

From: [Corkie Freeman](#)
To: [Planning Commission](#); [Council, City](#)
Subject: Our household does not want East Meadow Road parking removed !
Date: Wednesday, July 14, 2021 5:18:55 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

July 14, 2021

Hello Palo Alto Planning Commission and City of Palo Alto City Council,

I am writing to you, to express my opinion and disagreement on the proposal you have, to remove the parking on East Meadow Drive. I have lived on the East Meadow corridor for over 50 years and have lived in the City of Palo Alto for many more years than that. I have raised my children here and have my grandchildren here. I've seen many years of traffic patterns and changes with cycling, pedestrians, pets and cars. We need our streets to be as safe as possible and we cannot be so unrealistic, as to think that cars are going to go away or have reduced numbers in our city. It's a grand idea -- it just isn't the 50's and 60's, like Mayberry here any more!

I currently live on East Meadow Drive near Louis, as I have since 1986. Prior to that, our family lived for 26 years, just a half block off of E. Meadow. So, I know this area well. The proposal to remove parking on the entire south side of East Meadow, particularly between Waverley Street and East Meadow Circle, is not a plan that we agree with, or want, or feel will be beneficial to our community. Please take a drive up East Meadow and pay attention to the facts:

on the south side of East Meadow -- is where all the action and pedestrians and bicycles need to be!

1. JLS Middle School
2. Fairmeadow Elementary School
3. Mitchell Park
4. The church next to the Fire Station
5. The Fire Station
6. The RIDICULOUS Ross Road roundabout that is a MESS for cars + bikes!
7. Residential homes with driveway entrances on East Meadow
8. Ramos Park - HEAVILY USED by young families with little kids
9. more Residential homes with driveways entrances on East Meadow
10. The intersection of E. Meadow + Louis - IT'S DANGEROUS. People don't stop! If you want to spend money on something to make us safe in this part of town - then do a study and put in blinking crosswalk lighting, reflective or flashing stop signs or plant an officer there to get people to obey the stop signs, before someone is seriously injured there.
11. The Vantage townhome community currently fills any available E.Meadow Parking.
12. There are new Google buildings that have been remodeled these past months and have yet to open. They will need street parking too.

Planners, Council Members! Think this through very carefully! The potential for jaywalking across E. Meadow, from the north side to the south side - and the dangers associated with the necessity to cross to the south side for all the city facilities and events I've noted above, has obviously not been completely thought through. Please take your time to review what we have stated here and what other concerned and long-time residents have written to you and your teams. You need to find other ways to spend money wisely and help us with safety on East Meadow, Middlefield, Ross Road, Louis Road and East Meadow Circle.

The idea of removing parking in our growing city, is not the plan we want and it's not what

our neighborhood needs.

Please be smart about decisions made by your teams today, so we don't spend precious years and thousands of more dollars to "fix" or re-do and correct additional messes (like the roundabout), created by the proposal of removing parking for us.

Thank you for your time and I hope that you can put yourselves into our shoes, and take the time to review all that you have been presented with, to make safe and responsible decisions for the residents of South Palo Alto.

Maybelle Freeman and Family
844 E. Meadow Drive

From: [Elaine Uang](#)
To: [Planning Commission](#)
Subject: East Meadow/Fabian Bike Improvements
Date: Wednesday, July 14, 2021 3:19:37 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear Planning Commission,

I can't join tonight's meeting due to family commitments, but I definitely support protected, buffered bike lanes along E Meadow! We bike there frequently to access Mitchell Park and the soccer fields at JLS. I've been a fan of using parked cars to buffer between car travel and bike travel lanes since I first saw that configuration in Geneva 5 years ago. Experience cycling along similar corridors in different cities has made me support them more. In SF it has become easier to cycle along corridors where bike lanes buffered with parked cars are implemented. Vancouver uses this strategy too and two years ago, we found it makes a much more family friendly place to bike.

A few thoughts to consider as you move forward with the plans and street design:

1) It would be easier if the whole corridor had the same continuous bike infrastructure. It's too bad the demand to retain on street parking creates differential bike infrastructure between sections 2 & 3. I hope the transition will be clearly marked to minimize confusion as parking and bike travel lanes change across Middlefield.

2) How will the intersection at Meadow and the Waverley bike path be handled - protected bike intersection? Whatever it is, I hope it allows easy left turns for bikes that are timed/signalled separately from car travel and car turns. So many kids bike here to school, after school, to the park, library and the sport fields. It would be treacherous and defeat the purpose of this whole project if bikes are asked to make left turns if cars are moving.

3) I also hope these improvements are coupled with slower speed limits along Meadow and Fabian. As the staff report points out, increased speed is what causes severe injury/fatality. The current wide car travel lanes along Meadow increase car speed and make cyclists so vulnerable. I hope this project can reduce both the design speed of the street by narrowing the car travel lane AND the actual speed limit for the cars.

Thanks,
Elaine Uang
Cyclist in Palo Alto since 2006

From: [Hoyt, George](#)
To: [David Coale](#)
Cc: [Shikada, Ed](#); [Lait, Jonathan](#); [Batchelor, Dean](#); [Abendschein, Jonathan](#); [Parkhurst, Rhonda](#); [Gennady Sheyner](#); [Sandra Slater](#); [Hodge, Bruce](#); [Bret Andersen](#); [Tam, Christine](#); [Peck, Korwyn](#); [Donald Clark Jackson](#); [Kelty, Hiromi](#); [rscolove@gmail.com](#); [Indra Ghosh](#); [UAC](#); [Council, City](#); [Planning Commission](#)
Subject: RE: SolarApp+ webinar this Thursday @ 10 am
Date: Wednesday, July 14, 2021 9:13:23 AM

Mr. Coale,

We have been in contact with SolarApp+ and are exploring this as an option.

George Hoyt,
Chief Building Official

The City of Palo Alto is doing its part to reduce the spread of COVID-19. We have successfully transitioned most of our employees to a remote work environment. We remain available to you via email, phone, and virtual meetings during our normal business hours.

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

From: David Coale <david@evcl.com>
Sent: Tuesday, July 13, 2021 9:41 PM
To: UAC <UAC@cityofpaloalto.org>; Council, City <city.council@cityofpaloalto.org>; Planning Commission <Planning.Commission@cityofpaloalto.org>
Cc: Shikada, Ed <Ed.Shikada@CityofPaloAlto.org>; Lait, Jonathan <Jonathan.Lait@CityofPaloAlto.org>; Hoyt, George <George.Hoyt@CityofPaloAlto.org>; Batchelor, Dean <Dean.Batchelor@CityofPaloAlto.org>; Abendschein, Jonathan <Jon.Abendschein@CityofPaloAlto.org>; Parkhurst, Rhonda <Rhonda.Parkhurst@CityofPaloAlto.org>; Gennady Sheyner <gsheyner@paweeekly.com>; Sandra Slater <sandra@sandraslater.com>; Hodge, Bruce <hodge@tenaya.com>; Bret Andersen <bretande@pacbell.net>; Tam, Christine <Christine.Tam@CityofPaloAlto.org>; Peck, Korwyn <Korwyn.Peck@CityofPaloAlto.org>; Donald Clark Jackson <dcj@clark-communications.com>; Kelty, Hiromi <Hiromi.Kelty@CityofPaloAlto.org>; rscolove@gmail.com; Indra Ghosh <indraghosh@hotmail.com>
Subject: SolarApp+ webinar this Thursday @ 10 am

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Hi All,

The roll out of NREL's new SolarApp+, a web based application for solar permitting, with Jennifer Granholm, the U. S. Department of Energy Secretary, will be this Thursday at 10 AM pacific time. See: <https://solarapp.nrel.gov/> to sign up and for more info on SolarApp+

This app, based on the National Electrical Code, is designed to speed up permitting and inspection of residential solar PV systems. Once the contractor enters in the design, the SolarApp+ ensures the design is code compliant, thereby negating the review process for solar PV permitting. At the end of the process the SolarApp+ will produce a checklist to be used by the inspector for the inspection of the PV system. This app is free to all jurisdictions.

I believe Palo Alto's adoption of the SolarApp+ would allow the city to jump from last place, to being a leader in efficient and timely permitting, at a lower cost than the present system, which leaves much to be desired.

In the future, SolarApp+ will also include solar plus storage and then will be expanded to cover electrification projects as well. To reach our 80 by 30 goal of GHG reduction, we will have to replace all gas appliances with electric ones at the end of life of the gas appliances. Palo Alto will need to

revamp their current process to meet this goal.

Please take a look at the SolarApp+ web page and attend the webinar if you are able: <https://solarapp.nrel.gov/>

Thanks,

David

Please send this info to other interested parties.

PS Here is a two minute video of the process: <https://www.youtube.com/watch?v=s-zKmtgVPDs>

From: [David Stephens](#)
To: [Planning Commission](#)
Subject: E Meadow bike way
Date: Wednesday, July 14, 2021 8:55:00 AM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

I'm also writing to express my concern over the proposed bike way.

The project should be canceled on the whole section of East Meadow from Alma to Fabian. Because there is a park and school on the west side of Middlefield Road which will cause the same problems for people living across the street from Mitchell park and JLS middle school.

Just painting green in the bike lanes that are there now would improve the safety of both bikers and cars. Fixing the roundabout at Ross and E Meadow would improve the safety of all. Removing the roundabout would be a better use of money.

Trying to fix a problem that is not a problem is bad for the community.

David Stephens

Sent from my iPad

From: [James Pflasterer](#)
To: [Planning Commission](#)
Subject: PA South Bikeways project
Date: Wednesday, July 14, 2021 8:00:15 AM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Greetings Planning Commission,

Please consider carefully the advisories from the recent webinar and advise the city council to implement these improvements to improve the safety of bicyclists and students using these vital bikeways. The Waverly path in particular should be recommended for immediate improvements which will give a much safer egress for middle and elementary schools students in South Palo Alto.

Thank you for your consideration.

Jim Pflasterer
South Palo Alto resident

Sent from [Mail](#) for Windows 10

From: [Peggy Yao](#)
To: [Planning Commission](#); [Council, City](#)
Cc: [Arthur Keller](#); [George Greenwald](#); [Kevin Mayer](#); [corkie.freeman844@gmail.com](#); [Taly Katz](#); [Arvind Kumar](#); [Eliezer Rosengaus](#); [Jin W](#); [zgillai@gmail.com](#); [argument@gmail.com](#); [francine.fehl@gmail.com](#); [sandy@vanderhulst.com](#); [hlrrnr@icloud.com](#); [justpaddle@gmail.com](#); [kenneth@kpflegal.com](#); [singaporecal@gmail.com](#); [Sean David's Cell](#); [karenljew@gmail.com](#); [julianjest@gmail.com](#); [adobemeadow-announce@lists.sonic.net](#); [Amanda Case](#); [Ana Maria Arjona](#); [Arthur Keller](#); [Brian and Maggie Szabo](#); [Camille Tripp](#); [Campbell Linda & Bob](#); [CeCi Kettendorf](#); [Chip Wytmar](#); [David Cheng](#); [Grant Elliot](#); [Jo Vitanye](#); [John Jacobs](#); [Kathy Fei](#); [Koo Darice](#); [Lakshmi Sunder](#); [Lisa Zhang >](#); [Margaret Cheng](#); [Olga Rubchinskaya](#); [Margie Greenwald](#); [Mary Ann Norton](#); [Michelle Rosengaus](#); [Nate Case](#); [Pam Mayerfeld](#); [Ram Sunder](#); [Pam + Rick \(Kristen + Kimberley\)](#); [Robin Holbrook](#); [Satomi Rogers](#); [Sung and Jenny Ryu](#); [Teddie Guenzer](#); [Will Shen](#); [Yan Jing](#); [adele@acm.org](#); [lioraphoto@hotmail.com](#); [runlong Zhou](#); [Lisette Micek](#); [Sharon Elliot](#); [Patricia Gibbs Stayte](#); [Robert Stayte](#); [Sean Teresa Cell](#); [Sue Freeman](#); [swang_100@yahoo.com](#); [Alex Ou](#)
Subject: Strong opposition to elimination of public parking on the south side of East Meadow Drive between Middlefield and Louis
Date: Wednesday, July 14, 2021 1:24:33 AM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear City Council and Planning Commission,

I am another resident who attended last Friday's meeting at Ramos park. I'd like to second every word in Patricia's email, and call for a **rejection** of the proposal of elimination of public parking on the south side of East Meadow Drive between Middlefield and Louis!

Some additional points:

1. There is no justification on how eliminating parking on one side of the street is necessary or even helpful to achieve the project's goal.

What is the project's goal? Sylvia and Rosie mentioned (1) "to encourage more cyclers", (2) "to make cyclers safer", and (3) "to create low stress for cycles".

- For (1), I have a hard time making the logic sound on why no cars on one side of the road will convert a person from using other transportations to bicycles, unless (2).

- Okay, then let's look at (2). We asked for data on cyclist accidents caused by parked cars on this stretch of the street. They didn't follow-up, but switched to (3), and repeatedly stressed (3) whenever being asked for a justification afterwards.

- If the goal is (3), I believe the goal has already been achieved, at least for this stretch of the street. The dedicated bike lane is very generous already -- it's about as wide as a car lane!

Please see the attached picture. **The cyclers' stress is already low, and if we move all the cars to the other side of the street, the stress will be 2x for the poor cyclers using that side of the street. Moreover, if we eliminate the parking, the stress will be 10x or 100x for everyone else who needs to park on this side of the street!** As many residents have already said many times: **there is NO problem here, please do NOT CREATE problems.**

2. Sylvia mentioned she was paid to carry out this project. Is this true? Was she one of the proposal authors too? If her job depends on the project, there seems to be a conflict interest if she is also the person to present data for this decision making.

Thanks for your time! Please **stop** this ridiculous proposal before it's too late.

Best,
Peggy

From: "Dr. Gibbs" <doc4soc@gmail.com>
Date: July 12, 2021 at 10:03:47 PM PDT
To: planning.commission@cityofpaloalto.org, city.council@cityofpaloalto.org, Sylvia.Star-Lack@cityofpaloalto.org, Rosie.Mesterhazy@cityofpaloalto.org
Cc: Charles Wilson <hllrnr@icloud.com>, Sue <sue.freeman9@gmail.com>, Frances Davies <fdavies@stanford.edu>, Sunita Verma <sunitasconsulting@gmail.com>, CeCi Kettendorf <cecihome@gmail.com>
Subject: Fwd: Summary of the Friday, July 9th, Resident-organized South Palo Alto Bikeways Project Meeting at Ramos Park

Dear City Council and Planning Commission,

I am one of the residents who attended last Friday's meeting at Ramos park. And I know some of you directly.

Like many other residents who attended the Ramos meeting, I am a parent of (recently) former PAUSD cyclists, and am both a bicycle AND a car commuter myself. My husband is also both a bicycle AND a car commuter. So we are a big cycle family who have lived on the corridor in question for the past 17 years.

As a regular cyclist, like many other residents shared, we both value and understand local cycling and driver patterns especially on and around E Meadow Drive and throughout Palo Alto and surrounding cities.

I am deeply disturbed by the way this project has been handled and what looks like the purposeful exclusion of E Meadow and adjacent residents' awareness of the project in order to fit the project to the terms of the grant regardless of what is the right thing to do.

And I am also annoyed that I have been made to attend a meeting without notice about something so important, and quickly get up to speed on what is going on when that looks like it has been done purposely / by design - now write the following to you - also with basically no time to prepare. (Note the time and date - today - that I was sent notice below.)

It's not a good feeling and I didn't cause this situation but I have been put in a situation where I know I have to respond in order to disclose some deep problems with Sylvia's or whoever's cycle corridor grant plan.

It looks like she - or whomever has been involved - has bent the data to fit the grant - in order to get the money, in order to have the job.

Because of situations such as this, so many of the residents at the meeting feel local government is just deceitful, incompetent, greedy, has a massive power imbalance, and will mire you in red tape just to get what it wants.

I am thinking this is not what you want residents to feel and experience.

I am thinking that you didn't get into public service to have this happen.

So you have an important role to play in this current situation.

What has been proposed is based on skewed data from a limited survey with leading questions - it is unprofessional, dishonest, and looks deliberately exclusionary.

1) Lack of Notification / Communication / Transparency - Deliberate exclusion

of Residents

Most E Meadow and adjacent residents only found out about both the project and the meeting less than 24 hours prior to the Ramos Park meeting.

When we met Sylvia and Rosie in Ramos park, they said they had put door hangers about the project on all of our doors.

No one at the meeting (we had 37 residents present) received notification of the project. Not a single person or household was notified on E. Meadow.

When we asked what the general findings of the survey were, they said they didn't have time to read those out to us. When we asked what the gist or summary was, they also gave an evasive and unclear response. To say this is a lack of transparency is an understatement.

This is unprofessional and suggests that the researchers are trying to reach a predetermined conclusion by deliberately excluding those most affected.

Worse, they are using transportation principles to explain their plan when they themselves are not following the most basic rules of professional conduct.

Most residents shared they have observed the PAUSD bicycle traffic for decades.

Many are avid cyclists and use the corridors as they are - they reported feeling not just a little - but extremely safe.

We are the local experts, yet we were never consulted about this project - worse it looks like we were purposely excluded from a process that looks to be reaching a predetermined conclusion. If this happens, you will endanger cyclists, not make them more safe.

2) Severely Flawed Survey Instrument and Excluding Residents

Although no one could site a single accident between Middlefield and Fabian on East Meadow Drive involving a bicycle and a vehicle, not a single incident of a motorist opening a door into a cyclist, the survey sent out to gather data for the project excluded residents along the East Meadow corridor and contained leading questions to a select group of respondents - with no option for survey respondents to choose "no changes be made."

This is just completely misleading and unprofessional.

3) Jumping to a Conclusion that Fits the Grant Requirements without Considering the Local Environment

Based on #2 above, the project lead is suggesting changing the Parking Pattern to eliminate parking on the South side of East Meadow Drive.

4) Doing #3 will cause Chaos and Jeopardize the safety of Both Riders and residents trying to reach their cars across the street.

Residents listed scores of problems with #3 including:

1. South side parking will now move to the North side -exponentially increasing volume instead of having it spread out on two sides of the wide street - increasing danger to cyclists
2. The City is supporting the construction of ADUs. If you as a resident survive this process, even with dedicated parking associated with these - this still doesn't cover the actual increased parking demand. So where are all of us going to park while you take away 50% of the street parking? It

- doesn't add up and doing so will needlessly increase danger to cyclists.
3. increasing cars on only one side of the street - will increase potential u-turns across bike lanes - needlessly increasing danger to cyclists
 4. residents having to walk through bike lanes to get to their cars from across the street - often elderly or children, Increasing danger to both cyclists and pedestrians.
 5. and doing that on the North side of the street during the most busy PAUSD bicycle traffic time (which amounts to about a 20 minute period M-F ams - excluding holidays, winter & spring breaks, and summers).
 6. Students often ride dangerously - swarming together in large friend groups / excitedly talking and joking, looking at their phones, not wearing helmets or riding dangerously - this doesn't have anything to do with the physical layout of the bikeway but has everything to do with cyclist education.
 7. The afternoon return bicycle traffic volume is spread out because of the staggered end of school times and after school programs so it's not much of an issue
 8. Increasing jay-walking which will increase danger to everyone including cyclists
 9. Less parking for visitors to Ramos park, mail, package and water delivery vehicles, gardeners, daycare drop offs and pickups, music teachers, music students, health care support workers, cleaners, maintenance workers, contractors, city workers and food trucks - all regularly using street E Meadow on street parking
 10. residents forced to back out of their driveways into bicycle traffic - needlessly increasing danger to cyclists.
 11. garbage collection on the South side of the street in the bike lane - needlessly increasing danger to cyclists.
 12. garbage collection on the North side having no room due to too many cars there - blocking driveways - needlessly increasing danger to cyclists.
 13. other residents have a wealth of great perspectives and ideas - some will have the time to write to you and will share these

5) A Dangerous and Poorly Thought Out Plan That Will Increase Danger to Riders

It is clear this is a poorly thought out and dangerous plan.

I wasn't concerned about bicycle safety for planning reasons the way the bike lanes are presently set (no accidents have happened = high degree of safety).

But I am very worried about what will happen to the cyclists if you go through with this plan. It is a dangerous, poorly thought out and executed plan that will needlessly increase danger to cyclists and others.

Better Ideas

6) A better use of taxpayers money would be to educate child cyclists on how to cycle safely - including not using their phones and wearing helmets properly - that are done up and not hanging loose or on their handlebars.

7) Another better use of taxpayers money would be to fix the roundabout at E Meadow and Ross Road - that is an accident waiting to happen because of its poor design. If you care about the kids and the cyclists, you would fix this

problem.

8) Consider making the existing bike lanes more obvious by painting them in important areas.

9) Consider having bicycle advocates help the kids ride safely (like crossing guards presently do with getting across Middlefield Road two times per day during school days).

I apologize for any grammatical issues in the above. It's late and I'm tired and I wish we had been truly included in this process from the start. But that is not what happened - that is a position that Sylvia or whoever is driving this caused.

To reiterate: please do not support the existing dishonest, poorly executed plan that has been conducted in an unethical manner and lacks local empirical evidence. While what we have as an existing plan and layout works and is safe, what has been planned will needlessly endanger cyclists and pedestrians / residents.

Thank you for your time and attention to this matter,

Patricia

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

Date: Mon, Jul 12, 2021 at 7:47 PM

Subject: Fwd: Summary of the Friday, July 9th, Resident-organized South Palo Alto Bikeways Project Meeting at Ramos Park

FYI.....

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

From: **Star-Lack, Sylvia** <Sylvia.Star-Lack@cityofpaloalto.org>

Date: Mon, Jul 12, 2021 at 7:32 PM

Subject: Summary of the Friday, July 9th, Resident-organized South Palo Alto Bikeways Project Meeting at Ramos Park

To: Star-Lack, Sylvia <Sylvia.Star-Lack@cityofpaloalto.org>

Cc: Mesterhazy, Rosie <in >

Hello E. Meadow and Adobe Meadow residents,

It was a pleasure to interact with you on Friday night. We are grateful that so many neighbors joined us to talk about this project. As this meeting was not intended to be a large community gathering, we anticipated speaking with a few neighbors about their specific concerns. We are grateful for the extensive feedback which is summarized in the attachment as requested. The themes raised will be shared in the presentation to PTC on Wednesday of this week.

Please note that we are still in the initial community consultation phase, receiving comments about the proposed project. The goal of this phase of community engagement is to collect community input and report it to PTC on July 14th and the Council on August 9th to see if the project should move forward.

Below are the links to next Wednesday's Planning and Transportation Commission (PTC) agenda and the Bikeways project staff report. The zoom meeting link and details are on the agenda. The 34-page staff report summarizes the work done by staff on the initial phase of the project and includes proposed concepts for roadway re-striping. The attachments to the report provide more details about work done to date. Most of what staff will present to the PTC is contained in the Community Engagement Summary webinar recording that is available [here](#).

The PTC agenda is here:

<https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/planning-and-transportation-commission/2021/ptc-7.14-public-agenda.pdf>

The Bikeways project staff report is here:

<https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/planning-and-transportation-commission/2021/ptc-7.14-bikeway.pdf>

As requested at the meeting, here are the email addresses of the Council and Planning and Transportation Commission:

PTC: Planning.commission@cityofpaloalto.org

Council: City.Council@cityofpaloalto.org

We'd appreciate the opportunity to continue the dialogue and speak with you about the project. Please let us know if you'd like to share additional thoughts in a meeting with us.

Thank you for time and consideration of this project.

-Sylvia



Sylvia Star-Lack | Transportation Planning Manager

Office of Transportation | City of Palo Alto
250 Hamilton Avenue | Palo Alto, CA 94301

T: 650.329.2546 | E: Sylvia.star-lack@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

Use Palo Alto 311 to report items you'd like the City to fix!! Download the [app](#) or click [here](#) to make a service request.

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**Stay safe and be well,
Patricia**

Patricia Gibbs, Ph.D.



From: [Peter Giles](#)
To: [Planning Commission](#); [Council, City](#)
Subject: South Palo Alto Bikepath Project
Date: Tuesday, July 13, 2021 11:38:51 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear members of the Palo Alto Planning Commission and City Council,

I would like to register my opposition to the proposal to remove all street parking from the south side of East Meadow Drive. I have lived in my home at 786 East Meadow since 1978. I support transportation improvements that strike a balance between vehicles, pedestrians, transit and bicycles, with safety and ease of use being the primary objectives. The proposal as I understand it, to remove street parking on the south side of East Meadow and limit parking to the north side of the street will not achieve this. First of all, I am concerned that the process has been rushed and has lacked basic resident input for a project of this size and implications for the daily convenience and habits of all residents along East Meadow. The process for community input and data analysis does not inspire my confidence or that of the neighbors I have spoken with. For the past four years, I have served as a volunteer Block Preparation Coordinator along East Meadow from Middlefield to Louis Road. I am concerned about potential safety hazards to our cyclists as well as residents. Let me illustrate with one example. We have two families living in our home, in great part due to the lack of affordable housing in Palo Alto. Our daughter and her husband have three young children. We have three vehicles in a long driveway. Daily at least once or twice, we have to rearrange cars by backing out into the street, and temporarily parking one, or sometimes even two vehicles on the street. This vehicle maneuvering already requires a great deal of caution to avoid hitting pedestrians, runners, or cyclists. The preliminary proposal will increase the number of cars backing out and pulling back in since we would not be able to park conveniently in front of our home, and thus expose the driver and passersby to more in and out, limited vision collision hazards. We already try to minimize street parking during the day (and bring in all cars for the night) so that our visitors, including Amazon, UPS and Fed Ex and the USPS have a place to park. Often my daughter, who will be driving her primary school and pre school age children to their destinations, would have to back out to make room for other family members who are leaving earlier, to back out, and park on the street. Under this proposal she would be required to park on the North side of the street, necessitating that she cross the busy street likely during the busiest times of the day with her children, or back out to let some one else out, and then pull back in, until she is ready to leave, and then back out again. This situation would be compounded up and down East Meadow while trying to solve a problem—bicycle safety—that has not been demonstrated to be a problem.

I urge a time out on this seemingly rushed project to review and analyze the data and other options that could better meet the safety needs of both residents and cyclists. Thank you for considering my views on this important matter.

Sincerely,

Peter B. Giles
786 East Meadow Drive

From: [Shuyan Qi](#)
To: [Planning Commission](#); [Council, City](#)
Subject: Fwd: Summary of the Friday, July 9th, Resident-organized South Palo Alto Bikeways Project Meeting at Ramos Park
Date: Tuesday, July 13, 2021 10:54:04 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear City Council and Planning Commission,

I am a resident at the corner of Ross Rd. and E. Meadow Dr.. I am writing this email to express my concern on the proposed bikeway project along E. Meadow east of Middlefield.

We have been living here for over 14 years. As a parent of two former PAUSD students, I understand the safety issue for cyclists and would love to find ways to improve the safety of cyclists along this busy street. However, since the street construction of Ross Rd. to be a cyclist street, the street parking along Ross Rd. has become more congested, and some start to park their cars on E. Meadow. The congestion on E. Meadow will be even worse if it becomes a one-side parking street. This will actually increase danger in the neighborhood for pedestrians, drivers, and cyclists. For example, residents living on the south side of the street have to park cars on the north side, increasing the unnecessary street-crossing; People going to Ramos Park have to cross the street, many will undoubtedly jaywalk; Many cars will have to U-turn to park, adversely affecting the cyclists and pedestrians. We think the current streets work fine. Why spend more money on this unnecessary project?

The construction on Ross Rd. has put a lot of parking pressure elsewhere. It seems to me that the continuous construction work started a few years ago does not put the car owners interest into consideration. For a project that will affect our daily lives, we did not receive any notice. We only found this about two days ago. We truly hope there was more communication and that the city put more weight on the neighbours opinion about the future constructions.

Thank you for your time,

shuyan

From: [Richard Hallsted](#)
To: [Planning Commission](#)
Subject: South Palo Alto Bikeways Project (just say no)
Date: Tuesday, July 13, 2021 6:38:00 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

I will not repeat the points made in several other letters I know you have received. Hopefully you have read them. My few points are:

- **Waverley** extension needs to be fixed. I rode over it one time early in the Pandemic and said never again. If it were up to me, I would chop down the few trees along the path, flatten it out wide to be the most functional path given the space. A few trees moved from this space would make it much simpler to put in and the city could plant things elsewhere to offset the loss. Or just not worry about it.
- **Fabian** - If I were Maxar, Waymo and the other businesses in the Fabian and East Meadow Circle area, I would not want the road diet/bike path proposal to be implemented. They need the corridor for trucks and other access on a daily basis. 3850 Fabian was supposed to be the Waymo truck R&D building pre-pandemic and they started putting things in when everything stopped. Somebody should go and ask the businesses in this corridor their opinion. If you are going to impose a business tax, you want companies such as these to at least think the city is thinking about them. Plus as somebody who has walked and biked Fabian for years, I want to know who they think is going to be biking on Fabian. I rarely see anybody on their bike here.
- **East Meadow and the schools** - If you really want to do something here, limit it to the area around the school such as was done at Greene Middle School. JLS and Fairmeadow in their present street facing configuration are a mess and do not really lend itself to any elegant or simple solution. Implementing/imposing restrictions all along East Meadow for a situation which last only a couple of hours on each non-rainy school day and not all the other hours of the year (I say at least 96% of the total hours in a year, but one might calculate it slightly differently) doesn't make sense.
- **Traffic to bike bridge** - as someone who has lived on East Meadow near Louis for 30 years and loves to bike out to the baylands, the bridge project mitigated the single most dangerous part of getting to the crossing by putting in the access path along the creek. Traffic might increase some, but it was hardly overwhelming when the underpass was open (much of it passes in front of our house). You do need to red curb the two parking spaces to both sides of the entrance to the access path. Cars park there all the time and are a hazard to sight lines and turning out onto East Meadow or possibly into the path.

In short, this project as proposed is excessive and disruptive to the community, much as the Ross Road project. Small parts of it are fine but if it is all or nothing, kill it.

Thank You for your time and service to the community,

Richard Hallsted
East Meadow Drive

From: [Jeffrey Lu](#)
To: [Planning Commission](#)
Subject: support protected lanes on E Meadow
Date: Tuesday, July 13, 2021 5:46:22 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

PTC Members,

I am writing to express my support for protected bike lanes on East Meadow and Fabian as part of the S Palo Alto Bikeways project.

Data show already-high and growing bicycle usage at S Palo Alto schools (particularly JLS). Given the heavy presence of bicycles, pedestrians, and schools in the area, I strongly support building infrastructure to ensure that all road users -- particularly those on bike or foot who are more vulnerable -- can get around more safely. Existing parking lanes on E Meadow are underutilized, making this a good opportunity to improve street safety and encourage healthier, more sustainable transportation modes.

Thank you,

Jeffrey Lu
Midtown

From: [Pamela Mayerfeld](#)
To: [Planning Commission](#)
Subject: Bikeways project, particularly the proposal for East Meadow Drive between Middlefield & East Meadow Circle
Date: Tuesday, July 13, 2021 5:40:08 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Although I am pleased to see Palo Alto working to improve bike safety in the city, I am writing to express my unhappiness with the proposal for East Meadow Drive between Middlefield Road and East Meadow Circle.

Simply put, this section is not a problem area as presently configured. We have lived on East Meadow Drive for 30 years, we bike around town and our children biked to school through high school. East Meadow Drive is wide in this area and bicycles, cars, and pedestrians each have ample room to co-exist. The problem pinch points are at the Ross/East Meadow Drive roundabout where cars and bicycles have to merge and the Middlefield/East Meadow Drive intersection where there simply isn't enough room for cars & bicycles, particularly as cars try to turn right from the Eastbound lanes. Sadly, neither one of these intersections are being addressed by the proposal.

We took part in the survey put forth by the Bikeways projects and attended the presentations. Although the results of the survey appear to indicate I'm not alone in thinking this stretch of East Meadow Drive is fine as is and preserving parking is a priority, the proposal I've seen is to eliminate parking on the South side of the street. This creates a whole new set of problems:

- Inadequate parking in the area for visitors, workers, even residents in some sections (especially as parking requirements are easing for new construction)

- Dangerous situations as pedestrians will park on the North side of the street and jaywalk to reach homes & Ramos Park

- More cars traveling & parking on Ross Road when going to Ramos Park, making it less attractive for bicycles even though it's a "bike route"

- Dangerous situations as delivery trucks, trash vehicles, etc double park to access houses on the South side

- Dangerous situations as cars on the South side of the street pull out of their driveways and bicyclists think they have a clear path so don't watch for cars

Making the assumption people will have fewer cars is not good. It is simply not happening.

Making the assumption that bike traffic will increase exponentially with the new bridge is not correct. We used to have a bike underpass which was very popular. Although the new path may be more popular than the old, it won't be extremely so.

(The most dangerous part of this has been addressed by enabling the bikes to access the bridge from East Meadow Circle without going on Fabian Way!)

Please listen to the people who live in the East Meadow Drive area and

do not make the major changes proposed in the Middlefield to East Meadow Circle section. We were told bikeways need to be protected to receive the grant, but I would like to believe sanity could prevail by using the grant to protect the other areas in the study and getting a waiver for this section. It works well the way it is today!

Thank you,
Pam Mayerfeld
890 East Meadow Drive

From: [Sandy Thompson](#)
To: [Planning Commission](#); [Council, City](#)
Subject: low stress bike network on E. Meadow
Date: Tuesday, July 13, 2021 5:33:53 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear Planning and Transportation Committee and City Council,

I am a resident of 730 E. Meadow Drive. I grew up on this street and have raised my family of 3 children here. If it ain't broke don't fix it.

My husband is an avid cyclist, riding 6 days a week all over town and on Page Mill Rd. over the hill to Pescadero. He regularly has to share the road with cars on streets that are narrow with reduced visibility. He always feels safe when he returns to Palo Alto where there are abundant bike lanes. We are shocked to find out about the plans to make more changes to E. Meadow between Middlefield Rd and Fabian. After the Ross Rd "improvements" and failed roundabout on E Meadow, now even more failures are proposed. You have effectively turned a low stress bike route into an unsafe, stressful bike route, not to mention the increased stress to drivers and pedestrian traffic. You have added bottleneck areas all along Ross Rd and E. Meadow and put more pedestrians out of the line of sight of traffic at the Ross Rd/ E. Meadow crossing. The crosswalk is no longer at the intersection, now it is located a few feet away from the intersection, blocked from the view of traffic.

E. Meadow frequently serves as overflow parking to various community events at the Church, Ramos Park, Mitchell Park, and Little League Baseball. How is taking away 50% of the parking going to create a safe stress free street? Drivers will be actively searching for parking and potentially not paying attention to cyclists and pedestrian traffic. You are also encouraging jay walking and increased u-turn traffic across 2 lanes of traffic and bike lanes.

Students using E. Meadow in the mornings can easily be directed to continue on Ross Rd. to Mayview instead of E. Meadow if they feel unsafe. There is a crossing guard at Mayview and Middlefield Rd for safety and the cyclists can continue to JLS and Fairmeadow through the park, directly to the bike racks. This takes them off of E. Meadow and the front of the schools where drivers are dropping off students. This will increase safety for all and reduce stress.

Intersection Safety on E. Meadow can be improved if drivers are ticketed for breaking the law. I remember when I first started driving in Palo Alto and knew I had to obey the law because there was a strict enforcement of the law in the city. The neon signs on the side of the road the scream slow down at the speeding drivers has no effect if there is no enforcement of the law!

If it ain't broke don't fix it! We have not seen any accidents on our street. We sincerely believe that the proposed changes are unsafe and will result in a stressful situation for drivers and cyclists.

Thank you for your time and attention to this matter,

Jim Thompson
Sandy Thompson
730 E. Meadow Dr.

From: [Cal Oltrogge](#)
To: [Planning Commission](#)
Subject: South Palo Alto Bikeways Project
Date: Tuesday, July 13, 2021 4:58:31 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

TO: Palo Alto Planning Commission

SUBJECT: Proposed elimination of public parking on the south side of East Meadow Drive between Middlefield and Louis

I am writing to express my strong opposition to the proposed elimination of public parking on the south side of East Meadow Drive between Middlefield Road and Louis. The proposal reduces by 50% available public parking on this stretch of East Meadow to replace it with an expanded bike lane to allegedly reduce safety risks to bikers. This is a "solution in search of a problem", representing a gross misuse of public funds. I live at the intersection of Ross Road and East Meadow Drive, and have done so on and off since 1949, and have seen many changes in this neighbourhood over the years, many regrettably for the worse. The current proposal is yet another ill conceived and without merit change.

Having observed auto, bike and pedestrian traffic, as well as parking patterns in the neighbourhood over recent years, the stated need for an expanded south side bike lane is insupportable. East Meadow Drive traffic in the specified stretch is light to modest and so poses little risk given the already marked bike lanes.

In contrast, the parking reduction impact would actually increase risks given that the route involved includes Ramos Park which has relatively high afternoon and weekend utilisation with sports activities, toddler playground visits, picnics and dog walking, utilisation that is only likely to increase with the approved Ramos Park upgrade and renovation project. As many drive and park for their time in Ramos, elimination of south side parking would force parking and drop off to the north side of East Meadow with spill over to Ross on the west end and Ortega Court on the east end of the Ramos Park access stretch. North side East Meadow parking, in particular, would result in children, dogs and adults most likely crossing over to enter Ramos in mid-street (jaywalking) vs. walking to either Ross or Louis to use designated cross walks. As anyone who has watched children after play or dogs after runs knows that caution frequently goes to the wind after the energising excitement of high organismically involved activity which even the most vigilant parents or dog owners cannot always restrain, likely resulting in more near misses or even potentially fatal incidents. In short, those driving to Ramos Park should not have to cross the street with athletic equipment, strollers, food and/or dogs either upon arrival or departure.

If the concern is that drivers do not respect existing north and south side bike lanes (something that I have hardly ever seen in my years walking this stretch of East Meadow), perhaps an alternative solution would be to green the bike lanes (with white in the lane biker icons) as is done at the intersection of Ross Road and Louis. This depersonalised signalling will effectively cue drivers to keep out of the designated bike path.

It is time for evidence based, needs based interventions and not for “solutions in search of problems” that waste taxpayer dollars. In this sprit, I call on the Planning Commission to reject the proposed elimination of parking on the south side of East Meadow Drive between Middlefield and Louis roads.

Dr. Cal G. Oltrogge
3717 Ross Road
Palo Alto, CA 94303

From: [Temina Madon](#)
To: [Planning Commission](#)
Subject: Support for South PA Bikeways project
Date: Tuesday, July 13, 2021 3:47:48 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Hello,

I'm writing to endorse the commission's ongoing work to improve bike and pedestrian infrastructure, including along East Meadow Drive.

We pass this area on our route to school each day (via bike) and we would like to keep this project moving forward. We support the removal of 1 small parking lane and the removal of 34 unused parking spots along E Meadow, as required to make our streets more accessible to bikes.

My daughter loves biking to school with me each morning, and we hope that our streets can continue to be safe and navigable for folks on foot and on two-wheelers.

Thanks,
Temina

Name: [Cristina Rodriguez](#)
Title: [Community Outreach Program Manager](#)
Date: Tuesday, July 1, 2025 1:47:25 pm

CAUTION: This email originated from outside of the organization. The content of opening attachments and clicking on links

Dear Palo Alto Planning Commission and City Council,

Just last Thursday, I was notified by an observer neighbor that there was a plan to "improve" the safety of biking in South Palo Alto, that included eliminating the parking along the south side of E. Meadow Drive, from Middlefield to Fabian! I was immediately checked and my mind was full of reasons why this would be a bad and UNSAFE change:

- 1) There isn't enough space to store all parking in 1 mile of E. Meadow Drive. With the only accommodation of the disorganization of 2020, the residents of E. Meadow have more cars than can fit in one mile, even considering off-street parking in driveways. So, as an example, when I live, the south side is the middle location for the students.
- 2) Doubling the number of cars on the north side would double the number of cars driving over the north bike lane in the morning, when the student bike traffic is the heaviest and the students are rushing to get to school on time. In the afternoon, when school let out, the bike flow on the north side is strong and over several hours as some students have after-school activities of various lengths and they aren't finished!
- 3) Don't make park a barely used for youth sports after school and for family picnicking and sports on weekends. Currently, most park users try to park on the south side, as their kids don't have to cross 4 (2 bike + 2 car) lanes. It would be EXTREMELY UNSAFE to eliminate south side parking forcing all of those, mostly very young (7 and first year soccer) kids to cross E. Meadow. It will also make it difficult for the adults, understanding and carrying sports equipment, picnic stuff, etc. !!!
- 4) E. Meadow Drive, from Middlefield to Fabian IS ALREADY A VERY SAFE BIKE ROUTE with 1 exception (see below). I've lived on E. Meadow Drive for 41 years. My 3 children all used E. Meadow Drive to bike to school, including Fosterhamer, JLS, and Gans, with no problems. I'm unaware of any bike accidents along E. Meadow Drive. The existing bike lanes on E. Meadow Dr. are very wide, almost as wide as the car lanes and they are marked by wide solid white lines on both sides, between the bike lane and traffic, and parking lanes.
- 5) The recently installed roundabout at Ross Rd. is a BIKER/CAR ACCIDENT WAITING TO HAPPEN! Not only is the intersection too small for a roundabout (needs a turnoff to make a left turn), but the bikes and cars are founded into each other with little warning, very hard to catch unexpected bikers and drivers.



6) The traffic on E. Meadow between Middlefield and Fabian is at the lowest level in hours in 40 years! Before the covid pandemic, there was steady traffic on E. Meadow, in both directions, throughout the day, since the pandemic it is common for there to be no cars in either direction. Even now that many businesses have remained, most workers seem to be working from home. This may change, but I doubt if it will ever be as busy as it was in the past!

7) Diverting students down Mayview into Mitchell Park instead of E. Meadow Dr. would greatly reduce the morning and afternoon mix of bikes and cars in front of Fosterhamer and JLS, so parents drop off and pick up their students. Many students already take this route!

8) I doubt if any of the proposed changes to the bike path on E. Meadow from Middlefield to Fabian would increase the percentage of students biking to school! Parents that are afraid to let their students commute now, when it is very safe, aren't going to let their students bike after the changes, which the consensus of E. Meadow Dr. residents think will be more dangerous!

9) No address to consider parking, their on delivery, including, clearing, safety, and construction vehicles that regularly park on the south side of E. Meadow Dr.

10) For all but events at Mitchell Park, such as the CHI Cancer, evening concerts, Little League games, etc., the south side of E. Meadow Dr., both east and west of Middlefield, is an important parking resource. Removing the south side E. Meadow parking will make these events a headache to attend!

Note: there were no attendees at the Don Ramon Park meeting that are residents along E. Meadow Dr. that received the notice of the changes. The 1 or 2 that heard of it previously don't live on E. Meadow Drive. We can't help but feel that this whole project has been done behind our backs!

This response is not a "not in my backyard" reply. The residents of E. Meadow Drive want to have a safe biking environment for ourselves and our children! We are ready and willing to support changes that will improve the safety of the bike lanes. Our recommendations are:

- 1) Keep the bike path green with bicycle symbols so that everyone knows that the very wide bike lanes aren't traffic lanes.
- 2) Remove the dangerous roundabout at Ross and E. Meadow Drive.

Please read and consider all of the responses from the residents of E. Meadow Drive. We have a wide range of experiences and views on this subject.

Blue Rodriguez,

Check Wilson

7745 E. Meadow Dr., 980-2021

Palo Alto, CA 94303

Non-Profit 501(c)(3)

From: [chao Lam](#)
To: [Planning Commission](#)
Subject: Please support South Palo Alto Bikeways project
Date: Tuesday, July 13, 2021 2:28:51 PM

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To meet our regional housing needs, planning for good bike and pedestrian infrastructure will be a key component in maintaining the quality of life for residents.

Thanks for listening,
Chao Lam
193 Waverley St

From: [R.Stayte](#)
To: [Planning Commission](#); [Council, City](#)
Subject: South Palo Alto Bike Pathways (Reconsidered)
Date: Tuesday, July 13, 2021 1:54:32 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear City Council and Planning Commissioners,

We are writing to voice our **strong opposition to eliminating any** street parking on East Meadow between Middlefield and Louis. We have biked/walked on East Meadow (Family of Five) several times a week for over 16 years and have not witnessed an accident with bikes and cars.

We live between Middlefield and Ross Road and can't afford to lose any parking to expand upon our already generous bike paths on both sides of the street. Below are a few reasons probably not considered, why we need both sides for parking from Middlefield to Louis:

- Already we are used as overflow parking on both sides of the street Pre-Pandemic. Please keep this timing in mind for any studies done from 3/15/20 and present-day especially will not show accurate street activity on East Meadow. Post-Pandemic will return larger numbers.
- Anytime there is a large activity at Mitchell Park East Meadow is overflow street parking with a short walk to the park.
- Anytime there is a large activity at the Library/Community Center East Meadow is overflow street parking with a short walk to the park.
- Palo Alto Baseball Field Opening Day and other busy Baseball events East Meadow is overflow street parking with a short walk to the ballfield.
- Mitchell Park Activities (Chili Cook-Off & Music in the Park) East Meadow is overflow street parking with a short walk to the park.
- Church on the (corner of Middlefield and East Meadow) East Meadow is overflow street parking for the Church lot EVERY Sunday it doesn't hold enough cars for two Sunday Services.
- Two City Bus stops (for Palo Alto VA & Gunn High School) in between Middlefield and Ross Road requiring large spaces (bus pull IN/OUT) already reduces parking on the street.
- Ramos Park is very popular and busy with dogwalkers/Kids Tee-Ball and Soccer, social gatherings at the BBQ area, Children's Playground, and Walkers around the Park. Many Parents are dropping and picking up small children from sports and playdates. . People coming to the park in cars should not have to cross the street with strollers, athletic equipment, and or food.
- ADU builders (encouraged by the city to provide more housing) require more street parking now than before.

Please reconsider the proposal to eliminate any percentage of parking on East Meadow.

Things NEEDED on East Meadow concerning traffic safety and bikes:

- A better/wider construction (making a better/safer bike path) or elimination of the

- round-about and return to a 4-Way stop at Meadow & Ross
- Education/Reminders for Children at Greenmeadow/JLS/Gunn schools who are daily AM/PM users of East Meadow Current bike path of a few basics
 - (Not to use Sidewalks) (Don't ride 3/4 wide in bike Lanes)
 - Current Bike Lanes should be hi-lighted with Green Painted Lanes and Bike Stencils) especially at Middlefield and East Meadow Stoplight/Meadow&Ross and Meadow&Louis Meadow&East Meadow Circle intersections.

Thank You for reconsidering,

Robert & Patricia Stayte
765 East Meadow Drive
Palo Alto, CA 94303

From: [Karen Jew](#)
To: [Planning Commission](#)
Subject: Suggested Parking changes on E Meadow Drive
Date: Tuesday, July 13, 2021 1:35:39 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear Planning and Transportation Committee

My husband and I have lived on E. Meadow Dr. for 37 years and both of us grew up in Palo Alto and went to all the schools our children did and others that no longer exist like Ross Road and De Anza. There were many more kids on bikes in the 1960s than there are today. We do not remember anyone dying on their way to school. There were no bike lanes, no crossing guards, and no barriers. Kids have an amazing sense of self-preservation. Give them some credit. So do drivers of cars. No one wants to hit a kid on a bike. No one. We live near the intersection of E. Meadow Dr. and Middlefield Rd. We also have worked out of our home for all those years, so we are very aware of the bike activity on our street. In all those years we have never seen an accident between a bike and a car.

We want you to know that we are very much against the parking changes proposed for our street.

1. We absolutely do not have the space across the street to handle the parking for all the cars we have using the street.
2. There are auxiliary dwelling units on our street that have increased the parking substantially. The house next to our house has one. That unit uses five parking spaces in front of our home which would create problems for parking across the street because there isn't that kind of space available. The city wanted this and is still promoting these ADUs today. I just read an article in the Palo Alto Weekly this week on how the city is pushing this. Where are all these cars supposed to park?
3. The ballpark on Middlefield Rd. uses E. Meadow Dr. for overflow parking when they have games. Mitchell Park uses E. Meadow Dr. for any event they have in the park like the chili cook off and music in the park. Where are the cars supposed to park if the southside of the street does not have any parking? The parking in front of our house and down the block is full of parked cars on these days.
4. Seniors and the disabled are a part of residents on E. Meadow Dr. and to ask them to walk across the street is not acceptable and dangerous. Seniors have senior friends and having them walking back and forth across the street is cruel.
5. The facts do not support the stated problems on E. Meadow Dr. We live on this street everyday and have never seen any problems. Us and the neighbors who live here are better than any survey you may commission. No one asked us what the situation is. Why is that? My husband's home office window faces E. Meadow and his door to the outside is open most days. If there was any accident in front of our house, he would see or hear it.
6. The "stress free bike route" you claim you need already exists. It is one street south, Mayview. There are several advantages to using Mayview,
 - a. It is not a major commuting route.
 - b. The firehouse is not on that street. As long as we have lived here, we have

heard and seen the fire trucks and EMT vehicles go down E. Meadow on a regular basis. This is an avoidable situation. Why risk it?

c. You will not have to make any changes to Mayview. You do not have to take away any parking or add any barriers. There is simply not enough traffic to warrant it. How do we know, we walk Mayview in the mornings for a “stress free walk”.

d. The bike racks for the students traveling west, are situated adjacent to Michelle Park. In fact, you must travel through the park to get to East Meadow. Why not direct them through the park and cross at the light at Mayview. This is the stress-free bike route you already have. Use it.

7. Ramos Park is a wonderful park for small children to have their sports activities. It is busy all day long in the summer and after school. Forcing parents to park across the street and move little kids and all their sports gear and chairs etc. would be impossible. Children often will run back to cars to get items left behind which is now across the street. This is an extremely dangerous situation, please don't let this happen. One child hit by a car is one too many.

8. Representatives from the city that met with a group of about 35 local residents on July 9th at Ramos Park, stated that this is their job to make this happen. They stated that a brochure was delivered to each home on E. Meadow Dr. The brochure must have been poorly designed because all but one resident stated they did not get the brochure. Most likely thrown as junk mail.

9. The roundabout on our street was forced on this neighborhood. It has been a disaster for all of us. The stop signs that were put back have drivers confused and those that don't have to stop use it as a free for all and do not even look to see if people or cars are coming from the other direction. Please do not force this no parking on either side of E. Meadow Dr. This will put a hardship beyond measure on all of us. We want the parking to remain the same and we want you to work toward better routes and better street markings and signage.

10. I wish we could have presented this to you in person. At our park meeting on July 9th you could hear how upset, scared, and concerned everyone was. Please hear us. We live here and will have to live our daily lives with your decision.

11. VTA Grant –

a. Self-fulfilling budget. It is quite common in business and Government to use all the money that is available in the current budget whether it is needed or not. The fear is you will get less next year. Why is this important? We are the source of these funds mainly through transportation excise taxes. This is not free money. We are taxed for these funds. We are all paying for this. The more we pay the more the Government thinks it needs for “projects”. I see this firsthand every year as a CPA that specializes in taxation. If you tax us for this, where is our say in how the money is spent? Please work for the residents, not just to spend our money.

b. If the current grant does not support utilizing the free “stress free route” on Mayview, so what? It is free and already exists. Or write a different grant that

services the needs and concerns of the residents of E. Meadow.

c. Redirect the funds to other more obvious trouble areas. Ask Arthur Keller. He has a list.

12. City Representatives for the impromptu meeting on July 9th at Ramos Park.

a. First thank you for meeting with us.

b. However, you already wrote your report to the planning commission before this meeting to further consider the concerns of the neighborhood. Can you write an addendum to your report after hearing the opposition to this project by the residents who must suffer the consequences of your choices and recommendations?

c. You explicitly stated your job is to make this happen. How is that fair representation for our concerns?

Thank you,
Rick and Karen Jew
7/13/2021

From: [Terri Shifrin](#)
To: [Planning Commission](#)
Subject: East Meadow Parking
Date: Monday, July 12, 2021 11:28:01 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

The proposed parking plan for East Meadow, Fabian and Waverley streets creating NO PARKING sides of the streets, has many flaws.

1) discriminatory, as a disabled senior I would have to park across the street or down the block when visiting family forcing me to either J-Walk, or walk to a corner. I CAN'T WALK BUT 1/2 A BLOCK.

2) for the past 65 years that I have lived in Palo Alto, kids, including myself, have SAFELY ridden bikes throughout Palo Alto without any of the bike boulevards, round-a-bouts, narrowing of streets, no parking sides of the street with possible barricades, and large white bumps- are ALL UNNECESSARY and a POOR USE OF CITY FUNDS, or GRANTS.

3) if something isn't broken, then there is no need to "fix" it!

4) What has happened to our charming, inviting and beautiful city?

Please DO NOT GO FORWARD WITH ANY OF THE PROPOSED PROTECTED BIKEWAY. KEEP PARKING ON ALL SIDES OF ALL STREETS.

Thank you,
Terri Shifrin
4041 Middlefield Rd, Palo Alto, CA 94303

From: [Kevin Mayer & Barbara Zimmer](#)
To: [Planning Commission](#)
Subject: East Meadow Bike Lane
Date: Monday, July 12, 2021 10:40:00 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

I support the planned bicycling infrastructure along East Meadow. I am a veteran bicyclist living adjacent to Ramos Park.

The best and safest bicycling street I've experienced in the four decades I've lived in South Palo Alto is Louis Road. It has parking on only one side of the street, as is proposed for East Meadow. Green road surface markings would make Louis and East Meadow even safer and more bike-friendly.

Bicycling infrastructure is a long-term asset for our city. Once the bike bridge is functioning, the East Meadow route will become even more valuable and important than only a school route. Recreational cyclists and bike commuters were already funneling along East Meadow through the underpass, and many more will be using the new bridge.

I realize that resistance to change is inevitable, especially if the perception is of some inconvenience such as parking across a street or using a driveway. Please consider the planned improvements in light of the overall advancement of essential goals for our community.

Thank you

Kevin Mayer
3791 Ross Road
Palo Alto

From: [Dr. Gibbs](#)
To: [Planning Commission](#); [Council, City](#); [Star-Lack, Sylvia](#); [Mesterhazy, Rosie](#)
Cc: [Charles Wilson](#); [Sue](#); [Frances Davies](#); [Sunita Verma](#); [CeCi Kettendorf](#)
Subject: Fwd: Summary of the Friday, July 9th, Resident-organized South Palo Alto Bikeways Project Meeting at Ramos Park
Date: Monday, July 12, 2021 10:03:54 PM
Attachments: [East Meadow Resident Organized Meeting 070921 Notes Responses.pdf](#)

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear City Council and Planning Commission,

I am one of the residents who attended last Friday's meeting at Ramos park.

And I know some of you directly.

Like many other residents who attended the Ramos meeting, I am a parent of (recently) former PAUSD cyclists, and am both a bicycle AND a car commuter myself. My husband is also both a bicycle AND a car commuter. So we are a big cycle family who have lived on the corridor in question for the past 17 years.

As a regular cyclist, like many other residents shared, we both value and understand local cycling and driver patterns especially on and around E Meadow Drive and throughout Palo Alto and surrounding cities.

I am deeply disturbed by the way this project has been handled and what looks like the purposeful exclusion of E Meadow and adjacent residents' awareness of the project in order to fit the project to the terms of the grant regardless of what is the right thing to do.

And I am also annoyed that I have been made to attend a meeting without notice about something so important, and quickly get up to speed on what is going on when that looks like it has been done purposely / by design - now write the following to you - also with basically no time to prepare. (Note the time and date - today - that I was sent notice below.)

It's not a good feeling and I didn't cause this situation but I have been put in a situation where I know I have to respond in order to disclose some deep problems with Sylvia's or whoever's cycle corridor grant plan.

It looks like she - or whomever has been involved - has bent the data to fit the grant - in order to get the money, in order to have the job.

Because of situations such as this, so many of the residents at the meeting feel local government is just deceitful, incompetent, greedy, has a massive power imbalance, and will mire you in red tape just to get what it wants.

I am thinking this is not what you want residents to feel and experience.

I am thinking that you didn't get into public service to have this happen.

So you have an important role to play in this current situation.

What has been proposed is based on skewed data from a limited survey with leading questions - it is unprofessional, dishonest, and looks deliberately exclusionary.

1) Lack of Notification / Communication / Transparency - Deliberate exclusion of Residents Most E Meadow and adjacent residents only found out about both the project and the meeting less than 24 hours prior to the Ramos Park meeting.

When we met Sylvia and Rosie in Ramos park, they said they had put door hangers about the project on all of our doors.

No one at the meeting (we had 37 residents present) received notification of the project. Not a single person or household was notified on E. Meadow.

When we asked what the general findings of the survey were, they said they didn't have time

to read those out to us. When we asked what the gist or summary was, they also gave an evasive and unclear response. To say this is a lack of transparency is an understatement. This is unprofessional and suggests that the researchers are trying to reach a predetermined conclusion by deliberately excluding those most affected. Worse, they are using transportation principles to explain their plan when they themselves are not following the most basic rules of professional conduct.

Most residents shared they have observed the PAUSD bicycle traffic for decades. Many are avid cyclists and use the corridors as they are - they reported feeling not just a little - but extremely safe.

We are the local experts, yet we were never consulted about this project - worse it looks like we were purposely excluded from a process that looks to be reaching a predetermined conclusion. If this happens, you will endanger cyclists, not make them more safe.

2) Severely Flawed Survey Instrument and Excluding Residents

Although no one could site a single accident between Middlefield and Fabian on East Meadow Drive involving a bicycle and a vehicle, not a single incident of a motorist opening a door into a cyclist, the survey sent out to gather data for the project excluded residents along the East Meadow corridor and contained leading questions to a select group of respondents - with no option for survey respondents to choose "no changes be made."

This is just completely misleading and unprofessional.

3) Jumping to a Conclusion that Fits the Grant Requirements without Considering the Local Environment

Based on #2 above, the project lead is suggesting changing the Parking Pattern to eliminate parking on the South side of East Meadow Drive.

4) Doing #3 will cause Chaos and Jeopardize the safety of Both Riders and residents trying to reach their cars across the street.

Residents listed scores of problems with #3 including:

1. South side parking will now move to the North side -exponentially increasing volume instead of having it spread out on two sides of the wide street - increasing danger to cyclists
2. The City is supporting the construction of ADUs. If you as a resident survive this process, even with dedicated parking associated with these - this still doesn't cover the actual increased parking demand. So where are all of us going to park while you take away 50% of the street parking? It doesn't add up and doing so will needlessly increase danger to cyclists.
3. increasing cars on only one side of the street - will increase potential u-turns across bike lanes - needlessly increasing danger to cyclists
4. residents having to walk through bike lanes to get to their cars from across the street - often elderly or children, Increasing danger to both cyclists and pedestrians.
5. and doing that on the North side of the street during the most busy PAUSD bicycle traffic time (which amounts to about a 20 minute period M-F ams - excluding holidays, winter & spring breaks, and summers).
6. Students often ride dangerously - swarming together in large friend groups / excitedly talking and joking, looking at their phones, not wearing helmets or riding dangerously - this doesn't have anything to do with the physical layout of the bikeway but has

everything to do with cyclist education.

7. The afternoon return bicycle traffic volume is spread out because of the staggered end of school times and after school programs so it's not much of an issue
8. Increasing jay-walking which will increase danger to everyone including cyclists
9. Less parking for visitors to Ramos park, mail, package and water delivery vehicles, gardeners, daycare drop offs and pickups, music teachers, music students, health care support workers, cleaners, maintenance workers, contractors, city workers and food trucks - all regularly using street E Meadow on street parking
10. residents forced to back out of their driveways into bicycle traffic - needlessly increasing danger to cyclists.
11. garbage collection on the South side of the street in the bike lane -needlessly increasing danger to cyclists.
12. garbage collection on the North side having no room due to too many cars there - blocking driveways - needlessly increasing danger to cyclists.
13. other residents have a wealth of great perspectives and ideas - some will have the time to write to you and will share these

5) A Dangerous and Poorly Thought Out Plan That Will Increase Danger to Riders

It is clear this is a poorly thought out and dangerous plan.

I wasn't concerned about bicycle safety for planning reasons the way the bike lanes are presently set (no accidents have happened = high degree of safety).

But I am very worried about what will happen to the cyclists if you go through with this plan. It is a dangerous, poorly thought out and executed plan that will needlessly increase danger to cyclists and others.

Better Ideas

- 6) A better use of taxpayers money would be to educate child cyclists on how to cycle safely - including not using their phones and wearing helmets properly - that are done up and not hanging loose or on their handlebars.
- 7) Another better use of taxpayers money would be to fix the roundabout at E Meadow and Ross Road - that is an accident waiting to happen because of its poor design. If you care about the kids and the cyclists, you would fix this problem.
- 8) Consider making the existing bike lanes more obvious by painting them in important areas.
- 9) Consider having bicycle advocates help the kids ride safely (like crossing guards presently do with getting across Middlefield Road two times per day during school days).

I apologize for any grammatical issues in the above. It's late and I'm tired and I wish we had been truly included in this process from the start. But that is not what happened - that is a position that Sylvia or whoever is driving this caused.

To reiterate: please do not support the existing dishonest, poorly executed plan that has been conducted in an unethical manner and lacks local empirical evidence. While what we have as an existing plan and layout works and is safe, what has been planned will needlessly endanger cyclists and pedestrians / residents.

Thank you for your time and attention to this matter,

Patricia

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

Date: Mon, Jul 12, 2021 at 7:47 PM

Subject: Fwd: Summary of the Friday, July 9th, Resident-organized South Palo Alto Bikeways Project Meeting at Ramos Park

FYI.....

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

From: **Star-Lack, Sylvia** <Sylvia.Star-Lack@cityofpaloalto.org>

Date: Mon, Jul 12, 2021 at 7:32 PM

Subject: Summary of the Friday, July 9th, Resident-organized South Palo Alto Bikeways Project Meeting at Ramos Park

To: Star-Lack, Sylvia <Sylvia.Star-Lack@cityofpaloalto.org>

Cc: Mesterhazy, Rosie <in >

Hello E. Meadow and Adobe Meadow residents,

It was a pleasure to interact with you on Friday night. We are grateful that so many neighbors joined us to talk about this project. As this meeting was not intended to be a large community gathering, we anticipated speaking with a few neighbors about their specific concerns. We are grateful for the extensive feedback which is summarized in the attachment as requested. The themes raised will be shared in the presentation to PTC on Wednesday of this week.

Please note that we are still in the initial community consultation phase, receiving comments about the proposed project. The goal of this phase of community engagement is to collect community input and report it to PTC on July 14th and the Council on August 9th to see if the project should move forward.

Below are the links to next Wednesday's Planning and Transportation Commission (PTC) agenda and the Bikeways project staff report. The zoom meeting link and details are on the agenda. The 34-page staff report summarizes the work done by staff on the initial phase of the project and includes proposed concepts for roadway re-striping. The attachments to the report provide more details about work done to date. Most of what staff will present to the PTC is contained in the Community Engagement Summary webinar recording that is available [here](#).

The PTC agenda is here:

<https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/planning-and-transportation-commission/2021/ptc-7.14-public-agenda.pdf>

The Bikeways project staff report is here:

<https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/planning-and-transportation-commission/2021/ptc-7.14-bikeway.pdf>

As requested at the meeting, here are the email addresses of the Council and Planning and Transportation Commission:

PTC: Planning.commission@cityofpaloalto.org

Council: City.Council@cityofpaloalto.org

We'd appreciate the opportunity to continue the dialogue and speak with you about the project. Please let us know if you'd like to share additional thoughts in a meeting with us.

Thank you for time and consideration of this project.

-Sylvia



Sylvia Star-Lack | Transportation Planning Manager

Office of Transportation | City of Palo Alto
250 Hamilton Avenue | Palo Alto, CA 94301

T: 650.329.2546 | E: Sylvia.star-lack@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

Use Palo Alto 311 to report items you'd like the City to fix!! Download the [app](#) or click [here](#) to make a service request.

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Stay safe and be well,

Patricia

Patricia Gibbs, Ph.D.

**Themes Raised at the East Meadow Resident-Organized Meeting
July 9, 2021**

Overview: City Staff responded to a request by an individual for a face to face meeting. Instead of the anticipated small, informal conversation with a few households, more than 30 residents attended. Many attendees believed this was a City-organized outreach meeting. However, City staff anticipated a meeting with a few households who reached out and wanted to share their concerns. Almost all residents attended out of a concern about the loss of parking on the south side of the street.

The following is a summary of the themes raised at the meeting and staff responses. It is noted in the text where staff provided the response during the meeting.

Outreach Process

Theme Raised	Staff Response
Almost all attendees reported receiving neither the doorhangers nor the mailers.	Staff explained the outreach done which included doorhangers and flyers mailed. This enhanced outreach was based on resident feedback on prior transportation projects.
Residents were concerned that feedback will be ignored and fear that the project is a done deal.	Staff explained in the meeting that Council will decide on August 9 th if the project should move forward. PTC on July 14 will provide a recommendation to Council. Staff sent an email with PTC meeting details and PTC and Council email addresses to the meeting organizer to share with attendees.

Project Rationale Concerns

Theme Raised	Staff Response
“There is no problem with biking on this segment of the street. What data do you have to support the project?”	Staff explained that the purpose of this project is to support on-going injury prevention while building out a bicycle network that is more appealing to people who may currently feel uncomfortable bicycling on roads that do not physically separate drivers and bicyclists. The City Council has expressed a desire to build out the City's low-stress bike network, and this segment is included in the adopted 2012 Bicycle and Pedestrian Transportation Plan.
Why is this project addressing the area east of Middlefield instead of west of Middlefield?	The City applied for a grant for the Waverley Multi-use Path, Fabian Way, and E. Meadow between Fabian and Alma as identified in the adopted Bicycle and Pedestrian Transportation Plan. These routes connect area schools to the JCC and the new bike/pedestrian bridge at Adobe Creek.
Is this the City’s highest priority street for improvements?	In the City’s adopted 2012 Bicycle and Pedestrian Transportation plan, these kinds of bicycle facilities are encouraged.
Can grant funds be used for education instead?	It was explained that the available funds are to support infrastructure construction of the awarded grant scope area only.

Parking Loss Consequences

Theme Raised	Staff Response
<u>Inconvenience</u>	
Some residents would need to tandem park on their driveways. Concern that guests, gardeners, and other service providers won't have convenient parking	Noted
Concern that older adult guests may need to walk long distances to their cars	The City has a process for obtaining a disabled on-street parking space if requested
Concern about families crossing the street to access the park	The parking could be retained on the south side of the street to address this concern.
Residents expressed a preference for on street parking as opposed to driveway parking in that they were concerned that backing out of their driveway might lead to a collision.	Noted
<u>On-street Parking Supply Concerns</u>	
Residents with ADUs need more street parking	Noted
Concerns that Church parking lot might be used as public parking	Noted
Concerns about parking overflows onto side streets.	Noted
Concern that park users are already parking on Ortega Court and not driving safely	Noted

Parking Location Implications

Theme Raised	Staff Response
Concern that parking on the north side of the street would create more interactions with westbound cyclists in the morning which is when the largest clusters of cyclists occurs	Staff noted that this exposure could be eliminated if the parking were retained on the south side of the street.

Protected Bikeway Concerns

Theme Raised	Staff Response
Concern that students will weave in and out of bollards if they are used on protected bike lanes	Staff have not observed students interacting this way with the bollards along California Avenue at Green Middle School.

Additional Project Ideas

Theme Raised	Staff Response
Paint the bike lanes green	This will be considered.
Add bike stencils to green bike lanes	Bike stencils are mandatory for bike lanes per MUTCD.
Request for detailed parking study	This is planned for future phases.

Request for temporary treatments to pilot the design	This is planned for future phases.
Remove East Meadow east of Middlefield as a corridor and instead siphon all student bike traffic through Ramos Park to Mayview.	This suggestion is outside the scope of this grant. Mayview is currently available and is designated on Suggested Route Maps. Routing students through Ramos Park in the morning would require students to cross E. Meadow at an uncontrolled mid-block crossing or to make a left turn from the travel lane on E. Meadow into the park, potentially stopping all westbound traffic.

Statements in Support of the Project

Theme Raised	Staff Response
Observation that Louis Road has parking on one side of the street, feels safe to bike on, and residents have adjusted	Louis, Channing, Colorado, and Fabian are a few streets that currently operate with bike facilities and parking on one side of the street.
Agreement with the concept of reducing stress to help kids not get hurt when they make a bad decision	Noted

Themes Discussed That Are Not Addressed By This Project

Theme Raised	Staff Response
<u>Ross Road/E. Meadow Roundabout</u>	
Ross Road/E. Meadow roundabout has confusing right-of-way with the added stops	The Office of Transportation is evaluating the operation of the roundabout with the new traffic controls and will report out to Council when the evaluation is complete.
Merging of bikes into travel lane prior to roundabout feels unsafe	Cyclists at the roundabout have the option of merging into the travel lane or using the ramps at the ends of the bike lanes to cross as pedestrians.
<u>Intersection Safety</u>	
Compliance at the Louis/E. Meadow and Ross/E. Meadow stop signs is poor. Add flashing signs and in-road lighted crosswalks.	Staff explained that flashing lights in residential areas are avoided and that in-road lights have proved to be a maintenance problem for the City.
<u>Bike Safety Education Concerns</u>	
Teach drivers to look over their shoulder before opening car doors	Staff supports recommendations to seek funding for the development of driver-focused bicycle safety classes and instruction.
Concerns about students biking next to each other rather than single file in the bike lane	Information about pack riding is shared during 3 rd , 6 th and 8 th Grade Bike Safety Education. Sample curriculums are available at www.cityofpalto.org/saferoutes .
Use this grant for more education instead	As noted above, grant funds are earmarked for infrastructure construction of the awarded grant scope only.

<p>Akin to crossing guards, site bicycle advocates on the streets to counsel students on safe biking</p>	<p>The City supports PTA parent volunteer Transportation Safety Representatives and welcomes more community volunteers to work with us on student commute safety.</p>
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From: [Aram James](#)
To: [Raj](#); [Joe Simitian](#); cindy.chavez@bos.sccgov.org; [Human Relations Commission](#); [Planning Commission](#); [Jeff Moore](#); [winter dellenbach](#); supervisor.ellenberg@bos.sccgov.org; [Jonsen, Robert](#); [Roberta Ahlquist](#); [ParkRec Commission](#); [Council, City](#); wilpf.peninsula.paloalto@gmail.com; [Binder, Andrew](#); paloaltofreepress@gmail.com; [Greer Stone](#); [Jay Boyarsky](#)
Subject: Why Sajid Khan will defeat DA Jeff Rosen for Santa Clara District Attorney in 2022
Date: Monday, July 12, 2021 9:11:16 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

<https://slate.com/culture/2021/07/philly-da-interview-pbs-larry-krasner.amp>

Sent from my iPhone

From: [Alan Wachtel](#)
To: [Planning Commission](#)
Subject: Please do not approve South Palo Alto Bikeways Project
Date: Monday, July 12, 2021 8:52:48 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Members of the Planning and Transportation Commission:

I have been a member of the City's Pedestrian and Bicycle Advisory Committee for over forty years (with a ten-year interruption), but here I'm speaking only for myself, not for the committee. I urge you not to approve the preferred alternative for the South Palo Alto Bikeways Project, which will be presented to you on Wednesday (or any other alternative). This project would result in the City expending nearly half a million dollars of its own funds, plus nearly a million dollars of grant money, to construct facilities that would be more dangerous, not less, for bicyclists and pedestrians, and slower and less convenient for almost everyone.

Normally you would expect a project like this to consider, evaluate, and compare all reasonable alternatives, but that is not the case here. Instead, the process has been designed to produce a predetermined outcome, in order to satisfy an arbitrary and inappropriate funding restriction. I don't know where the policy direction to do this came from, so I want to emphasize that I'm not pointing fingers at staff, who are only doing their jobs.

Of course there is significant bicycle traffic, including school-age children, in the East Meadow and Fabian corridors. (My remarks don't concern the Waverley bike path.) But no history of bike-car collisions has been alluded to, much less ones that could justify the drastic proposed interventions. The primary issue seems to be that these roads are generally too narrow to accommodate traffic lanes, bike lanes, and on-street parking all together. These problems could be addressed directly through a combination of parking removal and lane reconfiguration. This approach would be inexpensive, quick to implement, relatively easy to modify, and flexible, because no roadway width would be consumed by buffers or barriers. It could also enable the preservation of more on-street parking, which you'll find is a significant concern to residents of the corridor.

But this simple, effective approach was never evaluated during the project process and never presented as an option during public outreach, because the grant funding *requires* the construction of as many physically separated bikeways as possible, and that was always going to be the chosen alternative. (The simpler design does appear on a single short segment of the "preferred alternative.") Separated bikeways serve a purpose under narrowly defined conditions, where cross-flows are infrequent and well controlled, but they are completely inappropriate in the East Meadow-Fabian corridor. I call it poor policy for the funding agency to uncritically maximize their use, and poor judgment on someone's part for the City to chase this funding.

Please note that the proposal almost invariably refers to the planned facilities as "protected bike lanes." This is a deeply misleading term for two reasons, and serves more of a marketing and branding purpose than an engineering one. The terms used in the Streets and Highways Code and Highway Design Manual are "separated bikeway," "cycle track," and "Class IV bikeway" (which are all equivalent).

First, despite being widely and aggressively promoted, these facilities are *not* protected. The majority of bike-car collisions occur at crossing and turning movements, and physical separation creates new conflicts, which did not exist before, at every driveway and minor intersection. Ordinarily, a right-turning vehicle can merge safely toward the curb (as required by law), and a through bicyclist can, if needed, merge left to avoid turning traffic. A barrier makes these movements impossible. Instead, bicyclists in the bikeway, who are given to believe that they have right-of-way and can travel at full speed, must overtake right-turning vehicles in the driver's right rear blind spot, while the driver is forced to make a sharp right turn across the bikeway, thereby magnifying the chance of a collision. The project plans show the presence of exactly these conflicts. The awkward turning movement and driver's divided attention may also present new dangers to pedestrians on the sidewalk, and parked cars or other barriers may further obstruct sight lines. (A casual reference to public comments about parked cars is the only attention given to this entire set of conflicts during the project development process.) These new conflicts cannot be avoided unless mixing zones or separate traffic phases are provided, which is likely to occur only at a few controlled intersections.

In addition, bicyclists confined to the fixed channel of a separated bikeway may find it difficult to avoid debris (which tends to accumulate in this hard-to-sweep area), roadway defects, or pedestrians, to pass other bicyclists, to prepare for a left turn, or to reach mid-block destinations on the other side of the street.

But these severe, safety-degrading drawbacks of separated facilities were (except for the passing reference to parked cars) never acknowledged anywhere in staff reports or in the material presented during public outreach (nor, I imagine, will they be to you). Now I ask you, if you were relentlessly told (as the commission undoubtedly will be, too) that a certain facility is "protected" from bike-car collisions, isn't that the facility you would choose? The entire public outreach, which was limited to evaluating only a narrow set of alternatives to begin with, has been biased by this presentation as "protected." And, just as many bicyclists seem to feel that bicycling on sidewalks keeps them safe from cars--when it's well established that sidewalks are more dangerous for bicyclists than the adjacent roadway, precisely because of driveway and intersection conflicts--many might feel safe in a "protected" bikeway, even though it exposes them to much the same hazards as a sidewalk. That is not a good reason to build it.

The second way in which "protected bike lane" is a misnomer is that these are not bike lanes. A bike lane (or Class II bikeway) is physically contiguous with the roadway, and under certain circumstances, bicyclists are required to ride in it. (I don't approve of this policy, but still, that's the law.) A Class IV separated bikeway is not a Class II bike lane; it should not be referred to or signed that way, and bicyclists cannot be required and should not be routinely expected to ride in it. Unfortunately, the proposed project also makes it difficult for bicyclists who want to avoid the hazards and inconveniences of the separated bikeway to ride in the traffic lane instead, because the remaining lanes will now be too narrow to share side by side. Some bicyclists may therefore be intimidated into choosing the separated bikeway anyway. Others, who are more assertive, may, by endeavoring to ride in the safest location and through no fault of their own, unavoidably delay overtaking vehicles in the traffic lane, creating unneeded antagonism and hostility between motorists and bicyclists.

You can already see the issues that I've raised on the segment of Arastradero near Coulombe that's been given a similar treatment. I suggest that, when regular traffic patterns have fully returned, you study the effects of that design before prematurely extending it more widely.

If you ask staff and consultants about these many issues, my guess is that you'll receive vague, bland reassurances that separated bikeways are well-established facilities that are in use in many places, and that guidance exists for resolving any conflicts. These platitudes do not address the concerns that I've raised, and cannot disguise the poor-quality research that these facilities rely on, the inadequacy of the design guidance, and the process of groupthink that leads each jurisdiction to copy another without careful study.

The new driveway and intersection conflicts are critical bugs *caused by the separation* that need to be resolved before this alternative should even be considered, not afterthoughts to be acknowledged and ineffectually patched only after it's been selected. You should demand to see solutions *before* approving this plan. If, because of impending deadlines, that means returning \$919,000 in grant money, then the City should return the \$919,000 in grant money (and save \$480,000 of its own funds). Spending it just because it's there would be more than a waste; it could be a tragedy.

Sincerely,

Alan Wachtel
Palo Alto

From: [Michelle Rosengaus](#)
To: [Planning Commission](#)
Cc: [Sue Freeman](#); [George Greenwald](#); [Taly Katz](#); [Pamela Mayerfeld](#); [Ana Maria Arjona](#); [Satomi Rogers](#); [Ram Sunder](#); [Kathy Fei](#); [Tim Rogers](#); [David Cheng](#); [Jo Vitanve](#); [Margaret Cheng](#); [Eliezer Rosengaus](#); [Yan Jing](#); [runlong Zhou](#); [Olga Rubchinskaya](#); [Grant Elliot](#); [Margie Greenwald](#); [Sung and Jenny Ryu](#); [Brian Szabo](#); [Linda and Bob Campbell](#); [Lakshmi Sunder](#); [Will Shen](#); [Lisa Zhang >](#); lioraphoto@hotmail.com; [Kevin Mayer](#); adele@acm.org; [Teddie Guenzer](#); [Chip Wytmar](#); [Rick Hallsted](#); corkie.freeman844@gmail.com; [John Jacobs](#); slmicek28@gmail.com
Subject: Objection to Bicycle Lane and Parking Changes for East Meadow
Date: Monday, July 12, 2021 5:51:11 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear Commission Members,

My family has lived on Ortega Ct, off of East Meadow, for 35 years. We have not noticed any dangerous situation between bicyclists and cars on the East Meadow section between Ross Rd. and Louis. We are objecting to removing curbside parking on one side of East Meadow. This will only encourage children and adults to cross in the middle of the street to get to Ramos Park, creating a dangerous new situation where none exists. There is not enough parking as it is on the street when there are events in the park, this means cars will be parking on Ortega CT and other neighborhood streets. Taking away parking will be a great inconvenience to people who live along East Meadow. Where are their guests, service vehicles, gardeners, deliveries and so on supposed to park?

We would like to suggest leaving the street as is. Just paint the bike lanes green to make them more outstanding. Mark them as bike lanes and add signs reminding drivers to look first before they open their car doors onto the bike lanes.

Michelle and Eliezer Rosengaus
3704 Ortega CT
Palo Alto, CA 94303

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From: [John Jacobs](#)
To: [Planning Commission](#)
Subject: Bicycle lanes/parking on E. Meadow Drive
Date: Monday, July 12, 2021 4:29:31 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear Commission Members:

This letter is to voice objection to the proposed changes in bicycle laning along E. Meadow Drive between Middlefield and Louis Roads.

We have been residents on Ortega Court since 1986, and I've been a fairly avid bicyclist throughout these past 35 years. In my opinion, the proposed changes are completely unnecessary, only serving to eliminate valuable parking for residents and their visitors along E. Meadow. I have frequently ridden my bike along E. Meadow both before school opens and just after students are released from school in the afternoon, and I have never felt that there was any danger to these bicyclists if they were following the rules of the road. If they don't do the latter, education in the form of bicycle safety classes can fix much of that problem; reconfiguring lanes and eliminating parking will not.

Please don't waste more money remedying a problem that doesn't exist as happened with the construction of the rotary at the intersection of Ross and Louis Roads. It will only serve to further alienate those who live along that E. Meadow corridor and further erode confidence in our city government to make sensible and rational decisions for all of us.

Sincerely,

John Jacobs
3724 Ortega Court
Palo Alto, CA 94303

From: [sonia micek](#)
To: [Planning Commission](#)
Subject: Proposed East Meadow Bicycle Pathway
Date: Monday, July 12, 2021 3:42:44 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear Members of the Commission:

Our family has lived on East Meadow Drive since 1984. Both our children biked to school and my husband still bikes for exercise. We are writing to express our objection to the planned parking restrictions along East Meadow Drive.

We have not found the dramatic changes on Ross Road to be a safety enhancement for bicyclists. The confusing layout and traffic circle seem to have caused more accidents than before. Obliging cars to park on alternate, narrower streets will make these roadways congested and more difficult for bicyclists. The resulting inconvenience to homeowners along East Meadow will also cause unnecessary hardship to our visitors, service providers, trash and road cleaning equipment, letter carriers and delivery drivers.

I would like to suggest that young bicyclists be provided training in safe roadway usage either through their PE classes, the library, or presentations during assembly. They should be encouraged to cross at the safest intersections and follow all signals. Drivers should be ticketed for parking incorrectly (on the sidewalks or too far from the curb). It might also be a great idea to suggest that homeowners declutter their garages so as to decrease congestion on the streets and automobile vandalism and theft. Use the garage to safely store their automobiles and bicycles.

Sincerely,
Eugene and Sonia Micek
834 East Meadow Drive

From: [Aram James](#)
To: paloaltofreepress@gmail.com; paloaltoresident@paloaltocalifornia.us; [Planning Commission](#); [Human Relations Commission](#); [Council, City](#); wilpf.peninsula.paloalto@gmail.com; [ParkRec Commission](#); [Jeff Moore](#); [Winter Dellenbach](#); [Binder, Andrew](#); [Raj](#); [Cecilia Taylor](#); cindy.chavez@bos.sccgov.org; [Holman, Karen \(external\)](#); roberta.ahluquist@sjsu.edu; [Greer Stone](#); [Tanaka, Greg](#)
Subject: Santa Clara County public defender launches bid to replace three-term DA (Time to put DA Rosen out of office) !!!!
Date: Sunday, July 11, 2021 8:38:24 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

<https://www.mercurynews.com/2021/07/11/santa-clara-county-public-defender-launches-bid-to-replace-three-term-da>

Sent from my iPhone

From: [Kenneth Fehl](#)
To: [Planning Commission](#)
Cc: [Arthur Keller](#); [Broderick J](#); [Francine](#)
Subject: Bike Plan - East Meadow
Date: Sunday, July 11, 2021 11:06:34 AM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Good morning:

An impromptu neighborhood meeting was held at Ramos Park on Friday, July 9, 2021 at 5pm with Sylvia Star-Lack.

Over 35 neighbors attended.

The issue concerned the proposed removal of street-side parking on East Meadow Drive, east of Middlefield Road.

At that meeting, it was acknowledged that the staff report being presented to the Planning Commission this Wednesday was prepared without the involvement of the local neighborhood and could not be changed at this late date. It was further confirmed that the sole issue prompting the suggestion to remove the parking was for the possibility that doors opening from parked cars would be stressful to bike riders using the bike lane. It was also confirmed that there was never any study done to indicate that there were any injuries caused to any bike riders by doors being opened in this limited stretch of East Meadow. In other words the problem is a perceived one, and not a documented one nor one stemming from empiric evidence.

Many of the neighbors attending this impromptu meeting have lived here for decades, some even growing up here since the 1960s when there were many more students and many more bike riders. Although everyone is sympathetic to improving bike rider safety, no one had ever heard of anyone being injured or stressed by the perceived threat of doors being opened.

Everyone attending strenuously objected to having street-side parking removed in this limited area. The hazards which it would create to the handicapped, elderly, and small children who would be compelled to cross into street traffic or walk long distances when visiting residents would be a far greater risk of harm to individuals in the community than the perceived threat of opened doors from parked cars. Some of us conduct businesses from our homes and the removal of parking would have a significant financial impact to us as well.

The proposal to remove parking on this limited area is overkill and unnecessary and does not need to be included in the current project for improving bike safety.

Many of those at the meeting expressed a desire to attend the planning commission meeting either in person or by video.

For what it is worth, the greatest threat to cyclists is the boondoggle of the turnabout which was

forced upon us without neighborhood participation since the turnabout actually removed portions of the existing bike path forcing cyclists to enter into the main roadway in competition with motor vehicles. Your efforts would be better spent removing the turnabout and letting us keep our parking.

Thank you for your consideration.

Sincerely,

/s/ Kenneth P. Fehl

Kenneth P. Fehl, Esq.

Law Office of Kenneth P. Fehl

736 East Meadow Drive

Palo Alto, California 94303-4444

Telephone: 650-856-3440

Facsimile: 650-856-0413

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From: [Sharon Elliot](#)
To: [Council, City; Planning Commission](#)
Subject: Street Parking on East Meadow
Date: Sunday, July 11, 2021 8:54:43 AM

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Dear City Council and Planning Commissioners,

We are writing to voice our strong opposition to eliminating street parking on East Meadow between Middlefield and Louis. We have biked on East Meadow several times a week for over 35 years and have never witnessed an issue with bikes and cars.

People coming to the park in cars should not have to cross the street with strollers, athletic equipment and/or food. Likewise, visitors and workers should not have to cross the street to reach their destinations.

We live around the corner from Ramos Park and already are impacted by cars searching for parking during soccer season. Eliminating 50% of the parking spaces on East Meadow will just create more parking problems on nearby streets.

Please reconsider the proposal to eliminate parking on East Meadow.

Sharon and Grant Elliot
3712 Ortega Ct.
Palo Alto, CA 94303
[We're all in this together](#)

From: [Arthur Keller](#)
To: [Planning Commission](#); [Council, City](#)
Subject: Improvements to Fabian Way, East Meadow, and Waverly bike path
Date: Sunday, July 11, 2021 1:02:38 AM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear Commissioners and Councilmembers,

I quote from the staff report, page 2, emphasis added:

"The original grant scope committed the City to delivery of protected bikeways along Fabian Way and E. Meadow Drive. After conversations with the Santa Clara Valley Transportation Authority (VTA), the City must deliver at a minimum a protected bikeway along Fabian Way or E. Meadow Drive and must deliver a scope as close as possible to protected bikeways along any corridor without a continuous protected bikeway."

The plan can provide a protected bikeway along Fabian Way as well as East Meadow Drive between Alma and Middlefield and Waverly bike path and still not change anything between Middlefield and East Meadow Circle (Region 4). This plan is the preference of the neighborhood. If desired, a green stripe can be painted with bicycle lane markers between Middlefield and East Meadow Circle along East Meadow Drive. Why spend money to fix something that is not broken?

Best regards,
Arthur

From: [Aram James](#)
To: [Binder, Andrew](#); [Jay Boyarsky](#); [Raj](#); [Jeff Moore](#); [Council, City](#); [paloaltofreepress@gmail.com](#); [Planning Commission](#); [ParkRec Commission](#); [Cecilia Taylor](#); [city.council@menlopark.org](#); [wilpf.peninsula.paloalto@gmail.com](#); [Jeff Rosen](#); [Human Relations Commission](#); [roberta.ahlquist@sjsu.edu](#); [cindy.chavez@bos.sccgov.org](#); [Greer Stone](#); [Jonsen, Robert](#); [Joe Simitian](#); [GRP-City Council](#); [Tony Dixon](#); [DuBois, Tom](#); [chuck jagoda](#); [Donna Wallach](#); [Molly O'Neal](#); [Shikada, Ed](#); [Rebecca Eisenberg](#)
Subject: NYTimes: How the White Press Wrote Off Black America
Date: Sunday, July 11, 2021 12:33:27 AM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

How the White Press Wrote Off Black America
<https://www.nytimes.com/2021/07/10/opinion/sunday/white-newspapers-african-americans.html?referringSource=articleShare>

Sent from my iPhone

From: [George Greenwald](#)
To: [Planning Commission](#)
Subject: Fwd: Proposed East Meadow bike improvements
Date: Saturday, July 10, 2021 9:46:11 AM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

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

From: **George Greenwald** <george.greenwald@gmail.com>
Date: Fri, Jul 9, 2021 at 8:53 PM
Subject: Proposed East Meadow bike improvements
To: <Planning.Commission@cityofpaloalto.org>

Hello. I am writing to oppose the widening of bike lanes and elimination of parking on one side of E Meadow Drive. Ramos Pak is used by groups of children and organized sports teams (in non-Covid times), and teams park on E Meadow to unload equipment as well as children. If there were no parking, it would be impossible for the many pickups and dropoffs to be done safely. Even if parking were across the street, parents and kids (some in strollers) would have to rush across the street to get to the park, across the very lanes that are supposed to be "low stress." Also, cars would spill over onto existing side streets, taking up the spaces in front of people's homes. Yes, many of us have driveways and/or garages, but we also have teenagers who drive, visitors who park in front of our homes, and various housekeepers, babysitters, and other workers who need to park. Elderly visitors, some with canes and walkers, might be forced to park far from their destination.

To keep this short, I believe our current bike lanes are safe, and perhaps could be painted over to make them even more visible if there is a reasonable concern. But not one of the forty or so residents at a recent meeting with project staff could remember anyone getting hurt in the area of E Meadow, from Middlefield to Fabian. The inconvenience to the neighborhood, in our collective opinion, far outweighs the disruption to our neighborhood by making changes based on the unproven assertion that there is a safety issue. Thanks for your consideration.

George Greenwald, MD
3708 Ortega Court
Palo Alto

From: [Aram James](#)
To: [Binder, Andrew](#); [Joe Simitian](#); [Raj](#); [Jeff Moore](#); city.council@menlopark.org; [Council, City](#); paloaltofreepress@gmail.com; [Planning Commission](#); [Human Relations Commission](#); [Cindy Chavez](#); [Jonsen, Robert](#); [Tony Dixon](#); [ParkRec Commission](#); [Jay Boyarsky](#); [Jeff Rosen](#); [Cecilia Taylor](#); [Shikada, Ed](#); wilpf.peninsula.paloalto@gmail.com; roberta.ahlquist@sjsu.edu; [Greer Stone](#); [Tanaka, Greg](#); [DuBois, Tom](#); [chuck jagoda](#)
Subject: Racially Charged: America's Misdemeanor Problem • Full Documentary • BRAVE NEW FILMS (BNF)
Date: Wednesday, July 7, 2021 10:53:57 PM

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Check out this video on YouTube:

<https://youtu.be/Bm2PxEOHMr4>

Sent from my iPhone

Nguyen, Vinhloc

From: Aram James <abjpd1@gmail.com>

Sent: Monday, July 5, 2021 11:15 PM

To: Human Relations Commission <hrc@cityofpaloalto.org>; Council, City <city.council@cityofpaloalto.org>; Planning Commission <Planning.Commission@cityofpaloalto.org>; city.council@menlopark.org; ParkRec Commission <parkrec.commission@CityofPaloAlto.org>; Raj <raj@siliconvalleydebug.org>; cindy.chavez@bos.sccgov.org; Joe Simitian <Supervisor.Simitian@bos.sccgov.org>; Binder, Andrew <Andrew.Binder@CityofPaloAlto.org>; paloaltofreepress@gmail.com; Jay Boyarsky <jboyarsky@dao.sccgov.org>; Jeff Rosen <JRosen@dao.sccgov.org>; Molly <Molly.ONeal@pdo.sccgov.org>; Cecilia Taylor <cmrstaylor@gmail.com>; wilpf.peninsula.paloalto@gmail.com; chuck jagoda <chuckjagoda1@gmail.com>; Molly <Molly.ONeal@pdo.sccgov.org>; GRP-City Council <council@redwoodcity.org>; Jonsen, Robert <Robert.Jonsen@CityofPaloAlto.org>; Jeff Moore <moorej@esuhsd.org>; Donna Wallach <donnaisanactivist@gmail.com>

Subject: PSN] VFHL Online Film Salon: "Gaza Fights for Freedom" -

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FYI: if you wish sign up for this important event.

Aram

P.S. Donna, thanks for sending this invitation my way.

----- Forwarded Message -----

From: Tom Johnson, Voices from the Holy Land Steering Committee <tojo@att.net>

To: "kobrenj@yahoo.com" <kobrenj@yahoo.com>

Sent: Monday, July 5, 2021, 08:34:46 AM PDT

Subject: VFHL Online Film Salon: "Gaza Fights for Freedom" - correction



**Invitation to our VFHL Online Film Salon
"Gaza Fights for Freedom" (corrected)**

Voices from the Holy Land, in conjunction with the American Friends Service Committee, invites you to our fifteenth monthly Online Film Salon to be held on Sunday, July 11th at 3 pm EDT/12 noon PDT. Participants will discuss the award winning documentary "Gaza Fights for Freedom". Please watch the film at your convenience and then join us for the online Q&A discussion.

Filmed during the height of the Great March of Return, this documentary features riveting, exclusive footage of the protests. A collaboration of Gaza journalists worked remotely with the American director to produce the film, as Israel had blocked her entry into Gaza. The documentary tells the story of Gaza past and present, showing rare archival footage that explains the history never acknowledged by mass media. Heard on the film are the victims of the ongoing conflict, including journalists, medics and the family of internationally-acclaimed paramedic, Razan al-Najjar. At its core, Gaza Fights For Freedom is a thorough indictment of the Israeli military for war crimes, and a stunning cinematic portrayal of Palestinian resistance.

Film director, journalist Abby Martin, and Issam Adwan, Gaza Project Manager of We Are Not Numbers, will participate in a Q&A panel discussion. Jihad Abusalim, Education and Policy Associate for the American Friends Service Committee, will moderate the Q&A discussion.

You must register to participate.

IMPORTANT INFORMATION: [How this works:](#)

1 - Register for the Voices from the Holy Land Online Film Salon:
<http://tinyurl.com/VFHLjuly2021>

(If clicking on link does not work, please copy and paste link into browser URL search bar)

2 - Once you register, you will get a confirmation email with

- a link to watch the film, AND
- a personal link to use to join the webinar discussion on Zoom.
- Be sure to save that confirmation email to make it easy to join us on July 11!

3 - Watch the film at your convenience **before** the event.

4 - Then join us with your thoughts and questions for our speakers at the Q&A discussion on July 11th at 3 pm Eastern/noon Pacific Daylight Savings Time

About the speakers

Abby Martin is an American journalist, TV presenter, podcaster, and activist. She helped found the citizen journalism website and podcast Media Roots and serves on the board of directors for the Media Freedom Foundation which manages Project Censored. Martin appeared in the documentary film Project Censored The Movie: Ending the Reign of Junk Food News (2013), and co-directed 99%: The Occupy Wall Street Collaborative Film (2013). She hosted Breaking the Set on RT America from 2012 to 2015, and then launched The Empire Files in that same year as an investigative documentary and interview series on Telesur, later released as a web series. In 2019, she released the film documentary, The Empire Files: Gaza Fights for Freedom.

Issam Adwan, the Gaza project manager for We Are Not Numbers, is a trained translator/interpreter, journalist and English teacher. In 2019, he was chosen by The Carter Center to be the first Palestinian independent observer for the Tunisian elections. Issam earned his Bachelor's degree in English language and teaching methods from Al-Aqsa University the Gaza and is currently working on his thesis for a master's degree in translation/interpretation at the Islamic University of Gaza. His passions are improving the learning experience for diverse student populations, youth empowerment, social justice and gender equality.

Jehad Abusalim is the Education and Policy Associate at the Palestine Activism Program of AFSC in Chicago. Jehad is a PhD candidate at the History and Hebrew and Judaic Studies joint program at New York University where his research examines Arab intellectual writings on Zionism from the first half of the twentieth century. Jehad also studies the social and political history of the Gaza Strip, focusing on the impact of the Nakba on life in Palestine's Gaza district and 1950s political life in the Gaza Strip. He earned his bachelor's degree in business administration, and Hebrew language and teaching methods from Al-Azhar University in Gaza.

To learn more about the film, watch the trailer here:
<https://tinyurl.com/FreedomTrailer>

For questions & comments please contact us at
vfhlonlinefilmsalon@gmail.com

Visit our website at www.voicesfromthehollyland.org
Join us at [Facebook.com/voicesholyland](https://www.facebook.com/voicesholyland)

Voices from the Holy Land | 3318 Fessenden St NW, Washington, DC 20008

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You received this message because you are subscribed to the Google Groups "Palestine Solidarity Network" group.

To unsubscribe from this group and stop receiving emails from it, send an email to palestine_solidarity_network+unsubscribe@googlegroups.com.

To view this discussion on the web visit

https://groups.google.com/d/msgid/palestine_solidarity_network/1382896825.464432.1625527632378%40mail.yahoo.com.

--

2 books you must read:

"Against Our Better Judgement: The hidden history of how the U.S. was used to create Israel" by Alison Weir

<http://www.againstourbetterjudgment.com/>

"State of Terror: How Terrorism Created Modern Israel" by Thomas Suarez

<http://thomassuarez.com/SoT.html>

Other important websites to visit

<http://www.ifamericansknew.org>

<http://www.councilforthenationalinterest.org/new/>

<https://wearenotnumbers.org/>

End the Blockade/Siege on Gaza!

Tear down the Apartheid Walls in West Bank & Gaza!

End the War Criminal Israeli collective punishment on the Palestinian people!

End the illegal Apartheid Israeli Occupation of all of Palestine!

Right to Return to their homes and land in Palestine for all Palestinians!

End all U.S. aid to Israel

Free Palestine! Long Live Palestine!

Support Boycott, Divestment, Sanctions (BDS) &

Palestinian Campaign for the Academic and Cultural Boycott of Israel (PACBI) Campaigns!

<http://www.bdsmovement.net>

<http://www.WhoProfits.org>

<http://www.pacbi.org>

Support Solidarity with Gaza Fishers

<https://sgf.freedomflotilla.org/>

<https://freedomflotilla.org/>

<https://sgf.freedomflotilla.org/category/we-are-not-numbers>

Support ISM volunteers in West Bank and Gaza Strip!

<http://www.palsolidarity.org>

Donna Wallach

cats4jazz@gmail.com

Skype: palestinewillbe

Twitter: @PalestineWillBe

(h) 408-289-1522

(cell) 408-569-6608

From: [Aram James](#)
To: city.council@menlopark.org; [Council, City](#); [Jeff Moore](#); [Planning Commission](#); [Jeff Rosen](#); [Jay Boyarsky](#); [Raj](#); [Human Relations Commission](#); [ParkRec Commission](#); [Binder, Andrew](#); [DuBois, Tom](#); [Cindy Chavez](#); [Joe Simitian](#); supervisor.ellenberg@bos.sccgov.org; paloaltofreepress@gmail.com; [Cecilia Taylor](#); [Betsy Nash](#); [Cormack, Alison](#); [Rebecca Eisenberg](#); [Jonsen, Robert](#); wilpf.peninsula.paloalto@gmail.com; roberta.ahlquist@sjsu.edu; [Tony Dixon](#); [Greer Stone](#); [chuck jagoda](#)
Subject: Derek Chauvin's Trial and George Floyd's City | The New Yorker
Date: Monday, July 5, 2021 5:56:19 PM

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<https://www.newyorker.com/magazine/2021/07/12/derek-chauvins-trial-and-george-floyds-city>

Sent from my iPhone

From: [Aram James](#)
To: [Council, City; paloaltofreepress@gmail.com; Binder, Andrew; Jonsen, Robert; Joe Simitian; Jay Boyarsky; Jeff Moore; cindy.chavez@bos.sccgov.org; Planning Commission; city.council@menlopark.org; Human Relations Commission; ParkRec Commission; wilpf.peninsula.paloalto@gmail.com; DuBois, Tom; GRP-City Council; Cecilia Taylor; Betsy Nash; Raj](#)
Subject: "What to the Slave is 4th of July?": James Earl Jones Reads Frederick Do...
Date: Sunday, July 4, 2021 11:50:28 PM

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https://youtu.be/O0baE_CtU08

Sent from my iPhone

From: [Roberta Ahlquist](#)
To: [Council, City](#); [City Mgr](#); city.council@menlopark.org; [GRP-City Council](#); [Angie, Palo Alto Renters Association](#); [Clerk, City](#); [City Attorney](#); [Joe Simitian](#); info@scottweiner.com; [Planning Commission](#); [Human Relations Commission](#); cindy.chavez@bos.sccgov.org; [Dave Price](#); [Mark Petersen-Perez](#); [Mark Mollineaux](#); [Jocelyn Dong](#); [alisa_mallari_tu](#); [Senior Planet](#); CCTaylor@menlopark.org; [Eugenia \(Genie\) Njolito](#)
Subject: Important program on housing for all, --social housing
Date: Sunday, July 4, 2021 5:37:57 PM

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Become more educated re. efforts to provide housing for all as a human right.

<https://youtu.be/dJBxCsrRSfQ>

80% of Singaporeans own their own homes----for example

Roberta

From: [Aram James](#)
To: [DuBois, Tom](#); [Joe Simitian](#); [Planning Commission](#); [Council, City](#); [Human Relations Commission](#); [roberta.ahluquist@sjsu.edu](#); [Rebecca Eisenberg](#); [wilpf.peninsula.paloalto@gmail.com](#); [Binder, Andrew](#); [Jonsen, Robert](#); [cindy.chavez@bos.sccgov.org](#); [Raj](#); [Greer Stone](#); [Tanaka, Greg](#); [alisa.mallari.tu](#); [city.council@menlopark.org](#); [Tony Dixon](#); [GRP-City Council](#); [ParkRec Commission](#); [paloaltofreepress@gmail.com](#); [Jay Boyarsky](#); [Jeff Rosen](#); [Cecilia Taylor](#); [chuck.jagoda](#); [Joe Simitian](#)
Subject: Sacramento Mulls a New Homeless Strategy: Legally Mandating Housing
Date: Saturday, July 3, 2021 12:29:05 PM

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FYI: From Friday's NYT's

<https://www.nytimes.com/2021/06/30/us/sacramento-homelessness-right-to-housing.amp.html>

Sent from my iPhone

From: [Aram James](#)
To: [Cecilia Taylor](#); city.council@menlopark.org; [Council, City](#); [Jeff Moore](#); [Raj](#); [Jeff Rosen](#); [Jay Boyarsky](#); [Joe Simitian](#); [Planning Commission](#); paloaltofreepress@gmail.com; [Greer Stone](#); [Human Relations Commission](#); wilpf.peninsula.paloalto@gmail.com; [Tony Dixon](#); roberta.ahlquist@sjsu.edu; cindy.chavez@bos.sccgov.org; [ParkRec Commission](#); [DuBois, Tom](#); [GRP-City Council](#); [Binder, Andrew](#); [Jonsen, Robert](#)
Subject: Stop blaming crime rates on defunding the police arguments
Date: Saturday, July 3, 2021 11:44:29 AM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

<https://www.motherjones.com/crime-justice/2021/07/stop-blaming-crime-rates-on-defunding-the-police/>

Shared via the [Google app](#)

Sent from my iPhone

From: [Aram James](#)
To: [Joe Simitian](#); cindy.chavez@bos.sccgov.org; [Planning Commission](#); [Council, City](#); [Human Relations Commission](#); [Rebecca Eisenberg](#); roberta.ahlquist@sisu.edu; [Jeff Moore](#); [Raj](#); [ParkRec Commission](#); [chuck jagoda](#); [Greer Stone](#); wilpf.peninsula.paloalto@gmail.com; [GRP-City Council](#); [Council, City](#); city.council@menlopark.org; [Binder, Andrew](#); [Jonsen, Robert](#); paloaltofreepress@gmail.com
Subject: Impact of caste on South Asian community
Date: Friday, July 2, 2021 9:07:28 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

<https://amp.cnn.com/cnn/2020/09/04/us/caste-discrimination-us-trnd/index.html>

Nguyen, Vinhloc

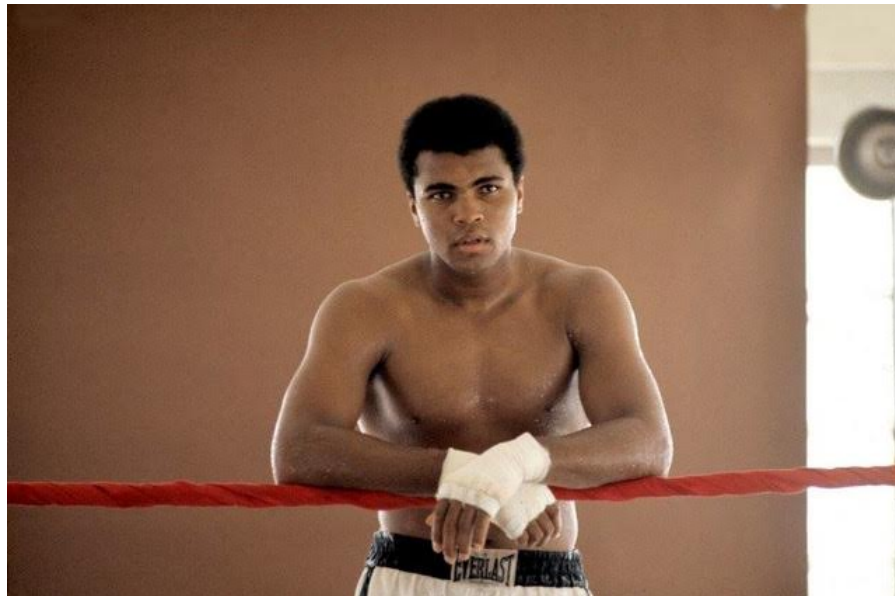
From: Aram James <abjpd1@gmail.com>
Sent: Friday, July 2, 2021 5:49 PM
To: Joe Simitian; Cecilia; Planning Commission; Jeff Moore; Council, City; Human Relations Commission; Jeff Rosen; Jay Boyarsky; Raj; ParkRec Commission; supervisor.ellenberg@bos.sccgov.org; cindy.chavez@bos.sccgov.org; Binder, Andrew; chuck jagoda; Jonsen, Robert; Greer Stone; Betsy Nash; Council, City; Tanaka, Greg; GRP-City Council
Subject: Muhammad Ali On Prisons and Palestine etc.....from the archives of Aram Janes

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Subject: Muhammad Ali On Prisons and Palestine
Date: Tue, 7 Jun 2016 10:19:10 +0000 (UTC)
From: isis feral <isisferal@yahoo.com>
Reply-To: I
To:

[A Taking Aim Salute from Mya Shone and Ralph Schoenman: In celebration of Muhammad Ali](#)

June 6th, 2016



Viva Muhammad Ali!

A Taking Aim Salute from Mya Shone and Ralph Schoenman: In celebration of Muhammad Ali

"I ain't draft dodging. I ain't burning no flag. I ain't running to Canada. I'm staying right here. You want to send me to jail? Fine, you go right ahead. I've been in jail for 400 years. I could be there for 4 or 5 more, but I ain't going no 10,000 miles to help murder and kill other poor people. If I want to die, I'll die right here, right now, fightin' you, if I want to die. You my enemy, not no Chinese, no Vietcong, no Japanese. You my opposer when I want freedom. You my opposer when I want justice. You my opposer when I want equality. Want me to go somewhere and fight for you? You won't even stand up for me right here in America, for my rights and my religious beliefs. You won't even stand up for my right here at home."

"Why should they ask me to put on a uniform and go 10,000 miles from home and drop bombs and bullets on Brown people in Vietnam when so-called "negro" people in Louisville are treated like dogs and denied simple human rights?

No, I'm not going 10,000 miles from home to help murder and burn another poor nation simply to continue the domination of white slave masters of the darker people the world over.

This is the day when such evils must come to an end. I have been warned that to take such a stand would cost me millions of dollars. But I have said it once and I will say it again: The real enemy of my people is here. I will not disgrace my religion, my people or myself by becoming a tool to enslave those who are fighting for their own justice, freedom and equality.

If I thought the war was going to bring freedom and equality to 22 million of my people, they wouldn't have to draft me. I'd join tomorrow. I have nothing to lose by standing up for my beliefs. So I'll go to jail. So what? We've been in jail for 400 years."

Muhammad Ali

<http://samidoun.net/2016/06/remembering-muhammad-ali-i-declare-support-for-the-palestinian-struggle-to-liberate-their-homeland/>

Remembering Muhammad Ali: "I declare support for the Palestinian struggle to

liberate their homeland”

- Statements June 5, 2016



On the occasion of the passing of legendary athlete and struggler for justice, Muhammad Ali, Samidoun Palestinian Prisoner Solidarity Network joins millions around the world in remembering Ali's historic legacy of commitment to the liberation of oppressed peoples and his willingness to sacrifice in order to adhere to those principles.

In 1985, Ali [traveled to Israel](#) in an attempt to secure the release of Lebanese and Palestinian prisoners imprisoned in [occupied Southern Lebanon](#). This followed on his visits to Palestinian refugee camps in 1974, when he [declared in Beirut](#) that "the United States is the stronghold of Zionism and imperialism." While visiting Palestinian refugee camps in South Lebanon, he declared "In my name and the name of all Muslims in America, I declare support for the Palestinian struggle to liberate their homeland and oust the Zionist invaders."

Ali championed the Black liberation struggle on multiple fronts; within the United States, and as a force against US imperialism worldwide. He wrote [poetry in tribute](#) to the Black leaders of the Attica prison uprising. At the height of his career, Muhammad Ali refused to fight in the Vietnam War in 1967, was sentenced to five years in prison and stripped of his title.

When asked about his refusal while participating in a Louisville housing justice struggle, Ali said:

“Why should they ask me to put on a uniform and go 10,000 miles from home and drop bombs and bullets on Brown people in Vietnam while so-called Negro people in Louisville are treated like dogs and denied simple human rights? No I’m not going 10,000 miles from home to help murder and burn another poor nation simply to continue the domination of white slave masters of the darker people the world over. This is the day when such evils must come to an end.

I have been warned that to take such a stand would cost me millions of dollars. But I have said it once and I will say it again. The real enemy of my people is here. I will not disgrace my religion, my people or myself by becoming a tool to enslave those who are fighting for their own justice, freedom and equality.

If I thought the war was going to bring freedom and equality to 22 million of my people they wouldn’t have to draft me, I’d join tomorrow. I have nothing to lose by standing up for my beliefs. So I’ll go to jail, so what? We’ve been in jail for 400 years.”

Dave Zirin [writes](#), “Ali’s refusal to fight in Vietnam was front-page news all over the world. In Guyana there was a picket of support in front of the US embassy. In Karachi, young Pakistanis fasted. And there was a mass demonstration in Cairo.” While Ali’s later depoliticization and cooperation with the US government speak to a more complex legacy, the national and international resonance of his resistance to imperialism in the 1960s and 1970s at the height of his athletic greatness echoed around the world.

Ali’s history of struggle illustrates the lengthy and deep history of joint struggle and mutual solidarity among oppressed peoples and national liberation movements, and that Palestinian refugee camps in Lebanon – and the Black Liberation Movement – were centers and incubators not only for the Palestinian revolution and Black struggle, but revolutionary movements the world over. We recall Ali’s role in representing a deep and collective legacy of resistance to imperialism, to anti-Black racism, and to Zionism, and of the struggle to free prisoners – and peoples – from the jails these systems of oppression create.

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