192	Tom Vlasic	1540 Mariposa Ave		Palo Alto	CA
193	Henry Hwong	2361 Bryant St		Palo Alto	CA
194	Rebecca Friend	170 Lowell Ave		Palo Alto	CA
195	Nina Aguilar	1544 Madrono Ave		Palo Alto	CA
196	Laura Tannenwald	3795 Corina Way		Palo Alto	CA
197	Ewa Goosell	152 Tennyson Ave		Palo Alto	CA
198	Maya Misner	1330 Greenwood Ave		Palo Alto	CA
199	David Lee	1531 El Camino Real		Palo Alto	CA

200	Geoff Dinaker	2203 S. Ct.	Palo Alto	CA
201	Terry Atkinson	2081 Harvard	Palo Alto	CA
202	Christina Hall	954 Forest Ave	Palo Alto	CA
203	Don Ansbay	2090 Sandalwood Ct.	Palo Alto	CA
204	Tina Hua	2056 Emerson St	Palo Alto	CA
205	Albert Hua	2056 Emerson St	Palo Alto	CA
206	Carolyn Wang	731 Christine Dr	Palo Alto	CA
207	Vanessa Lui	740 Christine Dr	Palo Alto	CA
208	Robert Herriot	140 Churchill Ave	Palo Alto	CA
209	Dandan Limelkai	2065 Alma St	Palo Alto	CA
210	Stephanie He	251 Washington Ave	Palo Alto	CA
211	Lian Bi	380 Coleridge Ave	Palo Alto	CA
212	Jingbo Wu	344 Grant Ave	Palo Alto	CA
213	Teresa Moye	1595 Mariposa Ave	Palo Alto	CA
214	Patrick Heron	405 Marlowe St	Palo Alto	CA
215	Jeffrey Glenn	2061 Webster St	Palo Alto	CA
216	Xiaoyun Li	159 Kellogg Ave	Palo Alto	CA
217	Yvonne Lau	776 W. Greenwich Place	Palo Alto	CA
218	Ceiky Ip	776 W. Greenwich Place	Palo Alto	CA
219	Amrutha Kattamuri	3189 Berryessa St, Unit #1	Palo Alto	CA
220	Glenn Orit	2061 Webster St	Palo Alto	CA
221	Westin Patrik	117 Tennyson Ave	Palo Alto	CA
222	Cassy Christianson	1745 Waverly St.	Palo Alto	CA
223	John Shea Jr	434 Lowell Ave	Palo Alto	CA
224	Leslie Murphy-Chutorian	335 Churchill Ave	Palo Alto	CA
225	Madhu Rao	1519 Mariposa Ave	Palo Alto	CA
226	Kat JasonMoreau	1445 Alma St	Palo Alto	CA
227	Olivia Chen	2036 Emerson St	Palo Alto	CA
228	Chaitanya Hazarey	1743 Alma St	Palo Alto	CA
229	Chun-Hui Yang	358 Fernando Ave	Palo Alto	CA
230	Himani Batra	3167 Alma St	Palo Alto	CA
231	Frances Lin	2331 Ross Rd	Palo Alto	CA
232	Paul Machado	363 Stanford Ave	Palo Alto	CA
233	Mustafa Ozgen	101 Miramonte Ave	Palo Alto	CA
234	Jonathan Ehrlich	1550 Castilleja	Palo Alto	CA
235	Sheri Cox	3091 Ross Road	Palo Alto	CA
236	Douglas Carlson	1640 Escobita Ave	Palo Alto	CA
237	Pradeep Rao	260 Stanford Ave	Palo Alto	CA
238	Lauren Bonomi	526 Lowell Ave	Palo Alto	CA
239	Phyllis Kayten	96 Churchill Ave	Palo Alto	CA
240	Charles Harvie	1655 Alma St	Palo Alto	CA
241	K Patricia Landman	2066 Byron St	Palo Alto	CA
242	Yen-Kuang Chen	2331 Ross Rd	Palo Alto	CA
243	Betim Deva	127 Churchill Ave	Palo Alto	CA
244	Ronald Wilensky	2200 South Ct	Palo Alto	CA
245	Linda Crilly	473 Gary Ct	Palo Alto	CA
246	Laura Martini	1502A Portola Ave	Palo Alto	CA
247	Katie Seedman	535 Portola Ave	Palo Alto	CA
248	Rebecca Eisenberg	2345 Waverley St	Palo Alto	CA
249	Perry Clark	1620 Escobits	Palo Alto	CA
250	Javid Alasti	880 Lincoln Ave	Palo Alto	CA
251	Olga Petrova	1584 Mariposa Ave	Palo Alto	CA
252	Arlene Leslie	1650 Mariposa Ave	Palo Alto	CA
253	Johanna Ehrlich	1550 Castilleja Ave	Palo Alto	CA
254	Virginia Proceviat	1555 Escobita Ave	Palo Alto	CA
255	Ahmed Hassan	140 Kellogg Ave	Palo Alto	CA
256	Chandru Venkataraman	1539 Mariposa Ave	Palo Alto	CA
257	Amanda Efron	138 Rinconada Ave	Palo Alto	CA
258	Doug Murphy-Chutorian	335 Churchill Ave	Palo Alto	CA
259	Kim Randall	2557 Park Blvd #L110	Palo Alto	CA
260	Eileen Fagan	1651 Castilleja Ave	Palo Alto	CA
261	David Schnedler	1671 Castilleja Ave	Palo Alto	CA
262	Kevin Ohlson	666 Tennyson Ave	Palo Alto	CA
263	Carolyn Shea	434 Lowell Ave	Palo Alto	CA
264	Kristina Smith	1144 Cedar Street	Palo Alto	CA
265	Richard Soderberg	138 Rinconada Ave	Palo Alto	CA
266	Louis Draper	1895 Park Blvd	Palo Alto	CA
267	Martha McKee	1895 Park Blvd	Palo Alto	CA
268	Laura Wagerman	1435 Alma St	Palo Alto	CA
269	Raj Mashruwala	450 Melville Ave	Palo Alto	CA
270	Caroline Japic	1655 El Camino Real	Palo Alto	CA
271	Carol Weber	1017 Bryant St	Palo Alto	CA
272	Lihyuarn Chang	1611 Castilleja Ave	Palo Alto	CA
273	Julie Yoon	1591 Castilleja Ave	Palo Alto	CA
274	Alice Jacobs	123 Sherman Ave	Palo Alto	CA
275	Helen Waters	1485 Byron St	Palo Alto	CA
276	Christine Buss	1615 Madrono Ave	Palo Alto	CA
277	K.R. Wilsher	1085 Emerson St	Palo Alto	CA
278	David Hoffman	545 Fulton St	Palo Alto	CA
279	Susie Hwang	159 Melville Ave	Palo Alto	CA
280	Zoe Sarantis	1646 Portola Ave	Palo Alto	CA
281	Shaina Nishimoto	201 Chestnut Ave	Palo Alto	CA
282	Juli De Biler	102 Churchill Ave	Palo Alto	CA
283	George Wong	102 Churchill Ave	Palo Alto	CA
284	Kirk Taylor	64 De Soto Dr.	Palo Alto	CA
285	Baisy Olson	64 De Soto Dr.	Palo Alto	CA
286	Allen Clark	269 Walter Hays Dr.	Palo Alto	CA
287	Vivian Clark	269 Walter Hays Dr.	Palo Alto	CA
288	Chris Clark	269 Walter Hays Dr.	Palo Alto	CA
289	Hiroki Morishige	102 Churchill Ave	Palo Alto	CA
290	Charles Book	102 Churchill Ave	Palo Alto	CA
291	Biter Bilen	1401 Cowper St.	Palo Alto	CA
292	Emily Shaw	104 Alma St.	Palo Alto	CA
293	Mary Haugen	105 Churchill Ave	Palo Alto	CA
294	Matthew Clark	126 Walter Hays Dr.	Palo Alto	CA
295	David Clark	126 Walter Hays Dr.	Palo Alto	CA
296	Ryan Mitra	2577 Park Blvd	Palo Alto	CA
297	Manu Kumar	837 Garland Dr	Palo Alto	CA
298	Ken Tam	1654 Mariposa Ave	Palo Alto	CA
299	Hana Kumar	837 Garland Dr	Palo Alto	CA
300	Gargi Mitra Keeling	2080 Marich Way #8	Palo Alto	CA