

DOCUMENTS IN THIS PACKET INCLUDE:

**LETTERS FROM CITIZENS TO THE
MAYOR OR CITY COUNCIL**

RESPONSES FROM STAFF TO LETTERS FROM CITIZENS

ITEMS FROM MAYOR AND COUNCIL MEMBERS

ITEMS FROM OTHER COMMITTEES AND AGENCIES

ITEMS FROM CITY, COUNTY, STATE, AND REGIONAL AGENCIES



Prepared for: 6/4/2018

Document dates: 5/16/2018 – 5/23/2018

Set 2/3

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

Carnahan, David

From: Carnahan, David
Sent: Friday, May 18, 2018 2:25 PM
To: Council, City
Cc: Amrutha Kattamuri; susan downs; Lait, Jonathan; Atkinson, Rebecca; Paul McGavin; Kniss, Liz (internal)
Subject: RE: 5/21/18 Independent Appeals of the Independent Cell Tower Applications in Verizon Wireless Project 17PLN-00169

Good afternoon Council Members,

Find correspondence below relating to Agenda Item Number 6 on Monday's Council Agenda.

This correspondence is part of the public record for Verizon Wireless Project 17PLN-00169 and will also be retained with Public Letters to Council.

Thank you,

David Carnahan, Deputy City Clerk, MPA
O: 650-329-2267 | E: david.carnahan@cityofpaloalto.org

From: Paul McGavin [mailto:paul.mcgavin@scientists4wiredtech.com]
Sent: Friday, May 18, 2018 1:32 PM
To: Kniss, Liz (internal) <Liz.Kniss@CityofPaloAlto.org>; Carnahan, David <David.Carnahan@CityofPaloAlto.org>
Cc: Amrutha Kattamuri <vkattamuri@yahoo.com>; susan downs <susanrdowns@hotmail.com>; Lait, Jonathan <Jonathan.Lait@CityofPaloAlto.org>; Atkinson, Rebecca <Rebecca.Atkinson@CityofPaloAlto.org>
Subject: 5/21/18 Independent Appeals of the Independent Cell Tower Applications in Verizon Wireless Project 17PLN-00169

Dear Mr. Carnahan and Mayor Kniss.

Will you please ensure that this email gets into the public record for Verizon Wireless Project 17PLN-00169?

We will bring our PowerPoint presentation loaded onto a USB stick and onto a MacBook Pro laptop, equipped with a mini-display port .

We must prepare 20-minute, 10-minute and 5-minute versions of our presentation, since we have **still** not heard from Mayor Liz Kniss about whether or not she will **respect Amrutha Kattamuri's and Susan Down's due process for the Appeal AP-18-8** at the 5/21/18 City Council hearing. We would appreciate hearing from her by 5:00 pm today, May 18, 2018. It would save us some work over the weekend.

Earlier today, we left Mayor Kniss another voicemail message on her cell phone: 650-888-8671, asking her to please respond. We also left another message for Jonathon Lait at 650-329-2679. We have heard back from neither. Mayor Kniss, will you please respond by email or return our call by 5:00 pm today? You can reach Amrutha Kattamuri at 408-226-8821 or Paul McGavin at 415-382-4040.

From the Palo Alto City Council Procedures

Paragraph A: In the case of a quasi-judicial/planned community hearing for which there are **two or more appellants**, the time allowed for presentation and rebuttal shall be divided among all appellants, and the total time allowed for all appellants shall be a total of **twenty minutes** for the opening presentation and **six minutes** for rebuttal before the hearing is closed;

Paragraph B: However, under no circumstances shall an **individual appellant** be given **less than five minutes** for presentation and **three minutes** for rebuttal.

>>> On 5/17/18 @ 4520pm, Paul McGavin wrote to Mayor Kniss:

It is illogical to apply **paragraph B** and not apply **paragraph A** to Amrutha Kattamuri and Susan Downs' joint appeal because **there is only one appeal attached to Amrutha Kattamuri and Susan Downs' payment of \$280** and that appeal is **AP-18-8**.

Mayor Kniss, will you please respond by granting of "**twenty minutes for the opening presentation and six minutes for rebuttal before the hearing is closed**" to Amrutha Kattamuri and Susan Downs' joint appeal (**AP-18-8**) on the City Council date of your choice by specifying the date and responding to this email?

Jonathon Lait made an error by grouping into one agendized item on the 5/21/18 City Council agenda -- seven separate, independent appeals (for which the City of Palo Alto collected seven separate, independent **appeal fees** from the appellants) regarding 11 separate, independent cell tower applications (for which the applicants paid the City of Palo Alto 11 separate, independent **application fees**). All of this substantial evidence is in the public record.

By mistakenly grouping these separate, independent business transactions into a single agenda item, the City of Palo Alto is violating the **due process rights of the appellants**. We are asking the City of Palo Alto to correct this mistake by listing each of the seven separate, independent appeals as **seven separate, independent agenda items**. Problem solved. In doing so, the City has the ability to scheduled these independent appeals on different dates, ensuring there is no undue time pressures for any one City Council meeting.

We are asking for immediate relief from this mistake in the agenda and a solution from Mayor Kniss based on the substantial evidence is in the public record which must take priority over the mistake made by Jonathon Lait when he drafted the agenda. The City Clerk's office just accepting this mistake without any critical thinking or analysis is very disappointing.

The stonewalling that we have experienced this week at the hands of City of Palo Alto employees is both discouraging and damaging. We will not allow bureaucratic inertia to steal our rights. We are defending our rights in the appeal process of these unnecessary intrusive, ugly, noisy and hazardous so-called "Small Cell" Cell towers planned for our residential neighborhood.

Thank you.

>>> On 5/18/18, David Carnahan wrote:

Amrutha,

See below, please let me know if you have follow-up questions,

David Carnahan, Deputy City Clerk, MPA

O: 650-329-2267 | E: david.carnahan@cityofpaloalto.org

From: Amrutha Kattamuri [mailto:ykattamuri@yahoo.com]
Sent: Friday, May 18, 2018 12:30 PM
To: Clerk, City <city.clerk@cityofpaloalto.org>; Carnahan, David
<David.Carnahan@CityofPaloAlto.org>
Cc: Paul McGavin <paul.mcgavin@scientists4wiredtech.com>
Subject: Mechanics for bringing our presentation slides

Hi David,

Please confirm the following ASAP:

We are planning to bring our presentation deck for the appeals hearing on Monday, May 21st.

Option 1. We can email you our presentation over the weekend.

Carnahan: Please email both david.carnahan@cityofpaloalto.org and beth.minor@cityofpaloalto.org, before 3pm on Monday. The presentation would be loaded on the City computer in the Chambers (part of Option 2).

Option 2: We can use the city laptop to download and show our presentation at the hearing - before the meeting. How do we secure city laptop? Is there a procedure?

Carnahan: The City computer is connected to the Internet and could be used to download the presentation. Alternately, the presentation could be loaded on the City computer via a USB stick or from an email to Beth and myself. With this option, we would appreciate receiving the email by 3pm or a USB stick at the beginning of the meeting. The computer is protected by the City's internal network security protocols, however, I am not familiar with these details.

Option 3: Bring our own laptop with the presentation

a. Make sure to bring the presentation saved on a USB stick

Carnahan: Thank you, backups are important in case any difficulties arise connecting your laptop.

b. We have to make sure to bring a VGA cable

Carnahan: No need to bring the cable. The Chambers has a VGA cable that can be connected to the VGA port on your laptop. We have a few adapters, such as a mini-display port to VGA for Apple laptops.

Thanks,
Amrutha

--

Regards,

Paul McGavin

[Scientists For Wired Technology](#)

work: 415-382-4040

text: 707-939-5549

skype: paulmcgavin

Carnahan, David

From: Amrutha Kattamuri <vkattamuri@yahoo.com>
Sent: Friday, May 18, 2018 3:51 PM
To: Council, City; Carnahan, David; Architectural Review Board; Clerk, City
Cc: susan downs; Lait, Jonathan; Atkinson, Rebecca; Paul McGavin; Kniss, Liz (internal)
Subject: Studies to be placed into the public record for Verizon Wireless Project 17PLN-00169
-- Part 1

Hello All,

Could you please place this email with the links below into the public record for Verizon Wireless Project 17PLN-00169?

1. This recent expose on wireless industry attempts to halt information on health impacts linked to cell phones in The Nation. Mark Dowie is somewhat local - Marin - and I am sure would speak to you if you wanted to ask him about this:

<https://www.thenation.com/article/how-big-wireless-made-us-think-that-cell-phones-are-safe-a-special-investigation/>

2. Two major studies have been released in the past few months demonstrating clear links cancer from wireless radiation. One is the US National Toxicology Program (NTP) research demonstrating "clear evidence" of cancer from their study on cell phone radiation, and a study by a respected research institute in Italy - the Ramazzini Institute - replicating cell tower base radiation and finding the same brain and heart tumors as the NTP study - both on rats and mice engineered to be similar to human biology. <https://www.scientificamerican.com/article/new-studies-link-cell-phone-radiation-with-cancer/>

3. Last year, the California Department of Public Health was forced to release guidelines its own scientists had created - but that had been suppressed for seven

years. <https://www.cdph.ca.gov/Programs/OPA/Pages/NR17-086.aspx>

Thanks,
Amrutha

Carnahan, David

From: Debbie Mytels <dmytels@batnet.com>
Sent: Sunday, May 20, 2018 8:51 AM
To: Council, City
Cc: Kniss, Liz (external); Scharff, Greg; Cory Wolbach; Tom Dubois; Filseth, Eric (external); Greg Tanaka; Holman, Karen (external); Lydia Kou; Adrian Fine; Clerk, City; Architectural Review Board; Christopher Linn
Subject: Oppose Cell Phone Transmitters

Re: Appeal of Verizon proposed permit for cell equipment at 2802 Louis Road'

Dear Councilmembers,

I live at 2824 Louis Road, and one of the proposed Verizon transmitters would be placed outside my bedroom window.

However, this issue is not just about individual homes in South Palo Alto. This issue affects our whole community — and we appreciate the Council taking time to hear these appeals. Others have made significant comments about how these transmitters are ugly mechanical intrusions into our green neighborhoods, as well as the potential for injuries and broken roofs if an earthquake were to send this top-heavy equipment collapsing onto our homes.

One of the other important concerns — **that affects our whole community** — is that using our City's network of utility poles to hold these transmitters will likely preclude further work in undergrounding our utility lines. These ugly and decrepit wires strung across our streets are vulnerable to being knocked down by tree branches in a windstorm, knocking out our electricity and causing fires. While part of the town now has these wires underground, putting the Verizon transmitters atop poles will make it all the more expensive to make improvements that will benefit the whole community.

As a multi-billion dollar company, **Verizon certainly has the resources** to do the right thing by Palo Alto and install its equipment underground, as it has done in other communities. We should not let them get away with treating Palo Alto on the cheap. Moreover, as usual, what happens in Palo Alto can set the standard for other communities. The Council can require that Verizon create a quiet and aesthetically desirable alternative to noisy and ugly pole-topped transmitters. Requiring innovation in their design would ultimately benefit other communities — and Palo Alto (and Verizon) would be seen as leaders.

Our neighborhoods do not need to be destroyed in order for Verizon to improve its 5G capacity so that its customers can watch video movies on their cell phones. Not only does Verizon have **plans to install over 150 such transmitters** throughout Palo Alto — but **other cell phone companies will want to follow suit** so that they too will have the capacity for their subscribers to watch 5G quality movies on their cell phones while driving around.

Verizon should also make sure that its batteries and fans do not exceed noise levels permitted by Palo Alto's noise ordinances. Once these transmitters are installed, the company can increase their size and capacity, just as long as they don't exceed Federal standards. Increasing the battery size, for example, can increase noise levels. Who wants to live next to a noisy transmitter? Noise, along with the unsightliness, will adversely affect

property values of adjacent homes — will the City Council allow the value of our homes be “taken” by a decision to install this commercial equipment?

In short, I join with the appellants, including my next door neighbors, Christopher Linn and Tricia Kellison, in asking you to deny the Verizon permit for 2802 Louis Road, and all the other 11 sites in South Palo Alto.

Thank you for your attention to this important concern.

Sincerely,

Debbie Mytels

Debbie Mytels
2824 Louis Road. Palo Alto, CA 94303

(650) 856-7580

dmytels@batnet.com

"Remembering the Future in our Actions Every Day"

Carnahan, David

From: Barbara Kelly <bmkelly@hotmail.com> on behalf of Barbara Kelly
<barbara.kelly@gmail.com>
Sent: Sunday, May 20, 2018 12:46 AM
To: Council, City
Cc: Clerk, City; Architectural Review Board
Subject: Overturn Decision to Allow Verizon Use of Telephone Polls

City Council Members:

Three reasons Verizon should not be allowed access to Palo Alto telephone polls:

- Verizon's on-the-pole installations do not comply with Palo Alto's aesthetics, noise, and other ordinances.
- Verizon's claims that it cannot underground its equipment are not credible.
- Verizon should locate its equipment underground, in flush-to-the-ground vaults with no protuberances, and none of its equipment should exceed the noise levels permitted by Palo Alto's ordinances.

Please do not allow Verizon to install ugly, noisy, and potentially hazardous equipment on poles within a few yards of our homes. This would be a betrayal of our residential community. My husband and I will not be voting for anyone who betrays this trust. Council members must listen to their constituents.

Sincerely,

Barbara and Geroge Kelly

Carnahan, David

From: Paul McGavin <paul.mcgavin@scientists4wiredtech.com>
Sent: Friday, May 18, 2018 5:36 PM
To: Kniss, Liz (internal); Filseth, Eric (Internal); DuBois, Tom; Fine, Adrian; Holman, Karen; Kou, Lydia; Scharff, Gregory (internal); Tanaka, Greg; Wolbach, Cory; Minor, Beth Lait, Jonathan; Carnahan, David; Atkinson, Rebecca; Amrutha Kattamuri; Susan Downs
Cc:
Subject: Substantial Evidence That Proves No Significant Gap in Verizon Coverage for Verizon Wireless Project 17PLN-0016

May 18, 2018

Mayor Liz Kniss <liz.kniss@cityofpaloalto.org>
Ms. Beth Minor <beth.minor@cityofpaloalto.org>
City Clerk, City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301
650-329-2379

Also addressed to:

Vice Mayor Eric Filseth <eric.filseth@cityofpaloalto.org>
Council Member Tom DuBois <tom.dubois@cityofpaloalto.org>
Council Member Adrian Fine <adrian.fine@cityofpaloalto.org>
Council Member Karen Holman <karen.holman@cityofpaloalto.org>
Council Member Lydia Kou <lydia.kou@cityofpaloalto.org>
Council Member Gregory Scharff <greg.scharff@cityofpaloalto.org>
Council Member Greg Tanaka <greg.tanaka@cityofpaloalto.org>
Council Member Cory Wolbach <cory.wolbach@cityofpaloalto.org>

cc: Jonathan Lait <jonathan.lait@cityofpaloalto.org>
David Carnahan <david.carnahan@cityofpaloalto.org>
Rebecca Atkinson <rebecca.atkinson@cityofpaloalto.org>
Amrutha Kattamuri <vkattamuri@yahoo.com>
Susan Downs <susanrdowns@hotmail.com>

Dear Mayor Kniss and other City Council members,

**Re: Substantial Evidence That Proves No Significant Gap in Verizon Coverage for
Verizon Wireless Project 17PLN-0016**

Will you please ensure that this email and the video, **2018-0422 No Significant Gap in
Verizon Coverage in Palo Alto, CA: Cluster One** (<https://youtu.be/DWSz-LLJwI>) gets placed into the public record for Verizon Wireless Project 17PLN-00169?

On 4/22/18, the residents of Palo Alto visited all 11 locations targeted by Verizon Wireless Project 17PLN-00169, measured the pulsed, data-modulated, peak Radiofrequency Microwave Radiation at each location and completed a call at each location using an iPhone on the Verizon network. In completing this work, the residents of Palo Alto proved there is **no Significant Gap in Verizon Coverage** per the definition of Significant Gap in Coverage adopted by the United States Court of Appeals, Ninth Circuit. (<https://caselaw.findlaw.com/us-9th-circuit/1406360.html>)

METROPCS, INC., a Delaware Corporation, Plaintiff-Appellant-Cross-Appellee, v. The CITY AND COUNTY OF SAN FRANCISCO and The Board of Supervisors of the City of San Francisco, Defendants-Appellees-Cross-Appellants. Nos. 03-16759, 03-16760. Decided: March 07, 2005

In addition, we have found no substantial evidence in the public record for Verizon Wireless Project 17PLN-00169 that proves that a Significant Gap in Verizon Coverage exists anywhere in the mid-Town Palo Alto neighborhood near the 11 locations listed below -- which is the burden of proof needed to be provided by the applicant.

Without proof of a significant gap in Verizon coverage, there is no basis for preemption of local authority over the placement, construction and modification of Wireless Telecommunications Facilities. Accordingly, Palo Alto can and should make the finding that the substantial evidence in the public record for Verizon Wireless Project 17PLN-00169 proves that there is **no Significant Gap in Verizon Coverage** in the any of the 11 locations targeted by Verizon Wireless Project 17PLN-00169, and therefore all 11 cell towers should be denied.

Further, if a **Significant Gap in Verizon Coverage** had been proven by substantial evidence in the public record provided by the applicant, which it has not, then placing these unnecessary intrusive, ugly and hazardous so-called "Small Cell" Cell towers planned for our residential neighborhood is **not the least intrusive means** to close

any alleged Significant Gap in Verizon Coverage.

These are strong findings that the City of Palo Alto can and should make to deny all 11 applications for Verizon Wireless Project 17PLN-0016.

Substantial Evidence That Proves No Significant Gap in Verizon Coverage

... In Palo Alto Cluster One: 11 Nodes Proposed for Verizon Wireless Verizon Wireless Project 17PLN-00169 (View the video at <https://youtu.be/DWSz-LLJwI>)

1. **Node #129**: CPAU Pole# 3121 (Near 2490 Louis Road, APN 127- 30-062):
44 $\mu\text{W}/\text{m}^2$ pulsed, data-modulated, peak Radiofrequency Microwave Radiation
Video @ 03:10 — **Q:** "Can you hear us?" **A:** "**As clear as a clear blue sky.**"
2. **Node #130**: CPAU Pole #2461 (Near 2802 Louis Road, APN 127- 28-046):
612 $\mu\text{W}/\text{m}^2$ pulsed, data-modulated, peak Radiofrequency Microwave Radiation
Video @ 02:14 **Q:** "Can you hear us?" **A:** "**I have one word for you — phenomenal.**"
3. **Node #131**: CPAU Pole #3315 (Near 891 Elbridge Way, APN 127- 26-067):
1,304 $\mu\text{W}/\text{m}^2$ pulsed, data-modulated, peak Radiofrequency Microwave Radiation
Video @ 1:05 — **Q:** "Can you hear us?" **A:** "**I can hear you great.**"
4. **Node #133E**: CPAU Pole #2856 (Near 949 Loma Verde, APN 127- 24-020)
6 $\mu\text{W}/\text{m}^2$ pulsed, data-modulated, peak Radiofrequency Microwave Radiation
Video @ 5:02 — **Q:** "Can you hear us?" **A:** "**Yeah, that's super clear.**"
5. **Node #134**: CPAU Pole #2964 (Near 3409 Kenneth Dr ., APN 127- 09-028):
250 $\mu\text{W}/\text{m}^2$ pulsed, data-modulated, peak Radiofrequency Microwave Radiation
Video @ 09:30 — **Q:** "Can you hear us?" **A:** "**Yes, you are very clear.**"
6. **Node #135**: CPAU Pole # 3610 (Near 795 Stone Ln., APN 127- 47-001):
15 $\mu\text{W}/\text{m}^2$ pulsed, data-modulated, peak Radiofrequency Microwave Radiation
Video @ 11:16 — **Q:** "Can you hear us?" **A:** "**Yeah, this sounds great..**"
7. **Node #137**: CPAU Pole #3351 (Near 3090 Ross Rd., APN 127- 52- 031):
9 $\mu\text{W}/\text{m}^2$ pulsed, data-modulated, peak Radiofrequency Microwave Radiation
Video @ 10:26 — **Q:** "Can you hear us?" **A:** "**Yeah, sounds great.**"
8. **Node #138**: CPAU Pole #2479 (Near 836 Colorado Ave., APN 127- 27-063):
13 $\mu\text{W}/\text{m}^2$ pulsed, data-modulated, peak Radiofrequency Microwave Radiation
Video @ 04:10 — **Q:** "Can you hear us?" **A:** "**Cannot be clearer than that..**"

9. **Node #143:** CPAU Pole #3867 (Near 419 El Verano Av e., APN 132 - 15 - 017):
111 $\mu\text{W}/\text{m}^2$ pulsed, data-modulated, peak Radiofrequency Microwave Radiation
[**Video @ 12:16**](#) — **Q:** "Can you hear us?" **A:** "Yes it sounds great, again."
10. **Node #144:** CPAU Pole #1506 (Near 201 Loma Verde Ave., APN 132 - 48 - 015):
190 $\mu\text{W}/\text{m}^2$ pulsed, data-modulated, peak Radiofrequency Microwave Radiation
[**Video @ 08:40**](#) — **Q:** "Can you hear us?" **A:** "As beautiful as sunny California."
11. **Node #145:** CPAU Pole #3288 (Near 737 Loma Verde Ave., APN 127 - 64 - 039):
888 $\mu\text{W}/\text{m}^2$ pulsed, data-modulated, peak Radiofrequency Microwave Radiation
[**Video @ 07:55**](#) — **Q:** "Can you hear us?" **A:** "Has never been this clear.
Unbelievable."

--

Regards,

Paul McGavin

[Scientists For Wired Technology](#)

work: 415-382-4040

text: 707-939-5549

skype: paulmcgavin

Carnahan, David

From: Amrutha Kattamuri <vkattamuri@yahoo.com>
Sent: Sunday, May 20, 2018 9:33 AM
To: Council, City; Carnahan, David; Architectural Review Board; Clerk, City
Cc: susan downs; Lait, Jonathan; Atkinson, Rebecca; Paul McGavin; Kniss, Liz (internal)
Subject: Studies to be placed into the public record for Verizon Wireless Project 17PLN-00169
-- Part 2
Attachments: BROWN - HONORABLE EDMUND G (1).pdf; Golomb Beatrice Sept 2017 FINAL.pdf; EHS Treatment Guidelines 2016 (1).docx; Pacemaker and defib studies_1.docx; Pacemaker and defib studies_2.docx

Hello All,

List of studies/videos/articles/data/ attachment of letters and Studies to be placed into the public record for Verizon Wireless Project 17PLN-00169 -- Part2

1. No significant gap in coverage videos – sent to ARB, City Council, City Clerk and Planning Dept on April 30 th 2018

- a. 2018-0422 No Significant Gap in Verizon Coverage in Palo Alto, CA: Cluster One
<https://www.youtube.com/watch?v=DWSz-LLLJwl&feature=youtu.be>
- b. 2018-0422 No Significant Gap in Verizon Coverage in Palo Alto, CA: Cluster Two
https://www.youtube.com/watch?v=3FN5bV_do3Q&feature=youtu.be

2 . Articles/Videos Sent on March 13th 2018

- a. Senator Blumenthal, Representative Eshoo Urge FCC to Enforce Exposure Limits for Those Who Work Near Wireless Towers

[Senator Blumenthal, Representative Eshoo Urge FCC to Enforce Exposure Limits for Those Who Work Near Wireless Towers](#)

Senator Blumenthal, Representative Eshoo Urge FCC to Enforce Exposure Li...

**Senator Blumenthal, Representative Eshoo Urge
FCC to Enforce Exposure Li...**

- b. This is the link to the new and latest study on cell towers (Los Angeles was the study site in the United States)

[Cell Phone Towers are Largest Contributor to Environmental Radiofrequency Radiation](#)



**Cell Phone Towers are Largest Contributor to
Environmental Radiofrequenc...**

Study finds cell towers are largest contributor to environmental radiofrequency radiation exposure.

**Cell Phone Towers are Largest Contributor to
Environmental Radiofrequenc...**

Study finds cell towers are largest contributor to environmental radiofrequency radiation exposure.

- c. CA Dept of Health issues warnings on Cell Phone usage

[California health officials release guidelines on cellphone radiation](#)

**California health officials release guidelines on
cellphone radiation**

State health officials aren't saying that cellphones pose health risks, but "the science is evolving"

d. Julie Watts report on cell towers

[ConsumerWatch: 5G Cellphone Towers Signal Renewed Concerns Over Impacts on Health](#)

e. View four speakers from **1:46:38 through 2:01:15** using [this slide presentation](#). View from **2:01:15 through 2:18:00** for Santa Rosa City Council members' comments.

[City of Santa Rosa Council Meeting March 6, 2018](#)

**City of Santa Rosa Council Meeting March 6,
2018**

City meeting agendas, packets, archives, and live stream
are always available at <https://santa-rosa.legistar.com>

3. Interference with medical devices such as Pace makers,
defibrillators studies and Treatment of Electrosensitivity due to

wireless/microwave radiation exposures from cell towers, smart meters, WiFi routers etc.

4. Letters written by a few scientists and Medical Doctors to Governor Brown to Veto SB 649 (to oppose cell towers in residential neighborhoods).

Dr. Beatrice Golomb (UC San Diego and other doctors)



ConsumerWatch: 5G Cellphone Towers Signal Renewed Concerns Over Impacts ...

Wireless carriers are installing millions of towers across the country to enable the new, faster 5G cellphone te...

Thanks,
Amrutha

TO THE HONORABLE EDMUND G. BROWN, JR.
FROM EXPERTS WORLDWIDE IN
OPPOSITION TO SB 649

September 19, 2017

Dear Gov. Brown:

SB 649 is on your desk awaiting your decision, and we respectfully urge a veto. This bill denies citizens and local governments the right to a voice as to where 50,000 or more new cell towers, spaced every two to ten homes, will soon be placed. Telecom will be erecting towers in the rights-of-way, and placing them on utility poles and lampposts in front of our homes, schools, places of worship and businesses. There will be no escaping the cell towers or the radiation emitted from them. SB 649 fails to mandate monitoring of radiation levels from these cell towers at a time when the FCC is closing their regional monitoring offices. A failure to monitor is a failure to regulate.

SB 649 has passed through the Senate and Assembly despite opposition from the cities of Los Angeles, San Francisco, and San Jose as well as 297 other cities, the Teamsters, AARP, Environmental Working Group, Environmental Health Trust, Communications Workers of America, the League of Cities, California Brain Tumor Association, a host of environmental and justice groups, and leaders of 47 out of 58 California counties.

There is a substantial body of evidence that this technology is harmful to humans and the environment. The 5G millimeter wave is known to heat the eyes, skin and testes, and the ubiquitous placement of these towers will expose California's population 24/7. Of particular concern are the most vulnerable among us -- the unborn, children, the infirm, the elderly and the disabled. It is also expected that populations of bees and birds will drastically decline.

Ironically, the strongest among us, the firefighters, received an exemption from SB 649. After years of their stations being targeted for cell tower placement, SPECT brain scan testing among a group of California firefighters revealed abnormalities that included cognitive impairment. This translated to firefighters occasionally getting lost while driving their emergency equipment through the streets in the same town they grew up in. Infertility and miscarriages plagued the department. Perhaps most shocking of all, the cell tower near the station was measured at **1/1000th of the allowed limit set by the FCC.**

We support the fire station exemption of SB 649. If the firefighters are impaired, we are all at risk. Yet this exemption protects the strongest of the strong and forces the most vulnerable among us to live with the greatest exposure. We find that unacceptable. We also find the health risks both real and deeply concerning.

In May 2016 the National Toxicology Program, part of the U.S. National Institutes of Health, released partial results of a \$25,000,000 study on laboratory animals which showed a link between the RF (wireless) radiation and two types of cancer, prompting the American Cancer Society's chief medical officer to note that the results "mark a paradigm shift in our understanding of radiation and cancer risk." The NTP study also found DNA breakage in brain cells, confirming multiple studies dating back to 1994. The NTP study follows the 2011 classification by IARC, the World Health Organization's cancer committee, of radiofrequency electromagnetic fields -- including cell tower radiation -- as possibly carcinogenic to humans. This puts RF radiation in the same category as DDT.

Our children are not just our progeny but the future of our state and our country. Keeping them safe must be a priority. Our homes must remain our sanctuaries. We currently have the option to turn wireless off at night, or to not use it at all. With SB 649 there is no "off" switch. Not only will SB 649 tie our hands as parents and private citizens, but this bill usurps ALL local control.

In a time that begs for strong compassionate leaders, we are turning to you to reject this bill, and work with independent health and technology experts from around the world to devise a safer solution so that we can stay connected yet protected.

Respectfully,

Lennart Hardell, MD, PhD
Senior Consultant
Department of Oncology
University Hospital
Orebro, Sweden

Frank Clegg
CEO, Canadians for Safe Technology (C4ST), Oakville, Canada
Former President, Microsoft Canada

Cindy Sage
Sage Associates
Co-Editor, BioInitiative Reports
Montecito, California

Martin Blank, PhD
Department of Physiology (Ret)
Columbia University
New York City, New York

Anthony B. Miller, MD
Professor Emeritus
Dalla Lana School of Public Health
University of Toronto
Canada

Devra Davis, PhD, MPH
Visiting Professor, Hebrew University Hadassah Medical Center
& Ondokuz Mayis University Medical School
President, Environmental Health Trust
Teton Village, Wyoming 83025

Beatrice A. Golomb, MD, PhD
Professor of Medicine
UCSD School of Medicine
San Diego, California

Cindy Russell, MD
Physicians for Safe Technology
Menlo Park, California

Susan Foster
Medical Writer & Organizer, SPECT Brain Scan
Study of California Firefighter (2004)
Honorary Firefighter, San Diego Fire Department
Rancho Santa Fe, California

Ellie Marks, Director
California Brain Tumor Association
San Francisco, California

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EUROPAEM EMF Guideline 2016 for the prevention, diagnosis and treatment of EMF-related health problems and illnesses.

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Abstract

Chronic diseases and illnesses associated with non-specific symptoms are on the rise. In addition to chronic stress in social and work environments, physical and chemical exposures at home, at work, and during leisure activities are causal or contributing environmental stressors that deserve attention by the general practitioner as well as by all other members of the health care community. It seems necessary now to take "new exposures" like electromagnetic fields (EMF) into account. Physicians are increasingly confronted with health problems from unidentified causes. Studies, empirical observations, and patient reports clearly indicate interactions between EMF exposure and health problems. Individual susceptibility and environmental factors are frequently neglected. New wireless technologies and applications have been introduced without any certainty about their health effects, raising new challenges for medicine and society. For instance, the issue of so-called non-thermal effects and potential long-term effects of low-dose exposure were scarcely investigated prior to the introduction of these technologies. Common electromagnetic field or EMF sources: Radio-frequency radiation (RF) (3 MHz to 300 GHz) is emitted from radio and TV broadcast antennas, Wi-Fi access points, routers, and clients (e.g. smartphones, tablets), cordless and mobile phones including their base stations, and Bluetooth devices. Extremely low frequency electric (ELF EF) and magnetic fields (ELF MF) (3 Hz to 3 kHz) are emitted from electrical wiring, lamps, and appliances. Very low frequency electric (VLF EF) and magnetic fields (VLF MF) (3 kHz to 3 MHz) are emitted, due to harmonic voltage and current distortions, from electrical wiring, lamps (e.g. compact fluorescent lamps), and electronic devices. On the one hand, there is strong evidence that long-term exposure to certain EMFs is a risk factor for diseases such as certain cancers, Alzheimer's disease, and male infertility. On the other hand, the emerging electromagnetic hypersensitivity (EHS) is more and more recognized by health authorities, disability administrators and case workers, politicians, as well as courts of law. We recommend treating EHS clinically as part of the group of chronic multisystem illnesses (CMI), but still recognizing that the underlying cause remains the environment. In the beginning, EHS symptoms occur only occasionally, but over time they may increase in frequency and severity. Common EHS symptoms include headaches, concentration difficulties, sleep problems, depression, a lack of energy, fatigue, and flu-like symptoms. A comprehensive medical history, which should include all symptoms and their occurrences in spatial and temporal terms and in the context of EMF exposures, is the key to making the diagnosis. The EMF exposure is usually assessed by EMF measurements at home and at work. Certain types of EMF exposure can be assessed by asking about common EMF sources. It is very important to take the individual susceptibility into account. The primary method of treatment should mainly focus on the prevention or reduction of EMF exposure, that is, reducing or eliminating all sources of high EMF exposure at home and at the workplace. The reduction of EMF exposure should also be extended to public spaces such as schools, hospitals, public transport, and libraries to enable persons with EHS an unhindered use (accessibility measure). If a detrimental EMF exposure is reduced sufficiently, the body has a chance to recover and EHS symptoms will be reduced or even disappear. Many examples have shown that such measures can prove effective. To increase the effectiveness of the treatment, the broad range of other environmental factors that contribute to the total body burden should also be addressed. Anything that supports homeostasis will increase a person's resilience against disease and thus against the adverse effects of EMF exposure. There is increasing evidence that EMF exposure has a major impact on the oxidative and nitrosative regulation capacity in affected individuals. This concept also may explain why the level of susceptibility to EMF can change and why the range of symptoms reported in the context of EMF exposures is so large. Based on our current understanding, a treatment approach that minimizes the adverse effects of peroxynitrite - as has been increasingly used in the treatment of multisystem illnesses - works best. This EMF Guideline gives an overview of the current knowledge regarding EMF-related health risks and provides recommendations for the diagnosis, treatment and accessibility measures of EHS to improve and restore individual health outcomes as well as for the development of strategies for prevention.

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Dear Governor Brown,

I urge in the strongest terms that you veto California SB 649. If you sign this bill, many people will suffer greatly, and needlessly, as a direct result. This sounds like hyperbole. It is not.

My research group at UC San Diego alone has received hundreds of communications from people who have developed serious health problems from electromagnetic radiation, following introduction of new technologies. Others with whom I am in communication, have independently received hundreds of similar reports. Most likely these are a tip of an iceberg of tens or perhaps hundreds of thousands of affected person. As each new technology leading to further exposure to electromagnetic radiation is introduced – and particularly introduced in a fashion that prevents vulnerable individuals from avoiding it – a new group become sensitized to health effects. This is particularly true for pulsed signals in the radiowave and microwave portion of the spectrum, the type for which the proposed bill SB 649 will bypass local control.

Mechanisms by which health effects are exerted have been shown to include oxidative stress (the type of injury against which antioxidants protect ,see optional section below), damage to mitochondria (the energy producing parts of cells), damage to cell membranes^{1, 21}, and via these mechanisms, an impaired “blood brain barrier”³⁻⁵ (the blood brain barrier defends the brain against introduction of foreign substances and toxins; additionally, disruption can lead to brain edema⁶), constriction of blood vessels and impaired blood flow to the brain⁷, and triggering of autoimmune reactions^{8, 9}. Following a large exposure, that depresses antioxidant defenses, magnifying vulnerability to future exposures, some persons no longer tolerate many other forms and intensities of electromagnetic radiation that previously caused them no problem, and that currently cause others no problem. But this group deserves – nay needs -- the right to be able to avoid these exposures.

Affected individuals not only experience “symptoms” that “merely” cause them distress and suffering, when they are exposed – symptoms like headaches^{10, 11}, ringing ears^{10, 11} and chest pain¹⁰ from impaired blood flow, heart rhythm abnormalities^{10, 11}, and inability to sleep^{10, 11}. These symptoms arise from physiological injury. Moreover, **many experience significant health problems that can include seizures¹¹, heart failure, hearing loss¹²⁻¹⁴ and severe cognitive impairment^{11, 15}.** The mechanisms involved are those also involved in development and progression of neurodegenerative conditions including Alzheimer’s disease¹⁶.



Fully half who were employed when their problems developed lost their job because of the problem, among participants of a survey we conducted. They reported that their condition had cost them up to 2 million dollars to date. Many had lost their homes. A number became homeless, and have swelled the ranks of so-called “EMF refugees”¹⁷⁻¹⁹. Among those affected, many were previously high functioning individuals – engineers, doctors, lawyers. The best and the brightest are among those whose lives – and ability to contribute to society – will be destroyed. High profile individuals with acknowledged electrohypersensitivity include, for instance, Gro Harlem Brundtland – the former 3-time Prime Minister of Norway and former Director General of the World Health Organization²⁰; Matti Niemela, former Nokia Technology chief²¹; as well as the wife of Frank Clegg²², who formerly headed Microsoft Canada and is current head of Canadians for Safe Technology²³.

Each new roll-out of electromagnetic technology for which exposure is obligatory, swells the ranks of those who develop problems with electromagnetic fields (EMF). - particularly following a significant exposure to pulsed radiowave-microwave radiation, and particularly when people have no ability to avoid it.

Many state that they didn’t give credence to the problem (if they had heard of it at all) **until they themselves fell prey to it.**

This is not a psychologically driven condition. Multiple objective physiological changes reflecting mechanisms of injury have been shown in persons with this condition^{24, 25}.

The role for oxidative stress, that has been shown in innumerable studies (below), is affirmed by evidence of a link of this condition to genetic variants in antioxidant defenses, that are less avid in defending against oxidative stress³⁰⁷. People cannot manipulate their genes, to produce such an outcome by suggestibility.

An analysis by a University of Washington researcher showed that most studies funded by industry reported failure to show physiological effects. However, most studies without such industry bias affirmed effects. This is redolent of findings shown in medicine²⁶, regarding which the former editor in chief of the BMJ (the British Medical Journal), Richard Smith, noted, based on findings of a study, “This {result} suggests that, far from conflict of interest being unimportant in the objective and pure world of science where method and the quality of data is everything, it is the main factor determining the result of studies.”²⁷. So where articles deny injury from nonionizing radiowave-microwave radiation, there is commonly a stake aligned with financial benefit from such denial.

Those who are affected are in desperate need of protection by our elected officials. They need creation of safe spaces and housing, and roadways to allow travel, not removal of any prospect of one; protection of local rights to make decisions - **not removal of any recourse or ability to avoid what injures them.** They are far more strongly in need of protections than a great many protected classes – their problems arose due to actions of others, against which they were given no control – *and can be reversed*, in most cases, if the assault on them is rolled back. Through no fault of their own, and in some cases against their will (e.g. before opt out was permitted with smart meters), they were subjected to an



exposure that has altered their lives as they knew them, and forced them – needlessly - to the margins of society.

Let our focus be on safer, wired and well shielded technology – not more wireless.

This legislation, if passed, and the resulting unrestricted roll-out of this technology, will predictably and directly injure and disable a new group, and add depth of suffering to those already affected.

In other spheres we abridge freedoms to protect the vulnerable few. We require that every schoolchild be vaccinated, supposedly to protect the vulnerable few who may not respond effectively to a vaccine. The need to protect the vulnerable group is deemed to be so great that it justifies the decision to abridge individual rights.

In contrast, this bill seeks to abridge individual freedoms, and local rights, in the service of harming a vulnerable group, and creating a new one.

(The common factor appears to be that in both cases, the direction is aligned with a powerful industry that influences political decisions.) Luckily, no abridgment of individual rights and freedoms is required to protect here.

If any group can opt out (such as, I understand, firefighters*)²⁸; **then every group deserves that equal right.** Others should not be second class citizens, subject to fewer protections.

It would go far to helping this cause if anyone complicit in promoting or passing the legislation (and then after that, *their* families) were required to be the first subjected, for a substantial test period, to the *greatest* amount of exposure that anyone *else* (and their families) may be subjected to, when new policies of this type are rolled out. It will still not do them equal damage; because they may not represent the vulnerabilities that others will have; but such a policy might help them to think twice. *That* is a bill I would strongly endorse.

Most who are now affected – were not, until they were. This may become you – or your child or grandchild. Moreover, if you have a child, or a grandchild, his sperm, or her eggs (all of which she will already have by the time she is a fetus in utero), will be affected by the oxidative stress damage created by the electromagnetic radiation, in a fashion that may affect your future generations irreparably.

It was noted above that, among survey completers, fully half of those who were employed at the time they developed electrosensitivity, lost employment *due to* this problem. (This may understate the scope of the tragedy, since this most-affected group may be least likely to be able to respond to an online survey.) **Many who previously had no problem navigating in the world are now restricted from access to basic services** like hospital care, post offices and libraries because of these problems. With each new introduction of technology that exposes many to yet a new nondiscretionary source of electromagnetic radiation, particularly (but not exclusively) that which emits pulsed radiation in the radiowave-microwave part of the spectrum, a new group of people are affected; and the suffering of those who are already affected increases greatly.



Please, defend the public and our future. Protect the rights of the individual and the locality, against a form of incursion that will lead to serious harm to some – and set a terrible precedent. **Please veto SB 649.**

Sincerely,

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Professor of Medicine
UC San Diego School of Medicine

*Comment on the fire fighter exemption: “The legislature granted an exemption from SB 649 to the firefighters who requested it for health reasons. Throughout California firefighters have long complained of often disabling symptoms from cell towers on their stations. Cities frequently rent out space on fire stations to add to city revenue. ...Symptoms experienced by the firefighters have included neurological impairment including severe headache, confusion, inability to focus, lethargy, inability to sleep, and inability to wake up for 911 emergency calls. Firefighters have reported getting lost on 911 calls in the same community they grew up in, and one veteran medic forgot where he was in the midst of basic CPR on a cardiac victim and couldn’t recall how to start the procedure over again...Prior to the installation of the tower on his station, this medic had not made a single mistake in 20 years. A pilot study (2004) of California firefighters showed brain abnormalities, cognitive impairment, delayed reaction time, and lack of impulse control in all 6 firefighters tested (<https://ecfsapi.fcc.gov/file/7022117660.pdf>). This study led to the overwhelming passage of Resolution 15 by the International Association of Firefighters in Boston in August 2004. Res. 15 called for further study and was amended to impose a moratorium on the placement of cell towers on fire stations throughout the US and Canada.”^{15 28} Clearly, others who experience similar problems also deserve protections.

Optional – More on the Science

There is a robust literature showing that electromagnetic radiation, including in nonionizing frequencies, and at levels^{29, 30} below those that are cause thermal effects (heating) – causes physiological effects, injury, and cell death –not only in humans but many animals and plants^{3, 7, 31-49}. Unsurprisingly, industry has sought – against the tide of evidence to the contrary - to maintain that radiation must be ionizing or heating to cause injury.

Scores or hundreds of studies show that radiation, including specifically radiowave-microwave spectrum radiation, and including low-level exposure, can impair antioxidant defenses, increase “oxidative stress” (free radical injury) and damage mitochondria, the energy producing parts of cells^{1, 2, 34, 50-6930, 70-104105-13646, 137-171}. These effects occur with ionizing and nonionizing radiation, at thermal and subthermal levels. (Indeed, much or most of the damage by ionizing radiation, and radiation above the thermal limit, occurs by mechanisms also documented to occur without ionization, and below the thermal limit.) These



mechanisms cohere with the mechanisms documented to play a role in symptoms and health conditions that are reported in those who are electrosensitive – extending to seizures¹⁷²⁻¹⁷⁶, heart failure¹⁷⁷⁻¹⁸⁴ and cognitive decline^{5, 32, 57, 108, 185-195}.

These mechanisms have known involvement in induction of brain cancer, metabolic diseases like obesity and diabetes, autism, autoimmune disease, and neurodegenerative conditions, conditions that have exploded. In each case these have been linked, or presumptively linked, in some studies to electromagnetic radiation^{8, 9, 16, 34, 196-219}.

Such radiation also has effects on sperm^{33, 100, 220-228}; and the DNA of sperm²²⁹ (consistent with recent news reports of marked recent declines in sperm counts and function)..

Such radiation also has toxic effects in pregnancy²³⁰, to the fetus and subsequent offspring²³¹⁻²³⁵ including at low levels²³⁶, and is tied to developmental problems in later life, including attention deficit and hyperactivity^{31, 235-241}. It is critical to defend pregnant women (and eggs of girls who may at a later time become pregnant) from exposures with such toxicity.

Electromagnetic radiation across much or most of the spectrum (not excluding visible light) has been shown to depress levels of melatonin^{40, 72, 242-252}, which is best known for its role in sleep (and indeed, impaired sleep is the most consistent symptom in affected individuals^{10, 11}).

Melatonin is in fact a critical antioxidant that defends the body against harm from many toxic exposures²⁵³⁻²⁶⁶ including electromagnetic radiation itself^{61, 66, 67, 82, 101, 107, 118, 121, 138, 144, 151, 204, 249, 267-284} - **reducing the oxidative stress** that is implicated in cancer, metabolic diseases like obesity and diabetes, autism, autoimmune disease, bipolar disorder and neurodegenerative conditions, and that also plays a role in heart attack and stroke^{9, 285-329330-343}.

Radiation, and specifically radiation in the radiowave-microwave portion of the spectrum can also depress levels of other critical antioxidant systems that also defend the body against chemical, radiation, and other sources of injury. These other antioxidant systems include the glutathione system, superoxide dismutase and catalase^{81, 102, 115, 116, 233, 344-358} - which are also involved in defending against health problems.

This suggests that depression of antioxidant defenses due to electromagnetic radiation may magnify risk of chemically induced health effects (and depression of antioxidant systems due to some chemicals may amplify risk of harm from electromagnetic radiation). Indeed just such effects have been reported^{359, 360}.



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**Effects of Electromagnetic Interference by Radiofrequency Radiation on
Implantable Devices like Pacemakers, Defibrillators and Deep Brain
Stimulators.**

**Abstracts from Henry Lai RFR Research Summary, BioInitiative Report
Updated 2017, Downloaded January 19, 2018.**

Altamura G, Toscano S, Gentilucci G, Ammirati F, Castro A, Pandozi C, Santini M, Influence of digital and analogue cellular telephones on implanted pacemakers. Eur Heart J 18(10):1632-4161, 1997.

The aim of this study was to find out whether digital and analogue cellular 'phones affect patients with pacemakers. The study comprised continuous ECG monitoring of 200 pacemaker patients. During the monitoring certain conditions caused by interference created by the telephone were looked for: temporary or prolonged pacemaker inhibition; a shift to asynchronous mode caused by electromagnetic interference; an increase in ventricular pacing in dual chamber pacemakers, up to the programmed upper rate. The Global System for Mobile Communications system interfered with pacing 97 times in 43 patients (21.5%). During tests on Total Access of Communication System telephones, there were 60 cases of pacing interference in 35 patients (17.5%). There were 131 interference episodes during ringing vs 26 during the on/off phase; ($P < 0.0001$); 106 at maximum sensitivity level vs 51 at the 'base' value; ($P < 0.0001$). Prolonged pacing inhibition (> 4 s) was seen at the pacemaker 'base' sensing value in six patients using the Global system but in only one patient using Total Access. CONCLUSION: Cellular 'phones may be dangerous for pacemaker patients. However, they can be used safely if patients do not carry the 'phone close to the pacemaker, which is the only place where high risk interference has been observed.

Barbaro V, Bartolini P, Donato A, Militello C, Electromagnetic interference of analog cellular telephones with pacemakers. Pacing Clin Electrophysiol 19(10):1410-1418, 1996.

The aim of this study was to verify whether there is a public health risk from the interference of analog cellular telephones with pacemakers. We used a human trunk simulator to reproduce an actual implant, and two cellular telephones working with the TACS (Total Access Communication System) standard. Results showed that the electromagnetic field radiated from the analog cellular telephones interfered with a large number of the pacemakers tested (10/25). When the telephone antenna was in close proximity to the pacemaker head, pacemaker desensitizing and sensitizing and pulse inhibition was detected at the moment of an incoming call and throughout ringing. In the worst case of pulse inhibition, the pacemaker skipped three nonconsecutive beats and then resumed its normal pacing, while the desensitizing and sensitizing phenomena persisted as long as the interfering signal was on. Pulse inhibition was also observed when the connection did not succeed. Maximum sensing threshold variation was about 186% (increase) and 62% (decrease) for

desensitizing and sensitizing phenomena, respectively. It was also demonstrated that the signal emitted by analog cellular telephones during the crossing of contiguous cells could induce pacemaker pulse inhibition, but under our experimental conditions this event did not seem to pose a risk for the pacemaker patient.

Bassen HI, Moore HJ, Ruggera PS, Cellular phone interference testing of implantable cardiac defibrillators in vitro. Pacing Clin Electrophysiol 21(9):1709-1715, 1998.

An in vitro study was undertaken to investigate the potential for cellular telephones to interfere with representative models of presently used ICDs. Digital cellular phones (DCPs) generate strong, amplitude modulated fields with pulse repetition rates near the physiological range sensed by the ICD as an arrhythmia. DCPs with Time Division Multiple Access (TDMA) pulsed amplitude modulation caused the most pronounced effect--high voltage firing or inhibition of pacing output of the ICDs. This electromagnetic interference (EMI) occurred only when the phones were within 2.3-5.8 cm of the ICD pulse generator that was submerged 0.5 cm in 0.18% saline. ICD performance always reverted to baseline when the cellular phones were removed from the immediate proximity of the ICD. Three models of ICDs were subjected to EMI susceptibility testing using two types of digital phones and one analog cellular phone, each operating at their respective maximum output power. EMI was observed in varying degrees from all DCPs. Inhibition of pacer output occurred in one ICD, and high voltage firing occurred in the two other ICDs, when a TDMA-11 Hz DCP was placed within 2.3 cm of the ICD. For the ICD that was most sensitive to delivering unintended therapy, inhibition followed by firing occurred at distances up to 5.8 cm. When a TDMA-50 Hz phone was placed at the minimum test distance of 2.3 cm, inhibition followed by firing was observed in one of the ICDs. EMI occurred most frequently when the lower portion of the monopole antenna of the cellular phone was placed over the ICD header.

Cecil S, Neubauer G, Rauscha F, Stix G, Müller W, Breithuber C, Glanzer M. Possible risks due to exposure of workers and patients with implants by TETRA transmitters. Bioelectromagnetics. 2014 Jan 16. doi: 10.1002/bem.21839. [Epub ahead of print]

Several studies have demonstrated that mobile telephones that use different technologies, such as Global System for Mobile Communication (GSM) or Universal Mobile Telecommunication System (UMTS), have the potential to influence the functionality of active electronic implants, including cardiac pacemakers. According to these studies, a few safety measures, such as maintaining minimum distances of 25 cm between implants and transmitters, are sufficient to avoid such effects. Terrestrial Trunked Radio (TETRA) has become a well-established communication standard in many countries, including Germany and Austria. TETRA transmitters are typically used by police forces and emergency services. Employees and volunteers working for such institutions are often in close contact with patients, causing TETRA transmitters to potentially have an impact on the functionality of the implants of patients. Therefore, the main focus of our study was to investigate the functionality of several types of implants when exposed to TETRA transmitters. Moreover, we investigated the difference in the degree of exposure of users of TETRA transmitters when they carry the devices in different locations near the body, and when they use them in different positions near the head. Our results show that a

compliance distance of 30 cm between implant and transmitter is sufficient to exclude any influence on the examined implants. All examined exposure conditions demonstrated.

Chen WH, Lau CP, Leung SK, Ho DS, Lee IS, Interference of cellular phones with implanted permanent pacemakers. Clin Cardiol 19(11):881-886, 1996.

BACKGROUND AND HYPOTHESIS: Occasional reports have suggested that cellular phones may interfere with permanent pacemakers. Our investigation sought to determine systematically the effects of commercially available cellular phones on the performances of different pacing modes and sensing lead configurations of permanent implanted pacemakers. **METHODS:** We conducted the study in 29 patients implanted with single- or dual-chamber bipolar rate-adaptive permanent pacemakers (a total of nine different models and six different sensors: minute ventilation, activity sensing using either accelerometer or piezoelectric crystal, QT and oxygen saturation sensing) from four different manufacturers. Three different cellular phones with analog or digital coding with maximum power from 0.6 to 2 W were used to assess the effect of pacemaker interference. Each cellular phone was positioned at (1) above the pacemaker pocket, (2) the ear level ipsilateral to the pacemaker pocket, and (3) the contralateral ear level. Surface electrocardiograms, intracardiac electrograms, and marker channels were recorded where possible during the following maneuvers at each position: (1) calls made by a stationary phone to cellular phone, and (2) calls made from the cellular phone to a stationary phone. A total of eight different pacing modes [DDD(R), VDD(R), AAI(R) and VVI(R)] in both unipolar and bipolar sensing configurations was tested. **RESULTS:** Interference was demonstrated during cellular phone operation in 74 of 2,418 (3.1%) episodes in eight patients. Three types of interference were observed: inhibition of pacing output, rapid ventricular tracking in DDD(R) or VDD(R) mode, and asynchronous pacing. All were observed only with the cellular phone positioned above the pacemaker pocket. Interference occurred prior to and after the termination of the above the pacemaker pocket. Interference occurred prior to and after the termination of the ringing tone of the cellular ringing tone of the cellular phone in 57% of cases. Cellular phones with either digital or analog technology could cause interference. Unipolar atrial lead was most susceptible to interference (relative frequency of interference: unipolar 1.8%, bipolar 0.4%, $p < 0.05$; atrial 2.9%, ventricular 1%, $p < 0.05$). There was no sensor-driven rate acceleration during all tests. In all patients, reprogramming of the sensitivity level successfully prevented cellular phone interference. **CONCLUSIONS:** Commercially available cellular phones can cause reversible interference to implanted single- or dual-chamber permanent pacemakers. The effect is maximal with high atrial unipolar sensitivity, especially in single pass VDD(R) systems. Both digital and analog cellular phones can lead to interference. Pacemaker interference can occur prior to a warning sign (ringing tone) of the phone and may have significant implications in patient safety.

Fetter JG, Ivans V, Benditt DG, Collins J, Digital cellular telephone interaction with implantable cardioverter-defibrillators. J Am Coll Cardiol 31(3):623-628, 1998.

OBJECTIVES: This study sought to determine, *in vivo*, whether electromagnetic interference (EMI), generated by North American Digital Communications (NADC)/Time Division Multiple Access-50-Hz (TDMA-50) mobile cellular digital telephone model AT&T 6650, disturbs normal implantable cardioverter-defibrillator (ICD) operation and to verify these observations *in vitro* by testing a selection of telephones representing worldwide systems. **METHODS:** The effects of cellular phone interference on the operation of various models of market-released ICDs from a single manufacturer, Medtronic, Inc., were tested. The *in vivo* clinical test was undertaken in 41 patients using the AT&T 6650 digital telephone with the NADC/TDMA-50 technology. The *in vitro* component of the study was examined twofold: 1) antenna generated far field; and 2) analog/digital cellular telephone near field. **RESULTS:** None of the ICDs tested in 41 patients were affected by oversensing of the EMI field of the cellular telephones during the *in vivo* study. Therefore, the binomial upper 95% confidence limit for the failure rate of 0% is 7%. The *in vitro* antenna-generated field testing showed that telephone modulation frequencies used in the international Global System Mobile and TDMA-50 cellular telephone technologies did not result in ICD sensing interference at the predicted electric field intensity. The *in vitro* near field tests were performed using both analog and digital cellular telephones in service, or in the test mode, and indicated no interaction with normal operation. However, the static magnetic field generated by the cellular telephone placed over the ICD at a distance < or = 0.5 cm will activate the internal reed switch, resulting in temporary suspension of ventricular tachycardia and fibrillation detection. **CONCLUSIONS:** We conclude that TDMA-50 cellular telephones did not interfere with these types of ICDs. However, we recommend that the patient not carry or place the digital cellular telephone within 15 cm (6 in.) of the ICD.

Geller L, Thuroczy G, Merkely B. Orv Hetil 142(36):1963-1970, 2001. [Article in Hungarian]

Electromagnetic compatibility (EMC) of cellular phones and pacemakers (PM) was examined in four different cellular phone system (NMT, GSM, RLL, DCS 1800 MHz) and in fifteen different PM type *in-vitro* and *in-vivo* in humans. After more than 1100 *in-vitro* and 130 *in-vivo* tests we concluded, that the electromagnetic immunity of the PMs which are implanted in Hungary is suitable with only few exceptions. The highest rate of EMC problems was observed with NMT 450 MHz cellular phones (10.5%-63%). There was no EMC disturbance observed with GSM and DCS 1800 MHz cellular phones. There was only one case when clinically significant symptom was noticed with only one PM type and with NMT system cellular phone when the distance of cellular phone was 3-4 cms, and the power was maximal. There was not any EMC disturbance observed with none of the cellular phone systems during normal talking and when the distance of the PM and cellular phone was more than 20 cms. Our study supports guidelines which suggest that PM patients should contact their physicians when using cellular phones and cellular phones and PMs should not get closer than 20 cms.

Grant FH, Schlegel RE, Effects of an increased air gap on the *in vitro* interaction of wireless phones with cardiac pacemakers. Bioelectromagnetics 21(7):485-490, 2000.

Several clinical and laboratory studies have demonstrated electromagnetic interaction between implantable cardiac pacemakers and hand-held wireless phones operated in close proximity. Current FDA and HIMA labeling guidelines indicate that a minimum separation of 6 in (15 cm) should be maintained between a hand-held wireless phone and an implanted pacemaker. This separation requirement does not distinguish between lateral locations on the chest and a perpendicular air gap. Evidence is provided here for a substantially

reduced separation threshold when measured across an air gap rather than near the saline conductive media of a simulated torso. Twenty pacemaker-phone combinations involving 6 pacemakers and 9 phones were evaluated in vitro under worst-case conditions with respect to phone output power and pacemaker sensitivity. The phones represented CDMA, TDMA-11 Hz, TDMA-22 Hz, TDMA-50 Hz, and TDMA-217 Hz digital wireless technologies. Small increases in the perpendicular air gap between the phone and the saline surface resulted in a dramatic reduction in interaction. Approximately half of the 208 test runs exhibiting interaction at an air gap of 1 cm no longer resulted in interaction when the gap was increased to 2 cm. At a gap of 7.4 cm, the percentage of runs with interaction decreased to 1.4%. The overall interaction rate, considering a total of 8296 test runs from an earlier study, was less than 0.07% at a total perpendicular distance of 8.6 cm from the saline surface to the phone antenna axis. The perpendicular distance threshold of 8.6 cm was significantly less than the horizontal plane projection threshold of 19 cm previously reported. This difference is a function of the electromagnetic field coupling to the saline bath rather than field strength changes along the axis of the phone antenna. The results have implications for those making recommendations to pacemaker patients who may be unaware of this distinction.

Grant H, Heirman D, Kuriger G, Ravindran MM. In vitro study of the electromagnetic interaction between wireless phones and an implantable neural stimulator. Bioelectromagnetics. 25(5):356-361, 2004.

Several clinical and laboratory studies have demonstrated electromagnetic interaction between implantable medical devices like pacemakers and cell phones being operated in close proximity. Those devices are largely now immune to phone interaction or procedures have been established to limit their interaction. The use of cell phones near people with implanted neural stimulators has not been studied. This research was initiated to investigate electromagnetic interaction between current cell phone technology and specific models of Cyberonics neural stimulators. Out of 1080 test runs conducted for this study, no interactions were observed, and it was concluded that the phone technologies examined in this study did not adversely affect the Cyberonics NeuroStar (Model 102) NeuroCybernetic Prosthesis (NCP) System. This article provides details on the experimental procedure that was used, which can also be used to test other neural stimulators and test technologies, and the results obtained.

Hayes DL, Wang PJ, Reynolds DW, Estes M 3rd, Griffith JL, Steffens RA, Carlo GL, Findlay GK, Johnson CM. Interference with cardiac pacemakers by cellular telephones. N Engl J Med 336(21):1473-1479, 1997.

BACKGROUND: A growing body of evidence suggests that electromagnetic interference may occur between cardiac pacemakers and wireless hand-held (cellular) telephones, posing a potential public health problem. Electromagnetic interference may occur when the pacemaker is exposed to an electromagnetic field generated by the cellular telephone. **METHODS:** In this multicenter, prospective, crossover study, we tested 980 patients with cardiac pacemakers with five types of

telephones (one analogue and four digital) to assess the potential for interference. Telephones were tested in a test mode and were programmed to transmit at the maximal power, simulating the worst-case scenario; in addition, one telephone was tested during actual transmission to simulate actual use. Patients were electrocardiographically monitored while the telephones were tested at the ipsilateral ear and in a series of maneuvers directly over the pacemaker. Interference was classified according to the type and clinical significance of the effect. RESULTS: The incidence of any type of interference was 20 percent in the 5533 tests, and the incidence of symptoms was 7.2 percent. The incidence of clinically significant interference was 6.6 percent. There was no clinically significant interference when the telephone was placed in the normal position over the ear. Interference that was definitely clinically significant occurred in only 1.7 percent of tests, and only when the telephone was held over the pacemaker. Interference was more frequent with dual-chamber pacemakers (25.3 percent) than with single-chamber pacemakers (6.8 percent, $P<0.001$) and more frequent with pacemakers without feed-through filters (28.9 to 55.8 percent) than with those with such filters (0.4 to 0.8 percent, $P=0.01$). CONCLUSIONS: Cellular telephones can interfere with the function of implanted cardiac pacemakers. However, when telephones are placed over the ear, the normal position, this interference does not pose a health risk.

Hofgartner F, Muller T, Sigel H, [Could C- and D-network mobile phones endanger patients with pacemakers]? Dtsch Med Wochenschr 121(20):646-652, 1996. [Article in German]

OBJECTIVE: To investigate prospectively the extent of potentially harmful interference of cardiac pacemakers by mobile phones in the C (analog) and D (digital) networks in use in Germany. PATIENTS AND METHODS: 104 patients (54 men, 50 women; mean age 75.8 [40-100] years) with 58 different implanted pacemaker models (43 one-chamber and 15 two-chamber systems) underwent uniform tests at various functional states with three different telephones (D1 portable 8 Watt, D1 Handy model 2 Watt, C Handy model 0.5 Watt). The distances between telephone aerial and pacemaker, as well as reception sensitivity and polarity of the pacemaker were varied. All tests were done during continuous ECG monitoring. RESULTS: 28 different pacemaker types (48.3%) in 43 patients (41.3%) showed interference in the form of pacemaker inhibition and switching to interference frequencies as well as triggering of pacemaker-mediated tachycardias in the DDD mode, as well as in the temperature-regulated frequency-adaptive function. D portables influenced pacemaker function more often and at greater distance than the D Handy model, which was little different from the c network hand phone. Reduction in pacemaker sensitivity as well as switching to bipolar reception only partly eliminated the interference. CONCLUSIONS: Patients with implanted pacemakers should if possible not use mobile phones in the C and D networks. Individual testing with suitable programming of pacemaker sensitivity and polarity can reduce the risk of interference.

Irnich W, Tobisch R, [Effect of mobile phone on life-saving and life-sustaining

systems]. Biomed Tech (Berl) 43(6):164-173, 1998. [Article in German]

Since the beginning of the nineties there have been warnings not to use mobile phones in the vicinity of medical devices. Functional failures of dialysis machines, respirators and defibrillators prompted the banning of their use in many hospitals in Scandinavia, and then in other countries. Since we believe that a general ban in hospitals is problematic, we decided to investigate the influence of mobile telephone on life-saving and/or life-support systems, with the aim of establishing rules for its use in hospitals. We investigated available phones of varying power of the C-, D- and E-net, as also of a cordless phone meeting the DECT standard. The aim was to identify the devices susceptible to interference and determine the minimum distances at which interference occurred. A total of 224 devices classified into 23 types of devices were examined. Nine different sets of transmission conditions were applied, giving a total of 2016 tests. Our results permit the conclusion that the ban on mobile phones in hospitals is based not on actual events, but on theoretical considerations in the absence of any practical information on the actual susceptibility of devices and their reaction to the electromagnetic fields involved. The fact that hazardous situations are very rare is due firstly to the need for the simultaneous occurrence of four coincidences, and the fail-safe feature of medical devices. We would therefore recommend that all life-saving and life-support systems that can also be used outside the hospital should be made mobile phone-proof. When apnoea monitors and respirators are protected from such interference, hazardous situations could be avoided by establishing the rule: "No portables, and mobile phones only at a distance of at least 1 metre from medical devices". With regard to emergency telephones, the minimum distance to medical devices should be at least 1.5 metres.

Irnich W, Batz L, Muller R, Tobisch R, electromagnetic interference of pacemakers by mobile phones. Pacing Clin Electrophysiol 19(10):1431-1446, 1996.

The topic of interference of pacemakers by mobile phones has evoked a surprisingly strong interest, not only in pacemaker patients, but also in the public opinion. The latter is the more surprising, as in the past, the problem of interference has scarcely found the attention that it deserves in the interest of the patient. It was the intention of our investigation to test as many pacemaker models as possible to determine whether incompatibility with mobile phones of different modes may exist, using an in vitro measuring setup. We had access to 231 different models of 20 manufacturers. During the measurements, a pulse generator together with a suitable lead was situated in a 0.9 g/L saline solution, and the antenna of a mobile phone was positioned as close as possible. If the pulse generator was disturbed, the antenna was elevated until interference ceased. The gap in which interference occurred was defined as "maximum interference distance." All three nets existing in Germany, the C-net (450 MHz, analogue), the D-net (900 MHz, digital pulsed), and the E-net (1,800 MHz, digital pulsed) were tested in succession. Out of 231 pulse generator models, 103 pieces corresponding to 44.6% were influenced either by C- or D-net, if both results were totaled. However, this view is misleading as no patient will use C- and D-net phones simultaneously. Separated into C- or D-net interference, the result is 30.7% for C or 34.2% for D, respectively, of all models tested. The susceptible

models represent 18.6% or 27% of today's living patients, respectively. All models were resistant to the E-net. With respect to D-net phones, all pacemakers of six manufacturers proved to be unaffected. Eleven other manufacturers possessed affected and unaffected models as well. A C-net phone only prolonged up to five pacemaker periods within 10 seconds during dialing without substantial impairment to the patient. Bipolar pacemakers are as susceptible as unipolar ones. The following advice for patients and physicians can be derived from our investigations: though 27% of all patients may have problems with D-net phones (not C- or E-net), the application should generally not be questioned. On the contrary, patients with susceptible devices should be advised that a distance of 20 cm is sufficient to guarantee integrity of the pacemaker with respect to hand held phones. Portables, on the other hand, should have a distance of about 0.5 m. Pacemaker patients really suffering from mobile phones are very rare unless the phone is just positioned in the pocket over the pulse generator. The contralateral pocket or the belt position guarantees, in 99% of all patients, undisturbed operation of the pacemaker. A risk analysis reveals that the portion of patients really suffering from mobile phones is about 1 out of 100,000. Nevertheless, it would be desirable in the future if implanting physicians would use only pacemakers with immunity against mobile phones as guaranteed by the manufacturers.

Jimenez A, Hernandez Madrid A, Pascual J, Gonzalez Rebollo JM, Fernandez E, Sanchez A, Ortega J, Lozano F, Munoz R, Moro C, [Electromagnetic interference between automatic defibrillators and digital and analog cellular telephones]. Rev Esp Cardiol 51(5):375-382, 1998. [Article in Spanish]

BACKGROUND AND OBJECTIVES: Functional pacemaker interference by mobile telephones has been described with analogical systems and with possible greater influence, digital systems, including inhibition and inadequate pacing. The influence of both system has not been extensively studied in patients with implantable cardioverter defibrillators (ICD). **PATIENTS AND METHODS:** We studied the influence of mobile phones, both digital and analogic network, on the performance of several models of defibrillators, in a standardised test set up designed to provide high sensitivity. The purpose of our study was to establish whether there are any influences on ICD functions, both in vivo and in vitro models. Several mobile phones, with different transmission powers, were moved towards the defibrillator and the electrode, under continuous documentation of defibrillator sensing and interrogation afterwards. The experimental model was performed with the aid of an arrhythmia simulator (Intersim) and demo-defibrillators. The tests were repeated both in and out of a solution of saline water with an impedance within normal human limits. **RESULTS:** Partial loss of telemetry was found in 14 patients, 8 with analogical phones and 6 with digital phones. Fourteen patients showed alterations only on the surface electrocardiogram channel and five on the intracavitory channel. The same results were reproduced in the in vitro model. However, the in vitro test allowed us to simulate multiple ventricular arrhythmias, and demonstrate the normal sensing and functioning of the defibrillator during a "spontaneous" arrhythmia. After testing, we demonstrate that no real oversensing/undersensing was documented in any device.

There was no evidence of ICD reprogramming or pacing inhibition. In particular, no inadequate therapies were delivered. CONCLUSIONS: a) in our series, we have not demonstrated clinically significant electromagnetic interferences with mobile phones of digital or analogical networks: b) the in vitro model allowed us to conclude that even if a spontaneous arrhythmia appears, the function of the defibrillator is not altered; c) the use of mobile phones seems to be safe for defibrillator patients, and d) however, some basic rules, such as to maintain the phone at least 15 cm away from the defibrillator, are advised.

Kainz W, Neubauer G, Alesch F, Schmid G, Jahn O. Electromagnetic compatibility of electronic implants--review of the literature. Wien Klin Wochenschr 113(23-24):903-914, 2001.

The aim of the article was to provide an overview of published studies regarding the electromagnetic compatibility (EMC) of electronic implants. The available literature was sorted according to combinations of implant types and sources of interference. Several experiments concerning the susceptibility of pacemakers to mobile phones have been performed. The results of these experiments suggest measures that may be used to prevent the disturbance of pacemakers. For instance, instead of carrying the activated mobile phone in the breast pocket it is recommended that a distance of 30 cm be maintained between the pacemaker and the mobile phone, and that the mobile phone be used on the contralateral side of the pacemaker's location. Similar measures may be recommended for patients with implantable cardioverter defibrillators when using mobile phones. Patients with electronic implants should walk rapidly through anti theft-devices because some of these devices are liable to disturb implants. Patients with cardiac pacemakers should not be subjected to magnetic resonance imaging as far as possible. For a variety of combinations of implants and interference sources, e.g. cardiac pacemakers and base station antennas, no studies were found in the literature. It is strongly recommended that trials be carried out to evaluate the potential risk for patients in these settings.

in these settings.

Kainz W, Alesch F, Chan DD. Electromagnetic interference of GSM mobile phones with the implantable deep brain stimulator, ITREL-III. Biomed Eng Online 2(1):11, 2003.

BACKGROUND: The purpose was to investigate mobile phone interference with implantable deep brain stimulators by means of 10 different 900 Mega Hertz (MHz) and 10 different 1800 MHz GSM (Global System for Mobile Communications) mobile phones. METHODS: All tests were performed in vitro using a phantom especially developed for testing with deep brain stimulators. The phantom was filled with liquid phantom materials simulating brain and muscle tissue. All examinations were carried out inside an anechoic chamber on two implants of the same type of deep brain stimulator: ITREL-III from Medtronic Inc., USA. RESULTS: Despite a maximum transmitted peak power of mobile phones of 1 Watt (W) at 1800 MHz and 2 W at 900 MHz respectively, no influence on the ITREL-III was found. Neither the shape of the

pulse form changed nor did single pulses fail. Tests with increased transmitted power using CW signals and broadband dipoles have shown that inhibition of the ITREL-III occurs at frequency dependent power levels which are below the emissions of GSM mobile phones. The ITREL-III is essentially more sensitive at 1800 MHz than at 900 MHz. Particularly the frequency range around 1500 MHz shows a very low interference threshold. CONCLUSION: These investigations do not indicate a direct risk for ITREL-III patients using the tested GSM phones. Based on the interference levels found with CW signals, which are below the mobile phone emissions, we recommend similar precautions as for patients with cardiac pacemakers: 1. The phone should be used at the ear at the opposite side of the implant and 2. The patient should avoid carrying the phone close to the implant.

Mattei E, Censi F, Triventi M, Calcagnini G. Electromagnetic Immunity of Implantable Pacemakers Exposed to Wi-Fi Devices. Health Phys. 107(4):318-325, 2014.

The purpose of this study is to evaluate the potential for electromagnetic interference (EMI) and to assess the immunity level of implantable pacemakers (PM) when exposed to the radiofrequency (RF) field generated by Wi-Fi devices. Ten PM from five manufacturers, representative of what today is implanted in patients, have been tested in vitro and exposed to the signal generated by a Wi-Fi transmitter. An exposure setup that reproduces the actual IEEE 802.11b/g protocol has been designed and used during the tests. The system is able to amplify the Wi-Fi signal and transmits at power levels higher than those allowed by current international regulation. Such approach allows one to obtain, in case of no EMI, a safety margin for PM exposed to Wi-Fi signals, which otherwise cannot be derived if using commercial Wi-Fi equipment. The results of this study mitigate concerns about using Wi-Fi devices close to PM: none of the PM tested exhibit any degradation of their performance, even when exposed to RF field levels five times higher than those allowed by current international regulation (20 W EIRP). In conclusion, Wi-Fi devices do not pose risks of EMI to implantable PM. The immunity level of modern PM is much higher than the transmitting power of RF devices operating at 2.4 GHz.

Naegeli B, Osswald S, Deola M, Burkart F, Intermittent pacemaker dysfunction caused by digital mobile telephones. J Am Coll Cardiol 27(6):1471-1477, 1996.

OBJECTIVES: This study was designed to evaluate possible interactions between digital mobile telephones and implanted pacemakers. BACKGROUND: Electromagnetic fields may interfere with normal pacemaker function. Development of bipolar sensing leads and modern noise filtering techniques have lessened this problem. However, it remains unclear whether these features also protect from high frequency noise arising from digital cellular phones. METHODS: In 39 patients with an implanted pacemaker (14 dual-chamber [DDD], 8 atrial-synchronized ventricular-

inhibited [VDD(R)] and 17 ventricular-inhibited [VVI(R)] pacemakers), four mobile phones with different levels of power output (2 and 8 W) were tested in the standby, dialing and operating mode. During continuous electrocardiographic monitoring, 672 tests were performed in each mode with the phones positioned over the pulse generator, the atrial and the ventricular electrode tip. The tests were carried out at different sensitivity settings and, where possible, in the unipolar and bipolar pacing modes as well. RESULTS: In 7 (18%) of 39 patients, a reproducible interference was induced during 26 (3.9%) of 672 tests with the operating phones in close proximity (<10 cm) to the pacemaker. In 22 dual-chamber (14 DDD, 8 VDD) pacemakers, atrial triggering occurred in 7 (2.8%) of 248 and ventricular inhibition in 5 (2.8%) of 176 tests. In 17 VVI(R) systems, pacemaker inhibition was induced in 14 (5.6%) of 248 tests. Interference was more likely to occur at higher power output of the phone and at maximal sensitivity of the pacemakers (maximal vs. nominal sensitivity, 6% vs. 1.8% positive test results, $p = 0.009$). When the bipolar and unipolar pacing modes were compared in the same patients, ventricular inhibition was induced only in the unipolar mode (12.5% positive test results, $p = 0.0003$). CONCLUSION: Digital mobile phones in close proximity to implanted pacemakers may cause intermittent pacemaker dysfunction with inappropriate ventricular tracking and potentially dangerous pacemaker inhibition.

Nowak B, Rosocha S, Zellerhoff C, Liebrich A, Himmrich E, Voigtlander T, Meyer J, Is there a risk for interaction between mobile phones and single lead VDD pacemakers? Pacing Clin Electrophysiol 19(10):1447-1450, 1996.

Mobile phones may cause pacemaker interference. Patients with a single lead VDD pacemaker might be at special risk, since the atrial sensitivity is often programmed to low (high sensitivity) threshold values and the majority of patients are pacemaker dependent due to the underlying high degree AV block. We evaluated 31 patients with three types of single lead VDD pacemakers: 12 Unity, 292-07 (Intermedics, Inc.); 10 Thera VDD, 8948 or 8968i (Medtronic, Inc.); and 9 Saphir 600 (Vitatron, Inc.) for interference from a cellular mobile phone with a power of 2 W (D-net). For this purpose, atrial and ventricular sensitivity settings were programmed to their most sensitive values (A: 0.1-0.25 mV; V: 1.0 mV) and ventricular sensing was programmed to unipolar. With the ECG continuously monitored, the phone's extendable antenna was brought in direct contact with the patient's skin at the right sternal border, with the tip of the antenna in skin contact just below the clavicle, within 5 cm of the pacemaker connector. Then multiple phases of phone calls were performed, and the effects on the pacemakers recorded. In our group of patients with three different types of single lead VDD pacemakers, no interference could be detected using a 2-W mobile phone in the digital D-net. The programmed values remained unchanged after the interference test. Therefore, the risk of interference seems to be low for the VDD pacemakers tested, although our study design does not allow to entirely exclude the possibility of interference from a mobile phone.

Occhetta E, Plebani L, Bortnik M, Sacchetti G, Trevi G, Implantable cardioverter defibrillators and cellular telephones: is there any interference? Pacing Clin Electrophysiol 22(7):983-989, 1999.

The aim of our study was to consider cellular telephone interference using different cellular telephones and implantable cardioverter defibrillator (ICD) models. Thirty (26 men, 4 women) patients with ICDs were considered during follow-up. The ICD models were: Telectronics (7), CPI (7), Medtronic (7), Ventrifex (5), and Ela Medical (4). All patients were monitored with surface ECG; permanent telemetric endo-ECG monitoring was activated. Then, the effect of two different European telephone systems were tested: TACS system (Sony CM-R111, 2W power) and GSM system (Motorola MG1-4A11, 2 W power). For both systems, the effect during call, reception, active conversation (dialogue), and passive conversation (listening) were observed. Cellular telephones were located first in contact with the programming head, then near the leads system, and lastly, in the hands of the patient. At the end of the evaluations, memories were interrogated again to check for false arrhythmia detections. In five of these patients during arrhythmia induction at device implant (first implant or ICD replacement), we also evaluated possible interference between cellular telephones in the reception phase and the ventricular fibrillation detection phase of the ICD. All evaluated models showed significant noise in the telemetric transmission when the cellular telephone (both TACS and GSM) was located near the ICD and the programming head; noise was particularly significant during call and reception, in most cases leading to loss of telemetry. No false arrhythmia detections have been observed during tests with cellular telephones located on the ICDs. During tests performed with cellular telephones located near the leads or in the hands of patients, no telemetric noises or false arrhythmia detections were observed. During induced ventricular fibrillation and cellular telephones in reception mode near the device, the arrhythmia recognition was always correct and not delayed. In conclusion, present ICD models seem to be well protected from electromagnetic interference caused by European cellular telephones (TACS and GSM), without under-/oversensing of ventricular arrhythmias. However, cellular telephones disturb telemetry when located near the programming head. ICD patients should not be advised against the use of cellular telephones, but it has to be avoided during ICD interrogation and programming.

Pakhomov AG, Dubovick BV, Degtyariov IG, Pronkevich AN, Microwave influence on the isolated heart function: II. Combined effect of radiation and some drugs. *Bioelectromagnetics* 16(4):250-254, 1995.

The combined effects of microwave radiation and some drugs were studied in an isolated frog auricle preparation. The experiments established that exposure to pulse-modulated 915 MHz microwaves for up to 40 min had no effect on either the rate or the amplitude of spontaneous auricle twitches, unless the average absorbed power was high enough to produce preparation heating. Treatment of the preparation with saline containing (0.6-3.0) 10(-5) M of propranolol or (0.5-1.5) 10(-7) M of atropine altered neither its pacemaker nor its contractile functions; these drugs also had no effect when they were combined with nonthermal microwave irradiation. Caffeine (1 mM) strongly increased the average heart power, which was calculated as the product of twitch rate and amplitude. The caffeine effect appeared to be significantly augmented (by about

15%, P < 0.02) under exposure to burst-type pulsed microwaves (pulse width, 1.5 msec; pause, 2.5 msec; 8 pulses/burst, 16 bursts/s; average SAR, 8-10 W/kg). By itself, this modulation was not effective; the heating of the preparation and saline during exposure was approximately 0.1 degrees C, which could not account for the detected changes. The experimental results demonstrate that caffeine treatment increases the microwave sensitivity of the frog auricle preparation and reveals primarily subthreshold, nonthermal microwave effect.

This study is about pacemaker cell function in hearts rather than implanted devices but is important.

Pakhomov AG, Mathur SP, Doyle J, Stuck BE, Kiel JL, Murphy MR, Comparative effects of extremely high power microwave pulses and a brief CW irradiation on pacemaker function in isolated frog heart slices. *Bioelectromagnetics* 21(4):245-254, 2000.

The existence of specific bioeffects due to high peak power microwaves and their potential health hazards are among the most debated but least explored problems in microwave biology. The present study attempted to reveal such effects by comparing the bioeffects of short trains of extremely high power microwave pulses (EHPP, 1 micros width, 250-350 kW/g, 9.2 GHz) with those of relatively low power pulses (LPP, 0.5-10 s width, 3-30 W/g, 9.2 GHz). EHPP train duration and average power were made equal to those of an LPP; therefore both exposure modalities produced the same temperature rise. Bioeffects were studied in isolated, spontaneously beating slices of the frog heart. In most cases, a single EHPP train or LPP immediately decreased the inter-beat interval (IBI). The effect was proportional to microwave heating, fully reversible, and easily reproducible. The magnitude and time course of EHPP- and LPP-induced changes always were the same. No delayed or irreversible effects of irradiation were observed. The same effect could be repeated in a single preparation numerous times with no signs of adaptation, sensitization, lasting functional alteration, or damage. A qualitatively different effect, namely, a temporary arrest of preparation beats, could be observed when microwave heating exceeded physiologically tolerable limits. This effect also did not depend on whether the critical temperature rise was produced by LPP or EHPP exposure. Within the studied limits, we found no indications of EHPP-specific bioeffects. EHPP- and LPP-induced changes in the pacemaker rhythm of isolated frog heart preparation were identical and could be entirely attributed to microwave heating.

Sakakibara Y, Mitsui T, Concerns about sources of electromagnetic interference in patients with pacemakers. *Jpn Heart J* 40(6):737-743, 1999.

Electromagnetic noise is rapidly increasing in our environment so electromagnetic interference (EMI) with pacemakers (PM) may become a more important problem despite technological improvements in PM. The aim of this study was to evaluate the kinds of EMI which affect the quality of life of PM patients. The participants (1,942 Japanese Association for Pacemaker Patients: Pacemaker-Tomonokai) were asked to respond to a questionnaire about their major EMI troubles, and 1,567 patients (80.7%) responded by mail. The main concerns were from mobile telephones (MT) (39%), magnetic resonance imaging (MRI) (17%), electronic kitchen appliances, automobile engines and high voltage power lines. If possible, PM implantation sites should be carefully selected not only according to the physician's convenience but also considering information on each patient's habits and physical limitations.

Sanchez A, Ortega J, Lozano F, Munoz R, Moro C, [Electromagnetic interference between automatic defibrillators and digital and analog cellular telephones]. Rev Esp Cardiol 51(5):375-382, 1998. [Article in Spanish]

BACKGROUND AND OBJECTIVES: Functional pacemaker interference by mobile telephones has been described with analogical systems and with possible greater influence, digital systems, including inhibition and inadequate pacing. The influence of both system has not been extensively studied in patients with implantable cardioverter defibrillators (ICD). **PATIENTS AND METHODS:** We studied the influence of mobile phones, both digital and analogic network, on the performance of several models of defibrillators, in a standardised test set up designed to provide high sensitivity. The purpose of our study was to establish whether there are any influences on ICD functions, both in vivo and in vitro models. Several mobile phones, with different transmission powers, were moved towards the defibrillator and the electrode, under continuous documentation of defibrillator sensing and interrogation afterwards. The experimental model was performed with the aid of an arrhythmia simulator (Intersim) and demo-defibrillators. The tests were repeated both in and out of a solution of saline water with an impedance within normal human limits. **RESULTS:** Partial loss of telemetry was found in 14 patients, 8 with analogical phones and 6 with digital phones. Fourteen patients showed alterations only on the surface electrocardiogram channel and five on the intracavitory channel. The same results were reproduced in the in vitro model. However, the in vitro test allowed us to simulate multiple ventricular arrhythmias, and demonstrate the normal sensing and functioning of the defibrillator during a "spontaneous" arrhythmia. After testing, we demonstrate that no real oversensing/undersensing was documented in any device. There was no evidence of ICD reprogramming or pacing inhibition. In particular, no inadequate therapies were delivered. **CONCLUSIONS:** a) in our series, we have not demonstrated clinically significant electromagnetic interferences with mobile phones of digital or analogical networks; b) the in vitro model allowed us to conclude that even if a spontaneous arrhythmia appears, the function of the defibrillator is not altered; c) the use of mobile phones seems to be safe for defibrillator patients, and d) however, some basic rules, such as to maintain the phone at least 15 cm away from the defibrillator, are advised.

Sanmartin M, Fernandez Lozano I, Marquez J, Antorrena I, Bautista A, Silva L, Ortigosa J, de Artaza M, [The absence of interference between GSM mobile telephones and implantable defibrillators: an in-vivo study. Groupe Systemes Mobiles]. Rev Esp Cardiol 50(10):715-719, 1997. [Article in Spanish]

Introduction and Objectives: The electromagnetic field created by mobile telephones can cause pacemaker dysfunction. Although implantable cardioverter defibrillators are also susceptible to electromagnetic interference, few studies have addressed this issue and compatibility with the GSM mode has not been tested. This study was developed to detect possible "in vivo" interference between GSM mobile telephones and implantable cardioverter defibrillators. **Material and Methods:** The study group is composed of 30 patients with 8 different models of defibrillators. Twenty six had

endocardial leads and 4 epicardial. Three GSM mobile phones were used: Siemens S3 COM and Motorola 6200 in all cases and Ericsson GA 318 in one. The tests were performed under continuous electrocardiographic monitoring. All therapies were deactivated and sensitivities were set to maximal parameters. The telephones were positioned in close contact to the defibrillator can and precordium, in two different angles. Three situations were evaluated: calling, established contact for 15 seconds and ringing. The protocol was repeated during pacing to assess the possibility of pacemaker mode inhibition. RESULTS: No cases of electromagnetic interference were observed. One patient presented non-sustained ventricular tachycardia episodes during the tests that were detected by the defibrillator. Conclusions: These results suggest that electromagnetic interference by GSM mobile phones are not a probable cause of implantable defibrillators dysfunction.

Schlegel RE, Grant FH, Raman S, Reynolds D Electromagnetic compatibility study of the in-vitro interaction of wireless phones with cardiac pacemakers. Biomed Instrum Technol 32(6):645-655, 1998.

This large-scale in-vitro investigation of the interaction between hand-held wireless phones and cardiac pacemakers tested 29 pacemaker models with five different phone standards. The phones were operational and suspended on a grid above a torso simulator filled with a saline bath with the pacemaker submerged at 0.5 cm. Testing consisted of 8,296 runs, during which any interactions detected were classified by type and regularity. Only a few pacemakers were responsible for a disproportionately large number of interactions. Likewise, interactions occurred during 21% of the tests using one particular phone technology, with little or no interaction resulting from use of the other standards. Other significant factors included the relative orientation of the phone and the pacemaker case, as well as the presence or absence of an injected ECG signal. The ECG signal facilitated observation of certain forms of interaction to the extent that this study indicates the importance of including an injected ECG signal in all testing. The study also supports the recommendation to maintain a separation distance of at least 6 inches between pacemakers and wireless phones. Each pacemaker reverted to its normal operation when the phone creating an interaction was turned off. This study may be useful in ongoing efforts to define test protocols, evaluate pacemaker designs, and mitigate interactions, perhaps providing the basis for future certification and screening efforts.

Sparks PB, Mond HG, Joyner KH, Wood MP, The safety of digital mobile cellular telephones with minute ventilation rate adaptive pacemakers. Pacing Clin Electrophysiol 19(10):1451-1455, 1996.

In vitro tests suggest that rate adaptive pacemakers using changes in transthoracic impedance to vary pacing rate may be affected by digital mobile telephones. Electromagnetic fields generated by digital mobile telephones (Global System for Mobile [GSM]) represent a potential source of electromagnetic interference (EMI) for the Electronics META rate adaptive pacemakers, which use transthoracic impedance as a sensor to determine changes in minute ventilation. Sixteen implanted Electronics META pulse generators were exposed to 25-W simulated GSM transmissions (900-MHz carrier pulsed at 2, 8, and 217 Hz with a pulse width of 0.6 ms) and the antenna of a 2-W digital mobile telephone (900-MHz, 217-Hz pulse, 0.6-ms pulse width). The 12 dual and four single chamber devices were programmed to maximum sensitivity and assessed in unipolar and bipolar settings and rate adaptive and nonrate adaptive modes. In all cases of EMI, testing was repeated at lower, more routinely set bipolar sensitivity levels. At maximum

sensitivity, 11 of 16 devices displayed no evidence of EMI. Brief ventricular triggering occurred in 2, a brief pause in 1, a combination of both in 1, and a brief episode of pacemaker-mediated tachycardia in 1. With pulse generators programmed to more routine sensitivities, only one device displayed rare single beat ventricular triggering. No changes in minute ventilation rate adaptive pacing were observed. At maximum unipolar sensitivities, the META series of rate adaptive pacemakers are resistant to clinically important EMI from digital mobile telephones. Set at routine sensitivities, these devices perform reliably in the presence of digital mobile telephones.

Trigano AJ, Azoulay A, Rochdi M, Campillo, A Electromagnetic interference of external pacemakers by walkie-talkies and digital cellular phones: experimental study. Pacing Clin Electrophysiol 22(4 Pt 1):588-593, 1999.

A number of experimental and clinical studies have documented the risk potential of interference with implanted pacemakers by various types of cellular phones. Radiofrequency susceptibility of external medical equipment has also been reported in experimental studies. The purpose of this experimental study was to evaluate electromagnetic interference of external pacemakers by walkie-talkies and digital cellular telephones. External bipolar pacing was monitored using a digital oscilloscope to record pacemaker pulses and electromagnetic interference separately. Tests with the walkie-talkie, Private Mobile Radio (PMR) (160 MHz, 2.5 W) were conducted during the calling phase. Tests with the cellular phones, global system for mobile communications (GSM) (900 MHz, 2 W) and Digital Cellular System (DCS) (1,800 MHz, 1 W) were conducted in the test mode. Nine widely used external pacemakers from four manufacturers were tested. Various disturbances including pacing inhibition and asynchronous pacing were observed in eight pacemakers by the PMR, in four by the GSM phone, and in two by the DCS phone. The maximum distance that interference persisted ranged from 10-200 cm. This experimental study shows a potential risk of interference of external pacemakers by walkie-talkies and cellular digital phones. Appropriate warnings should be issued against the potentially serious risks of using communication devices in the vicinity of acutely ill patients treated with temporary transvenous cardiac pacemakers.

Trigano A, Blandeau O, Dale C, Wong MF, Wiart J. Reliability of electromagnetic filters of cardiac pacemakers tested by cellular telephone ringing. Heart Rhythm. 2(8):837-841, 2005.

BACKGROUND: State-of-the art cardiac pacemakers are protected against radiofrequency signals. Although there have been earlier clinical and in vitro reports of cellular phone interference with implantable devices, only a few studies have been performed in recent years. The ringing phase of digital GSM or PCS cellular phones includes a brief period of peak radiated power. **OBJECTIVES:** This study tested the protection offered by electromagnetic filters of cardiac pacemakers against cellular phone ringing. **METHODS:** We performed 330 consecutive tests in 158 patients at the time of routine examination in our pacemaker follow-up clinic. The programmed parameters remained unchanged before testing. During electrocardiographic monitoring, 2 single-band digital cellular phones consecutively placed over the pacemaker pocket each received a call. The phone systems tested were 1) GSM at

a maximal power output of 2 W, operating on a 900 MHz carrier frequency, and 2) PCS at a maximal output of 1 W, operating on a 1800 MHz carrier frequency.

RESULTS: Interference was noted in only 5 tests, due to interaction by the GSM system with 4 unprotected pacemaker models. The GSM test was negative in 12 other tests of identical pulse generator models. The overall incidence of interference was 1.5% of tests. CONCLUSIONS: Interference by cellular phone ringing occurred only with unprotected pacemaker models. Standard programming of these unprotected models was associated with a low incidence of interference.

Trigano A, Blandau O, Dale C, Wong MF, Wiart J.Risk of cellular phone interference with an implantable loop recorder. *Int J Cardiol.*116(1):126-130, 2007.

This study examined the risk of cellular phone ringing interference with implantable loop recorders (ILR). The technical manual of ILR warns of potential interference by cellular phone in close proximity to the implanted device, corrupting the data stored in memory or causing inappropriate device operation. The ringing phase of a digital Global System for Mobile Communication (GSM) or Personal Communication Services (PCS) cellular phone includes a brief burst of peak emitted power. To obviate the risk of dysfunction in recipients of implanted ILRs, the testing was performed with externally applied devices. The ILR was positioned in the left parasternal region and the telemetry wand removed after regular programming. Digital cellular telephones were placed over the device at a 1-cm distance and calls were placed. The phone systems tested were single- or dual-band receivers. The GSM used a maximal power output of 2 W, operating on a 900 MHz carrier frequency, and the PCS a maximal output of 1 W, operating on a 1800 MHz carrier frequency. The device activator was used to store the episodes encompassing the tests. Sixty nine tests were performed in 45 patients. In 61 tests, high-frequency polymorphic artifacts were visible on manually activated recordings, beginning a few seconds before the first audible ringing tone and persisting throughout the ringing phase. Cellular phone ringing in close proximity to an externally applied ILR caused bursts of high-frequency signals during electrocardiogram monitoring, without causing permanent device dysfunction or reprogramming. Cellular telephones are a potential source of electrocardiographic artifacts on ILR recordings.

Vergassola R, Borgioli A, Chiodi L, Rossi D, Fazi A, Lebrun E, Vaccari M, [Changes in pacemakers and the wearers of pacemakers as a result of the use of different electromagnetic energy sources]. *Minerva Cardioangiologica* 42(1-2):27-32, 1994.

[Over the past decade there have been considerable advances in cardiac electrostimulation technologies. However, there are still reports of electromagnetic interference with pacemakers and pacemaker patients. We have studied the effects of various electromagnetic sources (short-wave diathermy, electrosurgical knives, electrotherapy and radiofrequencies) on both humans and animals. The results of the studies were completely negative and, therefore, we are convinced that today's pacemakers are much more reliable and hence less subject to interference from

external electromagnetic sources. We performed the following tests: (a) Short-wave diathermy: various electrode positions in pigs and 8 patients with pacemakers. (b) Electrosurgical knives: several tests on pigs with unipolar electrosurgical knife; 6 tests on humans during automatic defibrillator implantation using two-pole electrosurgical knives; 23 pacemaker patients underwent abdominal surgery (3 inguinal hernias, 12 gastric resections; 6 cholecystotomies, 2 aortic aneurysms-with two-pole electrosurgical knives). (c) Electrotherapy (TENS): on pigs. (d) Radiofrequency (RF) for transcatheter ablation-several tests on pigs.

Virtanen H, Keshvari J, Lappalainen R. The effect of authentic metallic implants on the SAR distribution of the head exposed to 900, 1800 and 2450 MHz dipole near field. Phys Med Biol. 52(5):1221-1236, 2007

As the use of radiofrequency (RF) electromagnetic (EM) fields has increased along with increased use of wireless communication, the possible related health risks have also been widely discussed. One safety aspect is the interaction of medical implants and RF devices like mobile phones. In the literature, effects on active implants like pacemakers have been discussed but the studies of passive metallic (i.e. conductive) implants are rare. However, some studies have shown that the EM power absorption in tissues may be enhanced due to metallic implants. In this study, the effect of authentic passive metallic implants in the head region was examined. A half-wave dipole antenna was used as an exposure source and the specific absorption rate (SAR, W kg⁻¹) in the near field was studied numerically. The idea was to model the presumably worst cases of most common implants in an accurate MRI-based phantom. As exposure frequencies GSM (900 and 1800 MHz) and UMTS (2450 MHz) regions were considered. The implants studied were skull plates, fixtures, bone plates and ear rings. The results indicate that some of the implants, under very rare exposure conditions, may cause a notable enhancement in peak mass averaged SAR.

Wilke A, Grimm W, Funck R, Maisch B, Influence of D-net (European GSM -Standard) cellular phones on pacemaker function in 50 patients with permanent pacemakers. Pacing Clin Electrophysiol 19(10):1456-1458, 1996.

The widespread use of cellular phones in the last years has prompted some recent studies to suggest an interference of pacemaker function by cellular phone usage. To determine the risk of pacemaker patients using D-net cellular phones, we tested 50 patients with permanent pacemakers after routine pacemaker check by short phone calls using a cellular phone (Ericsson, D-net, frequency 890-915 MHz, digital information coding, equivalent to the European Groupe Systemes Mobiles standard). A six-channel surface ECG was continuously recorded from each patient to detect any interactions between pacemakers and cellular phones. Phone calls were repeated during the following pacemaker settings: (1)

preexisting setting; (2) minimum ventricular rate of 90 beats/min and preexisting sensitivity; and (3) minimum ventricular rate of 90 beats/min and maximum sensitivity without T wave oversensing. Only 2 (4%) of 50 patients

repeatedly showed intermittent pacemaker inhibition during calls with the cellular phone. Both pacemakers had unipolar sensing. Therefore, although interactions between cellular phone use and pacemaker function appear to be rare in our study, pacemaker dependent patients in particular should avoid the use of cellular phones.

Yeolekar ME, Sharma A. Use of mobile phones in ICU--why not ban? J Assoc Physicians India. 52:311-313, 2004.

Due to the rapid growth of mobile telecommunications it is predicted that by 2005 there will be 1.6 billion mobile phone users worldwide. The usage of cellphones in Intensive Care Units carries with it a high incidence of interference with a number of medical devices like implantable defibrillators, cardioverters, pacemakers, monitors and other important devices like ventilators. It is in this context that this article will throw a light on complications of cellphones use in the Intensive Care Units and various strategies that can be taken to restrict their use in the Intensive Care Units.

Institute of Electrical and Electronics Engineers

IEEE Eng Med Biol Mag. 1998 May-Jun;17(3):111-4.

Radiofrequency interference with medical devices. A technical information statement.

[No authors listed]

Abstract

The past few years have seen increased reports that medical devices, such as pacemakers, apnea monitors, electrically powered wheelchairs, etc., have failed to operate correctly because of interference from various emitters of radiofrequency energy. This condition is called radiofrequency interference (RFI). **The consequences of these failures range from inconvenience to serious injuries and death.** Reasons for this problem are twofold: 1) increasing numbers of electronically controlled medical devices with inadequate electronic protection against RFI, and 2) a significant increase in the number of RF sources in the environment. Medical devices are widely used outside the hospital and may be attached to, or implanted in, patients. Portable wireless communications equipment, including cellular phones, handheld transceivers, and vehicle-mounted transceivers, comprise one of the largest sources of RFI. Some medical devices are especially sensitive to the type of digital modulation that some of the wireless communications devices utilize. The prevailing international standard for the RF immunity of medical devices is the 1993 revision of the International Electro-technical Commission (IEC) Standard IEC 60601-1-2. This standard sets a minimum immunity level of 3 volts per meter (V/m) in the 26-1000 MHz frequency range. For non-life supporting devices, testing is required only at the specific frequencies of 27.12, 40.68, and 915 MHz. Technology exists to protect, or "harden," most medical devices from RF fields that are much more intense than the 3 V/m level specified in present RFI standards. Most of these techniques, including shielding, grounding, and filtering, are not costly if they are incorporated into the initial design of the electronics system. COMAR recommends that the various parties involved in the manufacture and use of RFI-prone medical devices take steps to avoid serious RFI problems that may lead to safety hazards. Medical device manufacturers should design and test their products to ensure conformance with current RFI standards and educate the users of their devices about the possible symptoms of potential RFI. If there exists the possibility of RFI problems to medical devices, steps should be taken to ensure that all sources of RF energy be kept at a sufficient distance.

PMID:

9604711

<https://www.ncbi.nlm.nih.gov/pubmed/9604711>

Carnahan, David

From: Kelly Germa <kelly.germa@gmail.com>
Sent: Sunday, May 20, 2018 1:27 PM
To: Council, City
Cc: Clerk, City; Architectural Review Board
Subject: Cell Phone Tower Special Meeting

Hi Council members,

We elected you to protect our interests. We do not want unsightly and noisy cell phone equipment in Palo Alto. We have long-standing ordinances against this. Verizon has the money to underground it and they should. If you have ever driven around Scottsdale, AZ, there are no wires and it is refreshingly starkly beautiful there. You can walk and drive happily through the town and appreciate the flowers, trees, and sky.

You need to promote the same well-being in Palo Alto. There is no reason for you to allow these cell phone towers in our beautiful town. Verizon is being stopped in NY and other places and you too should stop their aggressive tactics for their own profit at the expense of your constituents.

Be reasonable and fair to the people who elected you! You can allow the equipment, but just require it be underground and not violate the current noise, aesthetics, and other ordinances. All but the antenna can be put underground and Verizon has the money to pay for it.

We have owned our house in Midtown on David Avenue for almost 20 years. We bought it specifically because we think it is the quietest place in Palo Alto, just far enough from Oregon Expressway and Middlefield to not hear the traffic noise. Now you are contemplating allowing ugly pole equipment to be very very close to our house making noise all the time! This will drop the value of our house by millions to us and may even force us to move.

Please do not be pushed around by cell phone companies who do not care about quiet enjoyment for residents. Our lives are so busy and noisy and stressed that we need our Council to just please protect the peace. You do not have to say yes to this and shouldn't. Thank you very much.

Kelly and Eric Germa
650-544-5711

Sent from my iPad

Carnahan, David

From: Leora Tanjuatco <leora.tanjuatco@gmail.com>
Sent: Sunday, May 20, 2018 10:00 AM
To: Council, City; Atkinson, Rebecca
Subject: Wireless antennas

Hello Palo Alto city council,

I'm writing to support the proposed wireless cell antennas throughout Palo Alto. I use my phone for everything, from streaming sports to work emails and conference calls. We can't actually be the center of innovation if our calls keep dropping, right?

I've heard that some people want to put the cell antennas underground, which would be more expensive and would probably mean a lot of construction in our neighborhoods. I don't think it's a good idea. Also, what if we have floods? Then our underground cell antennas would mean that we can't stream sports from our phones when we're stuck inside because it's raining!

Anyways, please build more cell antennas in Palo Alto. We need them.

Thank you for your consideration,

Leora Tanjuatco Ross
215 El Verano

Carnahan, David

From: Pat Marriott <patmarriott@sbcglobal.net>
Sent: Sunday, May 20, 2018 11:02 AM
To: Council, City
Subject: cell phone towers

Council Members:

PLEASE overturn the decision to allow Verizon to install their cell tower equipment throughout Palo Alto's residential neighborhoods.

I used to be skeptical of warnings about cell phones. I thought they were spread by luddites and conspiracy theorists. Then I read this detailed article:

<https://www.thenation.com/article/how-big-wireless-made-us-think-that-cell-phones-are-safe-a-special-investigation/>
The disinformation campaign—and massive radiation increase—behind the 5G rollout.

EXCERPT: *Like their tobacco and fossil-fuel brethren, wireless executives have chosen not to publicize what their own scientists have said about the risks of their products. On the contrary, the industry—in America, Europe, and Asia—has spent untold millions of dollars in the past 25 years proclaiming that science is on its side, that the critics are quacks, and that consumers have nothing to fear.*

So, what about the cell phone towers?

<http://sanfrancisco.cbslocal.com/2018/01/25/consumerwatch-5g-cellphone-towers-signal-renewed-concerns-over-impacts-on-health/>

EXCERPT: *Dr. Gunnar Heuser conducted a study on these firefighters and saw that their brain scans showed cell damage even from low-level RF. "We found abnormal brain function in all of the firefighters we examined," Heuser said.*

A California bill put fire stations exempt from cell towers, not because of health concerns, but because firefighters have a strong lobby!

Don't residents deserve the same protection?

Pat Marriott Palo Alto property owner

Carnahan, David

From: Cheryl Lilienstein <clilienstein@me.com>
Sent: Sunday, May 20, 2018 2:06 PM
To: Council, City
Subject: Verizon

Dear City Council,

Why would you even consider allowing Verizon to add more unnecessary infrastructure to our already existing above-ground infrastructure messes? You are responsible to protect public health and safety, thus you need to establish and execute a plan to underground infrastructure everywhere in the city. We need our systems to be running in case of disaster. Fires, storms, and earthquakes take down poles.

If the appeals about this offers you an opportunity to re-establish a plan to underground, please start that process up again. Everyone deserves a “wireless” environment free from the visual and physical debris of poles and overhead wires. Without undergrounding, as the city densifies, the demand for more electricity and connectivity will cause our city to become like Berkeley. Do you find that attractive?

Sincerely,
Cheryl Lilienstein

Carnahan, David

From: Robert Neff <rnrneff@sonic.net>
Sent: Sunday, May 20, 2018 2:09 PM
To: Council, City
Subject: Support cellphone towers on street poles in my neighborhood

Dear City Council,

I support the installation of additional cellphone equipment atop the existing telephone poles in my neighborhood, and specifically the one on Loma Verde closest to my home. Perhaps my cellphone will start to receive calls while I am indoors!

The proposed design looks good to me.

Did the street poles, with those wooden cross beams and their big electrical transformers ever go through a review by the ARB? They are ugly as heck. The telephone wires from the street pole in my backyard are a visual blight, and don't get me started on the droopy cable TV infrastructure. But electrical, telephone, cell phone, and even cable TV infrastructure are a cost of civilization as we know it, and I can embrace all of these.

Please permit this new, beneficial infrastructure on the tops of our utility poles.

Thank you for your service to the city of Palo Alto, and I hope this item does not go on too long in your meeting.

Robert Neff
Emerson Street (near Loma Verde)
robert@neffs.net

Carnahan, David

From: Lily Huang Liao <lilyhuangliao@gmail.com>
Sent: Sunday, May 20, 2018 2:46 PM
To: Council, City
Cc: Clerk, City; Architectural Review Board
Subject: Cell towers in Palo Alto residential neighborhood area

Dear Council members,

How are you? I am writing to you asking your votes to overturn the Director's decision of allowing cell towers in residential area.

1. Verizon's on-the-pole installations do not comply with Palo Alto's aesthetics, noise and other ordinances;
2. Verizon's claims that it cannot underground its equipment are not credible; and
3. Approval should be granted to Verizon to install its cell towers only on the conditions that: a) the company locate all of its equipment, except the antenna, underground, in flush-to-the-ground vaults with no protuberances; and b) none of its equipment may exceed the noise levels permitted by Palo Alto's ordinances.

Your favourite actions will be greatly appreciated!

Best Regards,
Lily Huang

Carnahan, David

From: Stephanie Beach <stephaniebeach@mac.com>
Sent: Sunday, May 20, 2018 3:19 PM
To: Council, City
Subject: Cell Towers in Residential neighborhoods

Dear City Council,

Please register my full support of installing cell towers and/or equipment in our neighborhoods. For a community that has been the birthplace of Silicon Valley we are woefully behind in digital connectivity and this is a step in the right direction.

Thank you.

Stephanie Beach

Stephanie Beach
stephaniebeach@mac.com
854 Clara Drive
Palo Alto, CA 94303
650-856-0278 (h)
650-387-9507 (c)

Carnahan, David

From: Chris Holt <chholt@att.net>
Sent: Sunday, May 20, 2018 3:20 PM
To: Council, City; Clerk, City
Subject: Verizon

This type of equipment should not be placed in residential streets. Find more suitable places closer to business districts and strip shopping centers. Build a sell tower where the Audi dealership is they have dreadful cell reception. Some neighborhoods have enough high voltage wires, cable wires which btw the cable companies never remove old cables when a house is placing their service.

C. Holt

Carnahan, David

From: Ann Bowers <asbowers@noycefdn.org>
Sent: Sunday, May 20, 2018 4:02 PM
To: Council, City
Cc: Architectural Review Board
Subject: over turn the directors decision to allow Verizon to install equipment in residential areas.

please overturn the directors decision to allow Version to install equipment in residential areas!!
I live right next to one of those poles . And am not at all happy that you would allow Verizon to install this equipment.
They will gain from putting in more equipment but the residents will not!!

Carnahan, David

From: Tina Chow <chow_tina@yahoo.com>
Sent: Sunday, May 20, 2018 5:05 PM
To: Council, City
Cc: Clerk, City; Architectural Review Board
Subject: please overturn Verizon decision

Dear City Council,

I'm writing to ask you to overturn the decision to allow Verizon to install small cell towers in Palo Alto neighborhoods. As a resident, I see no added benefit of these towers. Cell coverage is already great and people mostly use wifi (not 4G) in their homes. In addition these towers create problems with *aesthetics* and *noise*, not to mention *decreasing property values* for the homes located near these new antennas (due to public awareness of health effects from cell tower electromagnetic fields). Verizon is claiming that they are unable to put their equipment underground - but this is doable, they just don't want to spend the money! Verizon's claims that these additional small towers are necessary are also hard to believe, and the rent they would pay to the city is unreasonably tiny (why?).

These proposed towers will have a big negative impact on the quality of life in Palo Alto. I urge you to over turn the decision and to not allow Verizon to proceed with its plans. In addition, I urge the City Council to put in place strong city ordinances to prevent this and similar future proposals from being allowed without long-term planning and safety studies. Other cities have achieved this and we can too.

Sincerely,
Tina Chow

Carnahan, David

From: Alice Holmes <AHolmes@renault-handley.com>
Sent: Sunday, May 20, 2018 7:53 PM
To: Council, City
Cc: Council, City; Architectural Review Board
Subject: Verizon

Dear City Council members:

I have written you several times before about the Verizon installation of cell towers in residential neighborhoods. This is one last plea to you to overturn the decision made by the FORMER Planning Director to allow Verizon to install their equipment on utility poles in residential neighborhoods. Please do not let this decision stand. We will have to live in the neighborhoods cluttered with this ugly, noisy and potentially hazardous equipment for a long time...and the person who made the decision is no longer part of the Palo Alto decision making community.

Act in haste, repent in leisure. Please spend more time to consider the alternatives and at the very least, to require Verizon to spend their money to underground the cell equipment to save the visual and auditory serenity of our neighborhoods.

Please reconsider this Verizon decision. And let's go back to the long term plan to underground our utilities to beautify our neighborhoods...not make them unsightly with this above ground equipment mess started by AT&T and continued by Verizon.

I hope to attend the meeting tomorrow to show my support for the United Neighbor's appeal of the decision and to show you that many citizens of Palo Alto do not support the decision made by the FORMER Planning Director.

Thank you for your time and for your service to our community.

With thanks,

Alice Holmes
Resident of Palo Alto since 1986

Carnahan, David

From: Anne Lum <annelum@gmail.com>
Sent: Sunday, May 20, 2018 9:20 PM
To: Council, City; Clerk, City; Architectural Review Board
Subject: Vote NO on Verizon Cell Towers

Dear City Council,

Please overturn the decision to allow Verizon to install hundreds of pounds of ugly, noisy and potentially hazardous equipment on poles within a few yards of Palo Alto homes.

1. Verizon's on-the-pole installations do not comply with Palo Alto's aesthetics, noise and other ordinances;
2. Verizon's claims that it cannot underground its equipment are not credible; and
3. Approval should be granted to Verizon to install its cell towers *only* on the conditions that: a) the company locate all of its equipment, except the antenna, underground, in flush-to-the-ground vaults with no protuberances; and b) none of its equipment may exceed the noise levels permitted by Palo Alto's ordinances.

Please listen to your constituents and DO NOT allow installations of these intrusive cell towers in our neighborhoods.

Sent from my iPhone

Carnahan, David

From: Will Reister <willreister@gmail.com>
Sent: Sunday, May 20, 2018 9:41 PM
To: Architectural Review Board; Clerk, City; Council, City
Subject: Vote NO on Verizon Cell Towers

Dear City Council,

Please overturn the decision to allow Verizon to install hundreds of pounds of ugly, noisy and potentially hazardous equipment on poles within a few yards of Palo Alto homes.

1. Verizon's on-the-pole installations do not comply with Palo Alto's aesthetics, noise and other ordinances;
2. Verizon's claims that it cannot underground its equipment are not credible; and
3. Approval should be granted to Verizon to install its cell towers *only* on the conditions that: a) the company locate all of its equipment, except the antenna, underground, in flush-to-the-ground vaults with no protuberances; and b) none of its equipment may exceed the noise levels permitted by Palo Alto's ordinances.

Please listen to your constituents and DO NOT allow installations of these intrusive cell towers in our neighborhoods.

Carnahan, David

From: Evan Lum <evansfacetime@gmail.com>
Sent: Sunday, May 20, 2018 10:08 PM
To: Council, City
Subject: Vote NO on Verizon Cell Towers

Dear City Council,

Please overturn the decision to allow Verizon to install hundreds of pounds of ugly, noisy and potentially hazardous equipment on poles within a few yards of Palo Alto homes.

1. Verizon's on-the-pole installations do not comply with Palo Alto's aesthetics, noise and other ordinances;
2. Verizon's claims that it cannot underground its equipment are not credible; and
3. Approval should be granted to Verizon to install its cell towers *only* on the conditions that: a) the company locate all of its equipment, except the antenna, underground, in flush-to-the-ground vaults with no protuberances; and b) none of its equipment may exceed the noise levels permitted by Palo Alto's ordinances.

Please listen to your constituents and DO NOT allow installations of these intrusive cell towers in our neighborhoods.

Carnahan, David

From: Yair Sterental <ysterental@gmail.com>
Sent: Sunday, May 20, 2018 10:11 PM
To: Council, City; Clerk, City; Architectural Review Board
Subject: Vote NO on Verizon Cell Towers

Dear City Council,

Please overturn the decision to allow Verizon to install hundreds of pounds of ugly, noisy and potentially hazardous equipment on poles within a few yards of Palo Alto homes.

1. Verizon's on-the-pole installations do not comply with Palo Alto's aesthetics, noise and other ordinances;
2. Verizon's claims that it cannot underground its equipment are not credible; and
3. Approval should be granted to Verizon to install its cell towers *only* on the conditions that: a) the company locate all of its equipment, except the antenna, underground, in flush-to-the-ground vaults with no protuberances; and b) none of its equipment may exceed the noise levels permitted by Palo Alto's ordinances.

Please listen to your constituents and DO NOT allow installations of these intrusive cell towers in our neighborhoods.

Carnahan, David

From: Grant Lum <glgrantlum@gmail.com>
Sent: Sunday, May 20, 2018 10:34 PM
To: Council, City; Clerk, City; Architectural Review Board
Subject: Vote NO on Verizon Cell Towers

Dear City Council,

Please overturn the decision to allow Verizon to install hundreds of pounds of ugly, noisy and potentially hazardous equipment on poles within a few yards of Palo Alto homes.

1. Verizon's on-the-pole installations do not comply with Palo Alto's aesthetics, noise, and other ordinances;
2. Verizon's claims that it cannot underground its equipment are not credible; and
3. Approval should be granted to Verizon to install its cell towers *only* on the conditions that: a) the company locates all of its equipment, except the antenna, underground, in flush-to-the-ground vaults with no protuberances; and b) none of its equipment may exceed the noise levels permitted by Palo Alto's ordinances.

Please listen to your constituents and DO NOT allow installations of these intrusive cell towers in our neighborhoods.

Sincerely,
Grant Lum

Carnahan, David

From: Kaitlyn Nakamura <kaitlyn.nakamura.42@gmail.com>
Sent: Sunday, May 20, 2018 11:13 PM
To: Council, City; Clerk, City; Architectural Review Board
Subject: Vote NO on Verizon Cell Towers

Dear City Council,

Please overturn the decision to allow Verizon to install hundreds of pounds of ugly, noisy and potentially hazardous equipment on poles within a few yards of Palo Alto homes.

1. Verizon's on-the-pole installations do not comply with Palo Alto's aesthetics, noise and other ordinances;
2. Verizon's claims that it cannot underground its equipment are not credible; and
3. Approval should be granted to Verizon to install its cell towers *only* on the conditions that: a) the company locate all of its equipment, except the antenna, underground, in flush-to-the-ground vaults with no protuberances; and b) none of its equipment may exceed the noise levels permitted by Palo Alto's ordinances.

Please listen to your constituents and DO NOT allow installations of these intrusive cell towers in our neighborhoods.

--
Kaitlyn Nakamura

kaitlyn.nakamura.42@gmail.com

(650)- 739- 5286

Carnahan, David

From: Daniel Lacy <daniellacy861@gmail.com>
Sent: Sunday, May 20, 2018 10:10 PM
To: Council, City
Subject: Civilian Request

Dear City Council,

Please overturn the decision to allow Verizon to install hundreds of pounds of ugly, noisy and potentially hazardous equipment on poles within a few yards of Palo Alto homes.

1. Verizon's on-the-pole installations do not comply with Palo Alto's aesthetics, noise and other ordinances;
2. Verizon's claims that it cannot underground its equipment are not credible; and
3. Approval should be granted to Verizon to install its cell towers *only* on the conditions that: a) the company locate all of its equipment, except the antenna, underground, in flush-to-the-ground vaults with no protuberances; and b) none of its equipment may exceed the noise levels permitted by Palo Alto's ordinances.

Please listen to your constituents and DO NOT allow installations of these intrusive cell towers in our neighborhoods.

Carnahan, David

From: Dan Adams <dan_adams@alumni.stanford.edu>
Sent: Monday, May 21, 2018 12:39 AM
To: Council, City; Architectural Review Board; Clerk, City
Subject: Fwd: pole-top cell equipment: would you accept one on the corner of your lot?

Dear City Council, ARB members, and City Clerk,

I understand the former Planning Director's decision regarding Verizon and pole-mounted communications equipment will be discussed again in response to the appeal from United Neighbors. I encourage you to require the communication companies to provide better solutions for our neighborhoods even if the costs are higher to these companies. In particular, the noise from what I presume are the cooling fans in the current installations in our neighborhood disturb the peace and quiet for those who come within 30 or 40 feet of these installations. While the noise is not loud, it is very noticeable, and is particularly annoying during the quiet morning and evening times. Zero-noise systems must be possible and should be required. It wouldn't hurt to eliminate the eye-sore aspects of the pole-mounted systems as well.

Regards,

Dan Adams
3550 Whitsell Ave
Palo Alto

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

From: **Dan Adams** <dan_adams@alumni.stanford.edu>
Date: Mon, Mar 5, 2018 at 4:48 PM
Subject: pole-top cell equipment: would you accept one on the corner of your lot?
To: arb@cityofpaloalto.org, city.council@cityofpaloalto.org

Hello members of the ARB and City Council,

I understand there is now a proposal to remove the Architectural Review Board from the process of approving the deployment of pole-top cell equipment in Palo Alto neighborhoods. If this is true, it is imperative to add to the approval process some other reviewing body which can represent the interests of those who would have to live, on a daily basis, with the noise, eye-soreness (made-up word, but seemingly appropriate for this issue), and unknown effects of EM radiation from the pole-top equipment.

If one of these units was to be deployed on a pole which was on the edge of your lot, would you willingly accept this? Would you be happy to have a new source of white noise always audible on your property, to enjoy when you are sitting out in your yard on a quiet spring day?

Instead of accepting more of these things into our neighborhoods, please push the utilities to come up with a solution which is appropriate for use in residential areas.

I wrote the following last year and am including this text again, for reference.

To the ARP and City Council on Dec 3, 2017:

I believe there must be a better way to handle cell reception problems rather than putting noisy, ugly equipment teetering above people's houses and sidewalks. We should push the telecoms to use other means which don't intrude on the neighborhoods.

In many of Palo Alto's neighborhoods, the rare moments of wonderful quiet (already rare and sandwiched between traffic noise, airplane noise and other noises) pull us back to a feeling of calm and provides a little break from the energy and bustle of daily routines. The pole-top cell equipment cooling fans seem to run constantly, from what I can tell from the units I run by in our neighborhood. From what I have experienced, the sound is noticeably audible from a distance of about 25 feet. The white noise is certainly audible when walking by, and must also be audible in the yards. It seems likely the noise can be heard in the homes of the properties where the equipment is located, at least if the windows are open. While the sound level probably meets the city noise ordinances in terms of measured dB above ambient, the quality of the sound is very different from quiet ambient noise and so is certainly noise pollution which should be kept out of residential neighborhoods.

If you are considering allowing Verizon and others mount these devices on poles, please do this on condition they find a way to use passive cooling rather than fans. Even better, please find other solutions which support cell reception but don't degrade the neighborhood environments.

These devices in our neighborhood also look terrible - like a ridiculous, top-heavy, off-balance-and-leaning, patched-up, add-on, ill-considered solution. With our property values and taxes, we should pass some of the cost to the companies and challenge them aggressively to come up with a solution which looks and sound good, not terrible. We in Palo Alto seem to think good products and good design are important. So why not hold the telecom providers to high standards?

Regards,

Dan Adams and Star Teachout

3550 Whitsell Ave
Palo Alto, CA

Carnahan, David

From: Robert Lum <outrageouslums@gmail.com>
Sent: Monday, May 21, 2018 12:00 AM
Cc: Council, City; Clerk, City; Architectural Review Board
Subject: Vote NO on Verizon Cell Towers

Dear City Council,

Please overturn the decision to allow Verizon to install hundreds of pounds of ugly, noisy and potentially hazardous equipment on poles within a few yards of Palo Alto homes.

1. Verizon's on-the-pole installations do not comply with Palo Alto's aesthetics, noise and other ordinances;
2. Verizon's claims that it cannot underground its equipment are not credible; and
3. Approval should be granted to Verizon to install its cell towers *only* on the conditions that: a) the company locate all of its equipment, except the antenna, underground, in flush-to-the-ground vaults with no protuberances; and b) none of its equipment may exceed the noise levels permitted by Palo Alto's ordinances.

Please listen to your constituents and DO NOT allow installations of these intrusive cell towers in our neighborhoods.

Robert Lum

Carnahan, David

From: Nicholas Forlenza <forlenza1@me.com>
Sent: Monday, May 21, 2018 8:38 AM
To: Council, City
Cc: Clerk, City; Architectural Review Board
Subject: Verizon Cell Towers

Dear All,

As tonight's City Council meeting draws near, I feel compelled to email you, again, regarding the possible installment of ugly, noisy, and potentially hazardous cell tower equipment in our residential neighborhoods. I am asking you to overturn this decision based on the following. First of all, these on-the-pole installations do not comply with Palo Alto's aesthetics and ordinances. Second, Verizon's claims that the equipment cannot be installed underground are simply not credible. They have successfully vaulted their equipment in other cities and Palo Alto has undergrounded electrical utilities under the same conditions. Any approval of installation should be granted only if the company locates its equipment underground, with flush to the ground vaults, and no protuberances except for the antenna. Also, all equipment should comply with Palo Alto's noise ordinances.

Please consider this decision thoughtfully. Any installation of ugly, noisy, and possibly unsafe cell tower equipment on utility poles, could potentially ruin our beautiful, quiet, and safe city. Thanks for listening.

Sharon Forlenza
2030 Webster Street

Carnahan, David

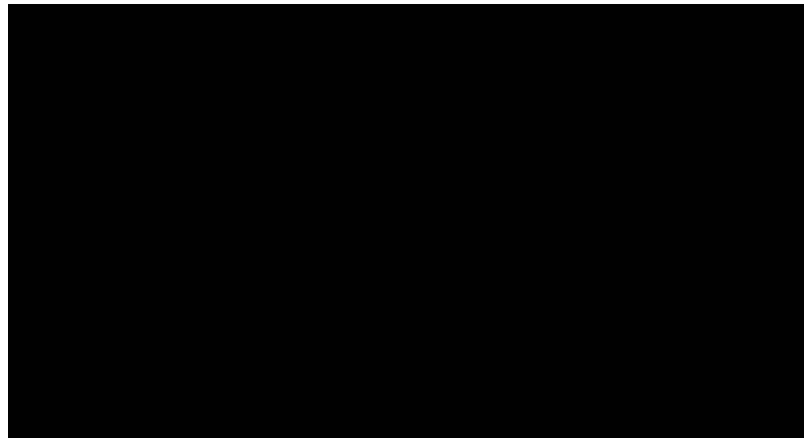
From: Suzanne Keehn <dskeehn@pacbell.net>
Sent: Monday, May 21, 2018 2:00 PM
To: Council, City; Clerk, City; Architectural Review Board
Subject: Cell Towers

Greetings Palo Alto City Council,

I urge you to put the health of our community before Verizon's cell towers. There are many health issues, with which I hope you all have educated yourselves. I will send some links, one of which is Palo Alto and the decline of property values near these towers.

Also if we, the city, is serious about putting the electric wires underground, as we did on Orme St. years ago, will be made impossible when Verizon adds all the other equipment to the poles.

[Property Values Declining Near Cell Towers](#)



undreds of pounds of ugly, noisy and
ards of our homes.

1. Verizon's on-the-pole installations do not comply with Palo Alto's aesthetics, noise and other ordinances;
2. Verizon's claims that it cannot underground its equipment are not credible; and
3. Approval should be granted to Verizon to install its cell towers *only* on the conditions that: a) the company locate all of its equipment, except the antenna, underground, in flush-to-the-ground vaults with no protuberances; and b) none of its equipment may exceed the noise levels permitted by Palo Alto's ordinances.

Verizon's complaint about it being too expensive to put the equipment underground is bogus for a multi million dollar company.

"First Do No Harm"

Thank You,
Suzanne Keehn
4076 Orme St. 94306

Carnahan, David

From: rwen1234@gmail.com
Sent: Monday, May 21, 2018 2:40 PM
To: Council, City
Cc: City.Cleark@cityofpaloaloto.org; Architectural Review Board
Subject: Please overturn the decision to allow Verizon to install the wireless facility on utility poles

Dear Councils;

We are living at 2796 Louis Road, Palo Alto closed to the utility pole #2461 (Node #130) where Verizon planed to install wireless communication facility. We strongly ask Palo Alto Councils overturn the decision to allow Verizon to install the equipment on utility poles within Mid-Town.

1. We strongly oppose to install the wireless equipment in residential area. The hundreds of pounds equipment on utility pole are potentially safety hazard in emergency cases, for example earthquake. The fallen higher pole with antenna can damage the property and hurt residents living in the house. The ugly equipment also makes noise that damages our green envienment.
2. Palo Alto is gradually undergrounding utility wires. It is our goal for Palo Alto green environment. Verizon's claims that it can not underground its equipment are not credible and violate Palo Alto's ordinances and goal. No space around the pole and the pole in flooding zone can not be the reasons to violate and exempt from Palo Alto's ordinances. Verizon must comply with Palo Alto's ordinances to look for other solutions for their business purposes. If the 11 equipment are allowed to install then hundreds even thousands equipment from Verizon and other wireless providers will be installed based on various reasons not following Palo Alto's ordinances. The Palo Alto's ordinances becomes no meaning.
3. We ae living in Palo Alto for more than 30 years. We are using Wi-Fi and cell phone for many years and we do not have signal problem inside and outside of our house. An AT&T small wireless facility has been installed in the neighbor block just in 400 feet. We do not understand why Verizon claims the signal issue and install new equipment again. We do not like to see that our Palo Alto becomes ugly antenna forest if all wireless providers install their own facilities.

Please overturn the decision to allow Verizon to install the 11 wireless communication facility within Mid-town.

Thanks for your consideration.

Regards,

Rushan Wen & Qizhang Chao

Carnahan, David

From: Kathleen Martin <kvmartin@sbcglobal.net>
Sent: Monday, May 21, 2018 2:48 PM
To: Council, City
Cc: Clerk, City
Subject: I oppose the placing of cell towers in residential neighborhoods.

To the City Council of the City of Palo Alto, California, and to the City Clerk of the City of Palo Alto, and to the Architectural Review Board of the City of Palo Alto, California:

I am writing to express to you my opposition to the construction of cell towers in residential neighborhoods, especially in the City of Palo Alto where I live.

Thank you,
Kathleen Martin

Carnahan, David

From: Art Liberman <art_liberman@yahoo.com>
Sent: Friday, May 18, 2018 3:37 PM
To: Council, City
Subject: Prioritize infrastructure projects and do NOT vote to approve Charleston-Arastradero repaving -

I would like the Council, at its meeting on May 21st, to not authorize the millions of dollars for the repaving of the Charleston-Arastradero roadway.

I am not saying this project is unworthy of taxpayer funding. But this project is one of several major projects that you and previous Council's have voted to approve but for which money was never allocated. And it is now clear that the City of Palo Alto DOES NOT have the funds to pay for all these projects and it is also clear that Palo Alto taxpayers are unwilling to increase their taxes to pay for all of them. Because of the escalation in construction costs, the City has not nearly enough funds to pay for all these projects and move them all forward now.

What is sorely needed - and what has not happened - is an open and frank discussion by the Council with citizens to prioritize all these projects [the two parking garages, the public safety building, the bike/pedestrian bridge over the freeway, the continuation of the bicycle infrastructure/traffic calming projects and this roadway reconstruction], given the funds that are available by the City (including grant moneys), understanding that there is a significant funding shortfall.

Some people would say this project has been in the works for 15 years - but the arguments for going ahead are not strong. The roadway has been re-striped to reduce traffic lanes and include bicycle lanes, and the pavement is in good condition. Furthermore, the reconstruction will not (according to City reports) reduce the congestion at all. And then there is the rail crossing on Charleston to come (...how are we going to pay for that?), which would involve ripping up some of Charleston.

It makes no sense to approve one project in isolation without viewing it as just one of a collection of projects approved years ago but for which there isn't sufficient funds for all of them now. Maybe Charleston-Arastradero should be done in 3 years or 5 years or when the rail crossing is done. Maybe the Cal Ave garage should be downsized or eliminated.

In my opinion, what must be done is to review the entire list of projects, given their costs and the total amount of funds the City has available to pay for them, and prioritize them.

Arthur Liberman
751 Chimalus Drive

Carnahan, David

From: Becky Epstein <becky@beckyepstein.com>
Sent: Friday, May 18, 2018 3:21 PM
To: Council, City
Subject: Support for Charleston-Arastradero Project (May 21 Meeting - Item 7)

Dear City Council,

I've lived in Charleston Meadows for over 20 years. I'm on the corridor about half the time in a car and the other half by bike or on foot. I'm writing to encourage you to approve staff's recommendations for the Charleston-Arastradero project. The remaining safety and road operations improvements are of critical importance to the corridor. Completing the project is *more important than ever* given anticipated grade separation on top of all the additional housing and commercial space that has been added to the area since 2003 (when Council first directed staff to prepare the corridor plan).

For 15 years, the corridor has been the subject of countless meetings and extremely thorough analysis, including paint trials. It's time to bring closure by approving the required construction contracts.

Thank you for your consideration of these comments.

Respectfully submitted,
Becky Epstein

Carnahan, David

From: Lynnie Melena <lynniemelena@gmail.com>
Sent: Friday, May 18, 2018 3:01 PM
To: Council, City
Subject: Approve Charleston-Arastradero Construction Contracts

I urge you to approve the construction contracts and final budget adjustments for the Charleston-Arastradero improvement project at your meeting on Monday night. I have been observing this project closely since 2007 (11 of the 15 years it has been in development!). It has been thoroughly vetted, refined, tested and approved by the City Council several times. It is time to take the final step

The current configuration makes travel safer for everyone. I am especially impressed by the increase in school commute bicycling since the 1990s when my kids were at Gunn. This project is a showcase for what we mean by "complete streets." As stated in the staff report the advancement of this project is consistent with City policies and previous Council direction and implements one of Council's Infrastructure Plan projects.

Please keep the momentum going and move this project to construction.

Thank you.

Lynnie Melena

Carnahan, David

From: William Robinson <williamrobinson@goldenworld.com>
Sent: Friday, May 18, 2018 2:28 PM
To: Council, City
Subject: Crossing Guard pleads to approve Charleston-Arastradero project

I am employed as a School Crossing Guard at Charleston-Alma.

Being a Crossing Guard attests to the need to make traffic Calmer.

Cycling and walking students need improved pavement and striping to further their safety.

Landscaping will improve the beauty of the roadway experience for all modes of transportation furthering the CALM we all deserve.

Please vote YES on approving construction to improve Charleston-Arastradero.

William 'Rob' Robinson, member PABAC (Pedestrian and Bicycle Advisory Committee), Palo Alto since 2005

Carnahan, David

From: Christy Moision <cmoision@gmail.com>
Sent: Friday, May 18, 2018 11:07 AM
To: Council, City
Cc: Gaines, Chantal
Subject: Support for the Charleston-Arastradero Project

Dear City Council Members,

I am writing in support of the Charleston-Arastradero project. I hope that you will approve the construction contract and get this long-awaited project finalized.

As a major school commute route for students in south Palo Alto, the project's important safety and roadway benefits must be implemented. Even with the striping trials that have greatly improved safety and comfort for people on bikes, there is still much to do. I try to ride my bike for as many local tasks as possible, and still I avoid the Charleston/El Camino intersection where the bike lane disappears. I'm a fairly confident adult cyclist and this intersection is uncomfortable for me. I can only imagine how the students who travel through it on a daily basis feel.

With the finalization of the plan, the areas that will have off-street paths and buffered bike lanes will be a great benefit to students who are now forced to ride on the wrong side of the road in the "land-locked" neighborhoods.

It's clear that giving bikes and cars their own space is a worthwhile safety improvement. As an example, I'm attaching a picture of the Terman/Fletcher bike box in use. The students now have a safe place to wait to cross Arastradero. (And, thank you for this approving this awesome facility!)

I know there are concerns from drivers that the finalization of the plan will slow down traffic, but to the contrary, the new adaptive signal system and additional space for cars at some intersections will help move everyone along more smoothly. Additionally, this corridor is crucial for the coming grade separation at the rail crossing.

I urge you to approve the construction contract.

Thank you,

Christy Moision
Louis Road Resident
Fairmeadow Safe Routes to School Champion



--
Christy Moision
626-390-0343 (cell)

Carnahan, David

From: Todd Sachs <todd.sachs@yahoo.com>
Sent: Friday, May 18, 2018 11:02 AM
To: Council, City
Subject: writing in support of the charleston/arastradero project

Hello,

I understand there will be a meeting on the 21st to approve the construction contract. I won't be able to attend the meeting, but I wanted to lend my voice in support of the project. I have been a participant in many of the planning meetings and public hearings over the past 15 years. I live on Charleston and obviously have a vested interest in this project. The people working on it for the city have been responsive over this time, and several times have incorporated my feedback into the designs. I would say that the trial has been a big success, and now it is certainly time to construct the permanent solution as it was envisioned. My kids bike down the corridor to school every day, and I look forward to a time when they will have protected bike lanes the whole way. I also look forward to a time when crossing the street at louis does not involve putting your life at risk.

I'm a big supporter of this project and the people who have worked on it, and I urge you to take this last step of approving the construction contract!

Thanks
Todd

(787 East Charleston Road)

Carnahan, David

From: Nancy Krop <nancy@kroplaw.com>
Sent: Thursday, May 17, 2018 11:48 AM
To: Council, City
Subject: Approve the Charleston-Arastradero Contract

Dear Palo Alto City Council,

Please approve the Charleston-Arastradero construction contract at your Monday May 21 City Council meeting (agenda item 7).

The concept plan for this project was approved in 2003, and has gone through multiple phases of study. *It's time to complete the project.*

Approve the contract to place the safety of our children first. Charleston-Arastradero serves eleven public and private K-12 schools. As a parent of a school-age child biking in this area, I urge you to approve this contract to improve the safety of our children biking and walking to school in this area.

I drive that road near daily. Drivers still race down it at 35 mph, and are furious at drivers like me (driving within the speed limit). With all the children biking along the Charleston-Arastradero corridor, anything YOU can do to slow the traffic and make it a safer road for our young students is fantastic.

I also see middle school students biking down the wrong-side of Arastradero towards Terman in the morning because there's no safe way for them to cross to the correct side. Seeing children biking in a bike lane, straight at cars driving 35 mph towards them, is truly a terrifying sight. I encourage any of you to go out there and see it. You would immediately vote to approve this contract.

Unfortunately, I will probably miss the May 21 meeting (and so not be there to address you in-person) because my child is performing in a school performance that night.

Many thanks for considering my input and voting to approve the Charleston-Arastradero contract.

Nancy Krop
Barron Park neighborhood, Palo Alto

Carnahan, David

From: Edith Miller <miller1505@aol.com>
Sent: Thursday, May 17, 2018 9:42 AM
To: Council, City
Subject: Arastradero Road

Please DO NOT build anything solid in the middle of Arastradero Road. I walk there every morning and afternoon and I very often see emergency vehicles hurrying to save someone. Auto and bike traffic (heavy at times) always moves to the right as required which means that the only passable space is the center of the road. This must be kept open or lives will be lost.

Thank you
Edith Miller
4226 McKellarLane
Palo Alto

Carnahan, David

From: Ronald Pyszka <ron.pyszka@gmail.com>
Sent: Thursday, May 17, 2018 8:24 AM
To: Council, City
Subject: Charleston-Arastradero Final Contract

I would like to thank the current and past City Councils for supporting the safety improvements to the Charleston-Arastradero corridor.

My wife and I have lived on East Charleston for more than 40 years. When Charleston was a four-lane road, speeding was a major problem. I can remember cars traveling in excess of 50 or 60 miles an hour. I can only imagine how bad the situation would be today if Charleston were still a four-lane road.

Many years of planning and community input have gone into this project. I personally have attended almost all of the city council meetings and community input meetings associated with the project.

As home owners on East Charleston, we are completely happy with the current plans even though they do involve some inconvenience for us.

As a former bicyclist, I know how much this project will enhance bicycle safety along the Charleston-Arastradero school corridor.

Please approve the paving contract. This project has been a long time coming. Let's get on with it.

Thank you very much.

Ronald H. Pyszka
284 East Charleston Road

650-796-2659

Carnahan, David

From: Gloria Pyszka <gpyszka@yahoo.com>
Sent: Thursday, May 17, 2018 8:19 AM
To: Council, City
Subject: Charleston Arastadero Corridor Agenda May 21

My husband and I have lived on East Charleston for many years. The reduction to two lanes has improved bike safety and reduced speeding. When Charleston was a 4-lane street, we witnessed excessive speeding and fewer bikes. Today, increasing numbers of students use bikes.

Charleston/Arastadero are residential streets with additional complexities - 7 or 8 schools, plus increasing numbers of cars using Charleston/Arastadero as a cross-over between 280 and 101. It gets worse by the day.

Bicyclists and increasing traffic do not mix. Two lane implementation makes the most sense.

A dedicated left turn lane is absolutely needed at the Fabian/Charleston intersection.

We have supported this project for many years. We are happy with the final plans and urge the City Council to move ahead and award the construction contract as currently outlined.

Gloria Pyszka
Esat Charleston

Carnahan, David

From: Gloria Pyszka <gpyszka@yahoo.com>
Sent: Saturday, May 19, 2018 4:12 PM
To: Council, City
Subject: Monday's (5/21) City Council Meeting on Arastadero/Charleston Corridor

I am writing in advance of Monday's meeting on the A/C Corridor.

We have lived at 284 East Charleston for 44 years and have watched the huge traffic increases.

1. We all have to make concessions over the corridor issue. For example, we cannot turn left out of our driveway toward Alma because of double yellow lines. Instead, we have to drive down to Carlson, then make a u-turn. If we approach our house from Middlefield going toward Alma, we must turn left onto Mumford, make a u-turn and then access our driveway. Are we complaining? No, because we understand that the project's success has many more pluses than minuses
2. There are more bikes on the road than ever before. While some of them are the spandex riders making longer commutes, the majority are students biking to several of the 11 schools, K-12 in this corridor.
3. Speeding traffic has to be reduced. Cars can drive at speeds up to 50 mph on East Charleston between Alma and the light on Carlson. You don't have to see them because you can hear the motors accelerate. This is especially bad during non-peak hours.
4. Railway/road separation - cross town traffic will not level off. It probably will even double once the railroad is no longer a distraction. The Alma/Charleston intersection is congested. A stop light is required.
5. Finally, Charleston must not become another Oregon Expressway-type thoroughfare, despite the fact that residents and non-residents alike, want another quick route across town.

Thank you for giving this agenda item the serious consideration that it deserves.

Gloria Pyszka
East Charleston
Palo Alto

Carnahan, David

From: Maximilian Goetz <max.wz.goetz@gmail.com>
Sent: Saturday, May 19, 2018 7:10 PM
To: Council, City
Cc: Betty Lum
Subject: Please Approve the Arastradero Road Improvements

Honorable Members of City Council,

My name is Maximilian Goetz and I am a 10th grader at Henry M. Gunn High School. You may have heard of me through my internship with Councilman Tanaka and my work on the Palo Alto Youth Council. But today, I am writing as a citizen of Palo Alto, one who will be voting in 2020. I encourage you to approve the Arastradero Road Improvements this Monday.

I bike on Arastradero Road every day on my way to school. I find that it is significantly safer than Maybell Avenue, which is far too narrow for cars to drive alongside bikes. While I am glad that the route has improved over the past years, there is still a lot of room for additional safety measures. The road is the main thoroughfare for students attending Gunn High School, Terman Middle School, Bowman School, and Hoover Elementary. Students from JLS Middle School, Farimeadow Elementary School, and Juana Briones Elementary School also routinely use this route. Many of the cyclists who bike this route on a regular basis are young and inexperienced bikers. We must prioritize the safety of these bikers. I see the following problems with the current arrangement on Arastradero, all of which will be solved by the new improvements.

1. Speeding cars. When looking at the roadside speedometer on eastbound Arastradero, I consistently see cars drive 35 miles per hour. This is extremely unsafe, given that these automobiles are driving directly alongside bikers, many of which bike at speeds of under ten miles per hour. In addition, inexperienced cyclists often make unpredictable moves, which can force drivers to brake suddenly (I have witnessed it myself). The chance of survival for bikers increases exponentially for slower-moving cars. Adding permanent barriers in the center of the street will subconsciously make these drivers drive slower, therefore making the road safer for all.

2. There is no bike lane on Arastradero when crossing El Camino Real. This forces bikers to either bike on the sidewalk, or bike in the car lane. While the latter is what is legal by law, most bikers feel uncomfortable merging into a lane of cars moving at 25+ miles per hour. Biking on the sidewalk is unsafe as well, and illegal by law, but it is what many bikers are forced into doing. As a part of the new improvements, there will be a bike lane across El Camino, dramatically increasing the safety for bikers.

Many constituents will cite the following arguments as reasons against the project. I have the following responses to their arguments.

1. The project is a waste of money.

While I understand that the city is in debt, the safety of students must be a priority. Other spending can be cut, such as the recently passed \$2 million council chambers renovations project. Student safety should be more important than the beautification of council chambers. Additionally, many people who complain about the costs live in Los Altos Hills, so why should they care about cost?

2. More accidents happened after Arastradero was narrowed to two lanes.

This data fails to consider that there were also more bikers on the road after the road got narrowed. Additionally, many of the bikers that now ride on the road are younger, less experienced bikers, who are statistically proven to be more prone to incidents.

3. There is already enough congestion on Arastradero. My commute is steadily getting longer and longer. The improvements will only make it worse.

There are many other roads where cars can drive on, such as Page Mill Road and San Antonio Road. Those roads do not directly have schools on them. Student safety should be more important than someone saving a couple minutes off of their commute.

In conclusion, the safety of bikers ought to be considered as the top impact in this issue. By voting for this proposal, you are voting for a safer commute for the many bikers on this road, and the pedestrians who routinely walk this route. As someone who uses the road everyday, and has seen many close misses, I can assure you that the new improvements are a step in the right direction. There are many Los Altos Hills residents against this project, but the opinions of Palo Altans must come first.

Thank you very much for your consideration. If you have any questions or comments, please feel free to let me know. I appreciate your dedication to making the City of Palo Alto a better place for all residents.

Best Regards,

Maximilian Goetz (Max)
Palo Alto Orchards

Carnahan, David

From: Sonya Bradski <sonyangary@gmail.com>
Sent: Saturday, May 19, 2018 9:47 PM
To: Council, City
Subject: Request Approval of the Charleston/Arastradero Contract on Monday

Dear Palo Alto City Council,

Please approve the Charleston/Arastradero contract to install the hardscape safety and operations improvements.

I currently have two children in PAUSD. My daughters bike to Gunn everyday. After Arastradero was re stripped, the highest speeds reduced somewhat, but the final safety improvements are still needed. We are a big bicycle family. My husband bikes to work eastbound on Charleston from Greenmeadow toward Mountain View. The planned signal and hard scape changes, especially at Middlefield and at Fabian, will help make his commute safer. My daughters will like the new cycle tracks. The median and signal improvements at Nelson will help everyone in our neighborhood enter and exit more safely and efficiently when walking bicycling or driving. We really need bike lines through the El Camino intersection. That intersection is VERY challenging, even for skilled bike riders.

This road connects our neighborhood to the rest of the city. The final project with the new signals and built turning pockets will make traffic flow better (and more safely) for everybody who drives, walks and bikes.

Please approve the construction contracts on Monday.

Thank you for your time and consideration.

Sincerely,

Sonya Bradski
4082 Nelson Dr.
Palo Alto, CA 94306

Carnahan, David

From: Eric Nordman <eric.nordman12@gmail.com>
Sent: Sunday, May 20, 2018 8:41 AM
To: Council, City
Subject: Please complete Charleston Arastradero improvements
Attachments: 20180520_Charleston Arastradero letter.docx

May 20, 2018

Dear Palo Alto Council Members

I am writing to urge the Council to approve the Charleston/Arastradero Construction. This project has been in the works for over a decade.

On March 19, 2015 I attended community meeting #4 on the Charleston/Arastradero corridor. I was also present when the plan lines were presented to the Pedestrian and Bicycle Advisory Committee (PABAC) on February 3, 2015. In February, some PABAC members, including myself, had some concerns about a few of the details of the plan. In the March meeting I found that most of the issues raised by PABAC members had been addressed. The train tracks crossing is still a difficulty but I didn't have a better solution.

The community meeting was well attended but many if not most of the verbal questions/comments were about growth in Palo Alto rather than the merits of the proposed changes. Others were from people concerned about some loss of convenience.

When I read the comments people had written on the plan lines I was struck by a contrast. There were lots of comments like this improvement would make it safer for my kids to cross safely to school.

The city staff and consultants have done an excellent job with a very challenging corridor. Charleston/Arastradero is a critical east/west corridor with many schools, parks and community centers. The 2012 Pedestrian and Bicycle Plan showed a high concentration of bicycle and pedestrian collisions.

The safety improvements for bicyclists and pedestrians are significant and I strongly support completing the improvements as soon as possible.

Eric Nordman

2018 PABAC chair

May 20, 2018

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The city staff and consultants have done an excellent job with a very challenging corridor. Charleston/Arastradero is a critical east/west corridor with many schools, parks and community centers. The 2012 Pedestrian and Bicycle Plan showed a high concentration of bicycle and pedestrian collisions.

The safety improvements for bicyclists and pedestrians are significant and I strongly support implementing the improvements as soon as possible.

Eric Nordman
2018 PABAC chair

Carnahan, David

From: Stella <stellahearn@sbcglobal.net>
Sent: Saturday, May 19, 2018 9:04 AM
To: Council, City
Subject: Charleston/Arastradero Project

To: Honorable Mayor, Liz Kniss, and members of the City Council

Please approve the funds for the Charleston/Arastradero Projects. This well-designed project is long overdue for completion!

Thank you,
Stella Hearn

Carnahan, David

From: Richard Sachs <richard.sachs@gmail.com>
Sent: Sunday, May 20, 2018 11:03 AM
To: Council, City
Subject: Charleston/Arastradero Construction Contract
Attachments: PastedGraphic-3.tiff

Dear members of the Palo Alto City Council,

Please approve the Charleston/Arastradero construction contract.

I am 20-year Palo Alto home owner. I am making an effort to minimize my car usage in the city. My wife and I bike wherever we can in the city for errands, business meetings and recreation. Implementation of the Charleston/Arastradero plan will help us expand our range and support our decisions to choose bike over car whenever possible.

Regards,

Richard Sachs
Greenmeadow home owner



Richard Sachs

520 El Capitan Place
Palo Alto, CA 94306
650.269.6353
skype: sachsrichard

Carnahan, David

From: Tamara Abrams <tabrams@gmail.com>
Sent: Sunday, May 20, 2018 11:49 AM
To: Council, City
Subject: Please approve the contract for Charleston-Arastradero Improvements

Dear City Council,

I am writing to ask you to support the plans to continue improvements to Charleston-Arastradero that make this important corridor safe for people using all modes of transportation. As someone who bikes around town regularly, and whose husband commutes daily via bicycle, it is very important to me that we keep traffic slow and add safety measures. Also, my children bike daily to JLS and Gunn. As you know the Charleston-Arastradero Corridor is an important school commute route.

I am especially interested in the El Camino intersection including making the bike lane continual there. I have biked through here several times and it is very scary, as it is now. It is currently not clear where to ride to share the road safely with cars. This is also difficult to navigate as a driver when there are bikes crossing as well. My son currently avoids this by biking down Meadow. I recently volunteered at an event at JLS to help the 8th grade students plan their bike routes to Gunn. I was surprised at how many of the students I spoke with that live to the south of Charleston, making Meadow a less viable alternative. For those students, Charleston-Arastradero is key in their school route and I am really concerned about students biking through there.

There are many other improvements in the plan that will be such a benefit to our community. Let's complete this project and enjoy the entire vision for the corridor

Thank you so much
Tamara Abrams

Carnahan, David

From: James Pflasterer <jimpf@sbcglobal.net>
Sent: Sunday, May 20, 2018 12:14 PM
To: Council, City
Subject: Encouraging City Council to Approve Charleston-Arastradero Contracts

Dear City Council,

I am writing to recommend approval of the Charleston Aratradero contracts for moving forward with the permanent enhancement for this corridor to provide a safe and effective artery for travel in south Palo Alto for hundreds of school children and adults that use it as bicyclists and pedestrians every day. The trial with markings-only has yielded slower traffic and better safety with less students involved in accidents, the primary goal for this area which contains 11 schools and preschools as well as a library and community center. My children have attended and still attend schools in the Arastradero portion of the corridor and bike to school regularly knowing the layout on Arastradero enables them to get to school confidently using effective bike lanes and crossings. Drivers in this area during peak school commute times are now cognizant of the student traffic and yielding where and when needed to allow their safe passage.

Thank you for your consideration,
James Pflasterer

Carnahan, David

From: Goetz, Werner <werner.goetz@lumileds.com>
Sent: Sunday, May 20, 2018 12:22 PM
To: Council, City
Subject: Charleston/Arastradero corridor

Dear Palo Alto City Council Members,

I am writing to express my strong support for completion and making permanent the lane reduction project on the Charleston/Arastradero corridor. I congratulate you to your foresight to initiate this project. It has brought much needed reduction of vehicle speed, safe turning lanes, and wider, safer bicycle lanes. As a resident along the corridor, it is fantastic to see students on their bikes in large numbers riding to school in the morning. Both my children have been riding their bike to either Terman or Gunn. Their safety and the safety of other students is of utmost priority to me. Please conclude this project and provide the funds necessary so that the construction can become permanent. Please also consider adding additional measures that make the El Camino crossing safer for bicycle riders.

Sincerely,

Werner Goetz

4205 Suzanne Drive

Carnahan, David

From: Markus Fromherz <markus@fromherz.us>
Sent: Sunday, May 20, 2018 12:57 PM
To: Council, City
Subject: Support for Charleston/Arastradero construction contract

Honored City Council Members,

I am a Barron Park resident, live on Amaranta Ave., used to work in the research park above Foothill Expressway, and used to drive or bike daily to work, at various times, including 7:30-8:30am and 4-6pm.

I again would like to express my **very strong support for the Charleston/Arastradero Corridor Plan**, which is ready for final construction. We have been working on this for many years. This project will provide signalization and hardscape improvements that will provide better safety and operational efficiency for motorists, bicyclists, pedestrians, and transit users. It also will create new bike lanes where there currently is a dangerous gap in the existing bike lanes at the El Camino Real intersection.

I would like to re-iterate what I have written before. After several years, I find the restriping to be a huge improvement without introducing any downsides:

1. The road is more structured, with clear turn-offs along the way where cars used to block the left lane when turning. Compare that to a four-lane highway before, where cars dominated the road. Overall I feel we have achieved the compromise we need between local traffic for schools and parks, much of it bikes and pedestrians, and commute traffic, much of it cars.
2. The restriping provided a number of improvements for bicyclists and pedestrians, including more room for bicyclists, better turn protection for bicyclists, better crossings for pedestrians, and lower car speeds. I have heard this confirmed from other bicyclists. The final treatment will further improve and fine-tune these changes.
3. As a car driver, I find traffic from Coulombe to Gunn acceptable, given the constraints of the environment, such as several large schools and substantial commuter through-traffic. There always was a traffic jam around school start time. Traffic in the morning has further markedly improved since the bell changes at Gunn and Bowman. In any case, traffic is acceptable most of the day, but fortunately it has slowed down noticeably from the previous highway speeds.
4. Traffic on Amaranta seems to be about the same as before. Related to that, on Coulombe in the morning there are never more than three cars waiting to enter Arastradero, which tells me that at least from that side we are not overloaded.

Overall, I feel this road has been vastly improved, and I look forward to the final treatment.

Please prioritize safety for all road users on our local roads!

Sincerely,
Markus Fromherz

Carnahan, David

From: nodiamonds@gmail.com on behalf of philippe@nodiamonds.com
Sent: Sunday, May 20, 2018 12:58 PM
To: Council, City
Subject: Please approve the Charleston/Arastradero contract

Dear Palo Alto City Council,

Please approve the Charleston/Arastradero contract to install the hardscape safety and operations improvements.

I have two children who bike to Gunn everyday. My daughter was hit by a car at the El Camino crossing a few months ago. That crossing is still unsafe today for bikers, and children are at risk every day this project is delayed.

Please approve the construction contracts on Monday.

Thank you for your time and consideration,

Sincerely,

Philippe Alexis
349 Diablo Court
CA 94306

Carnahan, David

From: Robert Neff <rnrneff@sonic.net>
Sent: Sunday, May 20, 2018 1:55 PM
To: Council, City
Subject: Support funding Charleston/Arastradero

May 20, 2018

Dear Palo Alto City Council,

I write in support of funding the next phase of improvements on the Charleston/Arastradero corridor.

I have been using the Charleston/Arastradero corridor for the past 25 years. I use the section West of Alma on my commute, and I use Charleston East of Alma to get to my church, and to get to shopping in Mountain View. Most of my travel is by bicycle.

When the current configuration on Charleston was implemented more than 10 years ago, the section West of El Camino became more usable and less intimidating. Traffic slowed, with far fewer cars above 40 mph, and the dedicated left turn lane made it much less stressful to turn left. It is still a street that moves a lot of auto traffic, so the sections without bicycle lanes, at El Camino Real, and between Fabian and San Antonio are very discouraging to most potential bicyclists.

Newer bicycle plans look at the entire streets network for connectivity of low-stress cycling streets, and indicate where we can improve utility by creating a better connected network. The existing conditions at El Camino, and near San Antonio are barriers that discourage many potential bicycle trips. For example, most South Palo Alto residents would not consider bicycling to get to the OSH hardware store, because of the poor conditions on just one block of Charleston from Fabian to San Antonio.

Both of these street sections are addressed in the current Charleston/Arastradero plan, as part of Phase 3 of construction. Phases 1 and 2, which you are asked to fund on May 21, include many other improvements to the corridor, including wider sidewalks, Palo Alto's first buffered bike lanes and a parking-separated bike lane, additional queueing space for cars at Alma street, and a new traffic signal coordination system. These will improve mobility for all modes, and the new median plantings will further calm traffic, and beautify the corridor.

Please vote to fund these improvements, and continue to support the overall Charleston/Arastradero plan.

Robert Neff
Emerson near Loma Verde
Palo Alto

--
-- Robert Neff
robert@neffs.net

Carnahan, David

From: Bret Andersen <bretande@pacbell.net>
Sent: Sunday, May 20, 2018 2:44 PM
To: Council, City
Subject: Please approve the Charleston-Arastradero Plan Construction Contracts

Dear Council Members,

I urge you to approve the Charleston-Arastradero construction contracts so that we can finally begin roll-out of the planned improvements to a major road in the south of our city.

I often bicycle and drive along this route and appreciate the calm, safety and convenience of using this road by car and bike. It is a key route for South Palo Alto folk to access the schools and shops on this street and the western hills/Foothill park. I like the convenience and safety of the 3 lane configuration with dedicated center lane for left turns. This eliminates the problem of drivers darting over to the right lane when confronted by someone blocking the left lane while waiting to turn left. It also allows more space for bicycling on the right. I look forward to more of this type of bike and drive friendly configuration extending through the El Camino (which is very difficult to navigate safely by bike today) and other intersections along the route.

Thank you for making our city a better place to live by approving this important project.

Bret Andersen, Palo Verde Neighborhood

Carnahan, David

From: Henry Lum <hblum@pacbell.net>
Sent: Sunday, May 20, 2018 3:33 PM
To: Council, City
Subject: Charleston/Arastradero Construction Contract Funding

Honorable Council Members,

Both my wife and I strongly recommend that the Council approve the funding for the initiation of Charleston-Arastradero construction in June 2018.

We have lived at the corner of Suzanne and Arastradero since 1965 and have noticed a significant improvement in our quality of life resulting from the traffic calming measures implemented in the Corridor. Prior to the lane reduction, my wife's Buick was rear-ended by another driver who did not notice that she was waiting to make a left-turn into our neighborhood even though her left turn signals were fully operational. The addition of the dedicated turn-pockets into and out of our neighborhood (Palo Alto Orchards), the lane reduction, and the addition of the Clemo-Arastradero crosswalk have improved the safety of our children, grandparents walking their grandchildren to Juana Briones Elementary School, and the cyclists.

Traffic congestion is about the same with the lane reduction vs. the original 4-lane configuration since drivers now making a left or right turn off Arastradero into their respective neighborhoods can now use the dedicated turn-pockets and not impede traffic in the other lane. Prior to the Corridor improvements, anyone making a left or right turn into opposing traffic to enter their neighborhoods would block traffic in one lane making the two lanes into one lane. When schools along the corridor are not in session and during off-peak hours, there is hardly any traffic congestion. Implementation of the Traffic Adaptive Signal System will also facilitate the flow the traffic along the Corridor.

The implementation of the landscaped median islands will prevent impatient drivers from using the turn-pocket lanes as passing zones to get ahead of the traffic in front of them. This is a common occurrence from the intersections of Coulombe/Arastradero to Clemo/Arastradero. About a month ago, a student walking in the Clemo/Arastradero crosswalk was almost hit by a driver doing this illegal maneuver. The student was alert enough to recognize what was happening and jumped back to the median island.

In concluding, we implore you to approve the funding for the Charleston/Arastradero Corridor to ensure our quality of life and the safety and well being of our neighborhood residents along the Corridor.

City of Palo Alto | City Clerk's Office | 5/21/2018 7:51 AM

Thank you for your consideration and your dedication and effort towards this project. It has been greatly appreciated!!

Regards,

Henry and Betty Lum

*4202 Suzanne Drive
Palo Alto 94306*

Carnahan, David

From: Meri Gruber <meri.gruber@gmail.com>
Sent: Sunday, May 20, 2018 6:52 PM
To: Council, City
Subject: Please approve the Charleston-Arastradero Corridor Final Contract

Dear Palo Alto City Council,

As a resident of Greenmeadow, I fully support the Charleston-Arastradero Corridor project. It has greatly improved traffic flow and safety. Please approve the final contract of this important project. Thank you.

Best regards,

Meri Gruber
Briarwood Way
Palo Alto
, CA

Carnahan, David

From: Claire Kirner <kirnerclaire@gmail.com>
Sent: Sunday, May 20, 2018 10:05 PM
To: Council, City
Subject: Please approve the contract for the Charleston Arastradero Corridor Project

Dear Members of the Palo Alto City Council,

Our family lives in the Greenmeadow neighborhood, very near the intersection of Nelson Drive and Charleston. On most days, our three kids ride their bikes or walk to Fairmeadow and JLS. Next fall, our oldest son will be commuting to Gunn High School.

A few weeks ago, I happened to be driving down Charleston during the morning school commute. I observed a car speeding down Charleston, and pulling a wide u-turn not far from the Stevenson House and Hoover School. This u-turn was wide enough that the car ended up in the bike lane, coming within inches of hitting our neighbor's 14 year old son who was riding to school. I expected the car to slow down after nearly hitting a child. It did not. Instead, it accelerated down Charleston. I'd like to say that this incident was rare and that near misses rarely happen on Charleston. Unfortunately that is not the case.

Along the Charleston-Arastradero corridor, there are eleven public and private K-12 schools, five city parks, Mitchell Park Library, and several community centers and playing fields. It is also a route used by recreational and commuter bicyclists wanting to access destinations in the hills and baylands. Numerous office parks and buildings bring high volumes of automobile traffic to the area as well.

Since the approval of its concept plan in 2003, the Charleston Arastradero Corridor Project has undergone several phases of study and striping trials in order to make this road safer for all. The data from these trials yielded favorable results, but many safety and some operation improvements have yet to be installed.

I am writing today to urge you to approve the contract in order to move forward with these improvements. Our citizens rely too heavily on this South Palo Alto route to not make every possible effort to enhance safety and reduce the risks of collisions. Your approval of this next phase is an important step in keeping these important commute routes safe.

Sincerely,
Claire Kirner
3934 Nelson Drive

Carnahan, David

From: Arthur Keller <arthur@kellers.org>
Sent: Monday, May 21, 2018 10:32 AM
To: Council, City
Subject: SUPPORT Charleston-Arastradero plan

Honorable Mayor and City Council,

I support proceeding with construction of the Charleston-Arastradero plan. This plan has been widely reviewed by the community including earlier this year. There is dedicated funding for this plan that cannot be used for another purpose. Any shortfall in funding is largely due to delays in implementation causing increased construction costs.

The Charleston-Arastradero plan does not have components that have been controversial in some other bicycle boulevard designs. There are no speed bumps, no bulb outs in the middle of blocks. There are dedicated separate bicycle lanes along the side of the road, allowing cars to safely pass them.

This plan is much safer than the four-lane speedway that preceded it. Bicycle commuting is increasing to schools and companies in Palo Alto, including along the corridor.

This plan deserves your support now, so the cost does not go up even more.

Best regards,
Arthur Keller
(Not in any official capacity)

Carnahan, David

From: Kevin Chen <kevinychen@gmail.com>
Sent: Monday, May 21, 2018 10:48 AM
To: Council, City
Subject: stop changing the bike lanes on Ross and Amarillo

Dear Council members, I am writing this to voice my concern about the danger of the Ross Road work and upcoming work on Amarillo Ave. We have seen no evidence that the new projects are safe or effective, and see obvious risks to bikers with the current design that stupidly pinch bike lanes. We are endangering our children. please revert these changes and fire the architecture company who came up with this stupid idea of pinching the lanes and having the ridiculously designed roundabout at Ross and Meadow. This is a key issue that will motivate voting in the next city council election.

best regards

Yong (kevin) Chen
a Ross Resident

Carnahan, David

From: Keri Wagner <keriwagner@gmail.com>
Sent: Monday, May 21, 2018 1:44 PM
To: Council, City
Cc: Keene, James; Keri Wagner
Subject: Please approve Charleston/Arastradero Construction

Dear City Council Members --

Please vote to approve the construction for the Charleston/Arastradero Corridor Project at the council meeting tonight. I live in CharlestonMeadows and my only access out of the neighborhood is onto Charleston Road. I cannot attend the meeting to tell you in person, but this plan is essential for many reasons:

1. Improved safety -- the calmer traffic patterns mean my kids can walk and bike to Gunn safely. Our entire family can easily walk or bike to the new Mitchell Park Library. The bike path improvements along the entire corridor benefit our community and others who come into Palo Alto for work or fun. The multi-use bike path is a terrific idea. The pedestrian improvements at all the intersections and the enhanced crossings at Clemo, Ruthelma, Wright, and Louis make this fairly busy street much easier and safer to cross. I also drive this road a lot, and the slower speeds and turn lanes keep traffic moving well throughout the day.
2. Improved access -- access into and out of my neighborhood and many other land-locked neighborhoods is safer for car drivers because of the improvements at Fabian, Louis, Park, Wilkie, Suzanne, Los Palos, Pomona, Donald/Terman, and Gunn High School.
3. Improved aesthetics -- this is harder to quantify, but the planted medians and the bulb-outs at the intersections will look so nice and make the road calmer and safer.

I've driven this road for years, and remember well when Charleston/Arastradero was four lanes with no turn lane. The road was a speedway at night and completely blocked with traffic during the day. You made the road safer just by using paint, imagine how much the construction will enhance everyone's commute.

Let's get this done.

Thank you.

Keri Wagner

Edlee Ave

Palo Alto



Carnahan, David

From: TOM CRYSTAL <tlcrystal@comcast.net>
Sent: Monday, May 21, 2018 2:32 PM
To: Council, City
Subject: In support of the Charleston-Arastradero construction

In support of the Charleston-Arastradero construction contract, for
21 May 2018 Council consideration and vote.

It has been years in coming; meaningful construction, based on
the substantial inputs from experts and affected neighborhoods may
finally be here. The need for the many improvements proposed is
in my experience greater than when we started this project,
decades(!) ago. A lot of my neighbors have spoken of their
approval of the soft-scaping mods (simple striping), and their
desire for the hard-scaping to go forward -- typically they
are parents looking for increased safety for the kids.

I hope you will act positively on this project Monday evening.
The long wait has been long enough.

Tom Crystal.
3815 Mumford Pl. This is in the Walnut Grove neighborhood which
has its northern edge along Charleston, from Alma to Nelson,
a substantial stretch that is seriously impacted by this plan.

Carnahan, David

From: Mila Zelkha <mila.zelkha@gmail.com>
Sent: Monday, May 21, 2018 3:12 PM
To: Council, City
Subject: Charleston-Arastradero construction contract

Dear Palo Alto City Council,

I am writing today to ask you to approve the contract to complete the installation of long-awaited improvements to the Charleston Arastradero corridor.

I grew up riding my bike along this corridor and have wished to see its use be a safe path for both bicyclists and motorists to share. Today, our family members are regular users of this corridor, going to various destinations along it on a daily basis including various schools, parks, the library and playing fields and yet it is not as safe as a corridor so widely used should be.

During the recent multi-phased striping trial to study how the road diet might affect road operations, many safety and some operations improvements could not be installed because they involved more than just paint. The concept plan for this project was approved in 2003 and after going through multiple phases of careful study, now is the final stretch - *it is time to make the final improvements.*

Some of these that are of particular interest are:

- New off road, multi-use paths in sections where students currently are forced to ride wrong-way on the street from landlocked neighborhoods.
- New buffered bike lanes and protected cycle tracks at some locations where right-of-way allows and need exists.
- New VTA bus stop duckout at Terman to prevent stopped buses from obstructing bike lanes and through auto traffic.
- Close the last remaining gap in the continuous bike lane at the dangerous El Camino intersection.
- Additional lane space for motor vehicles at some intersection approaches.

Community input has been lengthy and thoughtful. Now is the time to implement what the community has asked for and professionals have studied. Please don't conflate critique community members have about other transportation infrastructure improvements with what has been a safety improvement project 15 years in the making.

Please approve the Charleston-Arastradero construction contract so that work can begin in June as scheduled.

Thank you for your consideration.

Mila Zelkha
Palo Alto, CA 94306

Carnahan, David

From: Kirsten Flynn <kir@declan.com>
Sent: Monday, May 21, 2018 3:39 PM
To: Council, City
Subject: Arastradero Road traffic improvements.

Honorable City Council,

Please vote to approve the Charleston Arastradero Construction project. This project has been well thought out, extensively tested and makes our children safer, while allowing multiple transportation modalities to flow on this route.

During the test period, this project has:

- Reduced the number of high speed vehicles (those traveling greater than 37mph) during the off-peak hours by approximately 50 percent. A pedestrian is nearly twice as likely to be killed by a vehicle moving 35mph than a vehicle moving 28 mph.
- Decreased the number of injury bike/ped accidents on this school commute route while the number and percentage of students bicycling to corridor schools rose.

The permanent improvement will build on these wonderful statistics while:

- Creating signaling that will respond to traffic to increase auto through-put.
- Get bikes off the roadway in areas where children are forced to wrong-way ride, to get out of their street, and onto Arastradero.
- close the gap in the bike lane at El Camino Real, this will get bike off the sidewalk and out of the lane of traffic.
- Creates additional auto lane space at some intersection approaches.

Any time you make it SAFE for a kid to bike to school, you are taking a car, and it's GHG emissions, out of the commute traffic. This is important to our Palo Alto's goal of cutting carbon emissions to 80% below 1990 levels by 2030.

You are also introducing the idea of the bicycle as a form of transportation to that kid and that parent. I have been working with the Safe Routes to School program since I was the Co-PTA president at the newly re-opened Barron Park School, in 1997. We worked to make it safe for our kids to be able to ride to all of the schools in the city, especially the 6 schools located along the Charleston/Arastradero Corridor. This project has taken a challenging area, and created a solution that improves bicycle and pedestrian commute safety, while accommodating car commuters. Please continue to support the completion of this work.

Best Regards,
Kirsten A. Flynn
471 Matadero Avenue.

Carnahan, David

From: Penny Ellison <pellson@pacbell.net>
Sent: Monday, May 21, 2018 4:03 PM
To: Council, City
Subject: Charleston-Arastradero Contracts

Honorable City Council Members,

I am writing to encourage you to approve the Charleston-Arastradero (C-A) contracts that you will discuss tonight. I want to thank you and staff for this forward-thinking project. It is a truly multi-modal project that I am proud our city has undertaken. I thank you for that important work.

The staff report does an excellent job outlining the importance of this road as a school commute corridor and multimodal residential arterial. Safe, efficient operations for every mode of transportation on Charleston-Arastradero is very important to everyone who uses it, especially for thousands of households south of the corridor—for whom it provides access to the rest of the city.

C-A Plan Is Not A “Bike Project”: A Little History

The very first significant change the original project team made to Arastradero was an auto capacity increase at Gunn. Before the city did anything else on the Arastradero section of the corridor, they added a new, fifth, dedicated right turn lane on Arastradero into Gunn High School driveway. They also eliminated a bottleneck at the throat of the driveway and improved internal campus circulation to relieve auto congestion. The combined effect of these changes was to eliminate congestion that would spill back onto Arastradero and create westbound gridlock during the morning peak hour that extended past Terman. This was before the Arastradero striping trial. The city added this capacity to study the effect of the change and to understand how much surplus auto capacity they could take to improve the road for all modes.

At the same time, they implemented the four-way signal at Terman/Donald intersection because the city knew we needed that to accommodate high volumes of foot-powered students at that crossing.

The effects of these changes were studied and built into a model that also incorporated anticipated changes from planned development at the time that included projected growth in the research park. That model was used to inform engineering of the Arastradero striping plan.

I worried before we added that additional capacity that drivers would get used to the freer traffic flow and be unwilling to give any of it up. Staff assured me that they'd move the process expediently so that would not occur. A decade later, people have forgotten this important work.

The designed road now carries many more trips of all modes, so it has been successful accommodating growth through mode shift while maintaining point-to-point travel times, but the striping trial could not deliver many safety and operational improvements that we badly need. The paint trial tested whether or not we could do the road diet and maintain point-to-point travel times. It did not implement many safety and operational improvements that will only be possible with the hardscape installation. Among these are:

- New Traffic Adaptive signal system to reduce auto delays and congestion along the corridor
- New, improved signalization to facilitate convenient, safe turns at some intersections where needed
- Additional lane space for motor vehicles at some intersection approaches
- Preparation of the road for planned grade separation of rail
- New VTA bus stop duckout at Terman to prevent stopped buses from obstructing bike lanes and through auto traffic
- Close the last remaining gap in the continuous bike lane at the dangerous El Camino intersection

- New landscaped median islands (to be built within the existing double yellow lined areas) will provide:
 - Pedestrian refuge areas
 - Natural beauty and reduced “heat island” effects of the current wide expanse of asphalt
 - Smoother and better controlled turning movements and merges and moderation of the highest speeds during off-peak periods
 - Protection from collisions for turning cars and bicycles
- New off road, multi-use paths in sections where students currently are forced to ride wrong-way on the street from landlocked neighborhoods
- New buffered bike lanes and protected cycle tracks at some locations where right-of-way allows and need exists.
- Safer connections linking neighborhood communities south of the C-A corridor to the rest of the city’s bicycle-pedestrian network.

Policy Basis & Public Process

A residential arterial treatment like the Charleston-Arastradero Plan was specifically called for in the city’s last Comprehensive Plan (Program T-41) and the recently Updated Comp Plan (Goal T-1, Goal T-2, Goal T-3, Goal T-4 including esp ciellay Policy T-4.4, Goal T-6, Goal T-7), and is also supported by multiple other policies and goals in the Comp Plan-- as the staff report documents very well. The project is recommended, ranking high for its anticipated contribution to safety and connectivity, in the city’s Bicycle & Pedestrian Transportation Plan (page 7-9, BK1). The project has been vetted through more than 15 study sessions and public hearings (all unanimous votes in favor) and countless community meetings since 2003. The striping trial was unanimously approved in 2012. Concept Plan Lines were unanimously approved in 2015.

Next Steps

The finished project will provide a continuous bike lane the entire length of the corridor—including through the problematic El Camino Real intersection where there presently is a gap in the bike lane.

Landscaped median islands will beautify the corridor, but more importantly the new medians will provide significant additional safety for all road users. For people who drive, dedicated turn lanes will control turning movements and lane changing and protect left-turning vehicles from rear-end and broad-side collisions. The current paint striping provides no pedestrian refuge, little traffic smoothing effect, no bulb-out benefits, no physical separation of vehicles between each other and people who are walking and bicycling at potential conflict points. The planned hardscape will provide these important safety benefits.

The C-A Plan, though controversial, has received repeated unanimous approval in all of its various phases. Though it is not perfect, this plan is the best solution to accommodate increasing auto traffic volumes while creating safer conditions for the people who must drive, walk and bike on this street, especially large numbers of school bound children. It will prepare the road to mitigate the potential for induced traffic impacts when train preemption is eliminated by grade separation.

Please approve the Charleston-Arastradero Concept construction contracts and move the project toward implementation of the final hardscape phase after more than a decade of study to improve safety and operations. Prepare Charleston-Arastradero with this project for future grade separation.

Thank you for considering my comments.

Sincerely,

Penny Ellson

Carnahan, David

From: Seena Huang <seena.huang@gmail.com>
Sent: Monday, May 21, 2018 4:14 PM
To: Council, City
Subject: Charleston-Arastradero Project

To whom it may concern,

I am unavailable to speak at tonight's meeting, but I wanted to voice my support for to approve the contract to move forward. As a former Gunn student who rode my bike to school regularly, I was hit by a car which resulted in a broken wrist.

Regards,
Seena Huang

504 El Capitan Pl, Palo Alto, CA

Carnahan, David

From: rosa huang <rosapaca@yahoo.com>
Sent: Monday, May 21, 2018 4:09 PM
To: Council, City
Subject: Charleston project

I would like to inform you that I have had three near-death accident on this road.
Two I have escaped.
third I got hit by a car while riding my bike from volunteering at Gunn High school. I was injured.

My teenage son was hit by a car on Aresteradero and his arm was in a cast for over a month.

We need this project to be completed to avoid fatality and injury to people.

Thank you.

Rosa Huang
504 El Capitan place
Palo Alto.

05/23/2018

 Received Before Meeting**1****Carnahan, David**

From: Young, Edwin <eyoung@honolulu.gov>
Sent: Monday, May 21, 2018 12:46 PM
To: Council, City
Subject: Message from the City Council Home Page

To the Members of the Palo Alto City Council:

I was chagrined to read about the proposed cuts to the Office of the City Auditor. Please allow me to express my personal opinions.

When I worked as a performance auditor at the City of Palo Alto. Sharon Erickson was recognized for her integrity, candor, and professionalism as the City Auditor. The newspapers labeled her as the "Most Trusted Individual in City Government". The title resulted from her leadership, guidance, and productivity in producing audits that were value added, impactful, and significantly improved the city operations. Under her leadership, the Office of the City Auditor won a plethora of national awards and set many national precedents for the auditing profession.

Although the Palo Alto city manager tried to defund and eliminate the Office of the City Auditor, her successors were successful in protecting the office and its independent and objective audit work. Unfortunately, the current leadership has not maintained the momentum, vitality, and productivity generated under Sharon Erickson's leadership. The importance of the City Auditor function in Palo Alto is demonstrated by this example. After the Palo Alto Chief Information Officer (CIO) assured the auditors all corrective actions were taken to protect the city's personnel, e-commerce, and other sensitive databases, the city's performance auditors were able to penetrate the city's SAP ERM (enterprise resource management) system by using default passwords. The auditors were able to access and change personnel records, personal data, and other important data on city executives. The embarrassing audit results were suppressed and the final report watered down to avoid disclosing the full significance of the performance audit results. The current City Auditor's acquiescence to outsource the city's performance audits is therefore a major disappointment, and, in my opinion, reflects badly on her ability to provide the leadership and professionalism set by Sharon Erickson.

Based on my experiences as the City Auditor for the City and County of Honolulu and based on my past experiences in the Bay Area, companies that perform outsourced performance audits are costly. Their charges often exceed the cost of retaining city employees, and some have criticized the companies for not complying with US Comptroller auditing standards, not being independent or objective, and producing reports that promote political agendas. The outsourced reports are often critical of government operations, but not value added. Many reports produce mixed results.

The difference between outsourced performance audits and in-house audits can be illustrated by a recent example. Our external IT auditors repeatedly advised our city's information technology department to strengthen its information security practices. The IT department refused to implement the recommendations and the outsourced performance auditors had no leverage to ensure the recommendations were implemented. Our in-house performance auditors performed follow up cybersecurity audits and reaffirmed the importance of the recommendations. Through the persistence and perseverance of the city auditors, the IT department reluctantly implemented the recommendations. As a result of the city auditors' efforts, the city was not vulnerable to the recent wave of ransomware attacks, did not pay any ransoms, and did not lose any databases.

If the City of Palo Alto auditor's office (a nationally recognized audit office) is dismantled, the voters will lose an independent and objective resource needed to ensure the city operations are effective and efficient, and voters will lose the assurance the city resources are not being wasted or subject to fraud and abuse. Outsourcing the performance

City of Palo Alto | City Clerk's Office | 5/21/2018 3:53 PM

audits should not be pursued without seriously considering the consequences, as rebuilding the lost expertise can have serious and costly consequences to the city.

Sincerely,

Edwin Young , City Auditor
City and County of Honolulu

Carnahan, David

From: Minor, Beth
Sent: Tuesday, May 22, 2018 12:45 PM
To: Carnahan, David
Subject: FW: Downtown Garage Utilization, Valet Services and City Budgets
Attachments: Cowper Webster Bryant Garage Under Utilization Feb Mar Apr May 2018.xlsx; ATT00001.htm

From: Neilson Buchanan <cnsbuchanan@yahoo.com>

Date: May 22, 2018 at 11:08:19 AM PDT

To: Greg Tanaka <gltanaka@gmail.com>, Everarado Lalo Perez <lalo.perez@cityofpaloalto.org>, Eric Filseth <efilseth@gmail.com>, Lydia Kou <lydiakou@gmail.com>, Greg Scharff <gregscharff@aol.com>, Robert De Geus <robert.degeus@cityofpaloalto.org>, Mark Hur <mark.hur@cityofpaloalto.org>, Joshua Mello <joshuah.mello@cityofpaloalto.org>, Ed Lauung <evlauing@yahoo.com>, Judy Klienberg <judy@paloaltochamber.com>, James Keene <james.keene@cityofpaloalto.org>

Cc: Elaine Uang <elaine.uang@gmail.com>, Gabrielle Layton <strop@redjuice.com>, Simon Cintz <cintzprops@gmail.com>, Benjamin Cintz <bcintz@gmail.com>, "Norman H. Beamer" <nhbeamer@yahoo.com>, John Guislin <jguislin@gmail.com>, Gennady Sheyner <gsheyner@pawEEKLY.com>, Richard Brand <mmqos@earthlink.net>, "chopkeenan@yahoo.com" <chopkeenan@yahoo.com>, Joe Baldwin <zbrCP1@comcast.net>, Reza Riahi <reza@rezariahidds.com>, Melvin Matsumoto <mmatsumoto@channinghouse.org>, Mary Gallagher <marygallagher88@gmail.com>, KJ and Fred Kohler <fkohler@sbcglobal.net>, Pat Burt Gmail <patburt11@gmail.com>, Pat Devaney <devaney@stanford.edu>, Malcolm Beasley <beasley@stanford.edu>, Sally-Ann Rudd <sallyann_r@yahoo.com>, Marion Odell <marionodell7@gmail.com>, Susie and Gary Hornbeek <smillerhornbeek@yahoo.com>, Lauren Burton <lauren@thinkgardens.net>, Irv Brenner <irvb@pacbell.net>, Janine Bisharat <janine@karunaadvisors.com>, Sheri Furman <sheril1@earthlink.net>, Annette Glankopf <annette_g@att.net>, Allen Akin <akin@arden.org>, Ted Davids <tdavids@sonic.net>, Eric Rosenblum <mitericr@gmail.com>, Steve Levy <slevy@ccsce.com>, Steve Raney <steve_raney@cities21.org>, Penny Ellson <pellson@pacbell.net>, City Clerk <city.clerk@cityofpaloalto.org>, Dave Price <price@padailypost.com>

Subject: Downtown Garage Utilization, Valet Services and City Budgets

I am concerned that the Council's Finance Committee may not have adequate data to allocate resources and staff to the various programs balancing neighborhood RPPs and commercial core parking capacity. I am concerned that city policy and staff continue to place unnecessarily high non-resident vehicle loads on the 10 residential zones in the Downtown RPP.

Downtown residents and I have been involved with downtown parking patterns for over 6 years. My neighbors have worked very hard to make informed decisions and recommendations based on objective data. We have a history of generating reliable data far greater than city staff and consultants.

We have strength in numbers, modest technical skills and an advantage of having eyes and feet on the ground on a daily basis.

Finally we are concerned that the Finance Committee may not have a complete picture of how High, Bryant and Cowper/Webster garages are utilized.

Attached is a survey of garage utilization midday at various dates since February. Our data collection is focused on Wed/Thur data collections since those days tend to have the greatest demand for permit (all day) parking. We do not survey short-term 2-3 hour parking utilization, but we observe wide ranges of vacant spaces during the day. We do not survey weekends and holidays.

We hope the attached worksheet is self-explanatory. It is a record of dozens of midday surveys since Feb 2018. Call me if you have questions.

CONCLUSIONS

Evaluation of 3 "promised" valet parking services

1. High St. garage is extremely successful and demonstrates its promised potential.
2. Bryant St. garage is operational only occasionally and fails to park vehicles in aisles most days. The root problem is that too few all-day permits are being sold.
3. Cowper/Webster garage has no valet service and significant vacant spaces exist every working day. In fact, top level 6 of this garage may have never been utilized since it was built. Too few all-day permits are being sold and there are questions about management of wait lists.
4. Philip Kamhi, before he resigned from city staff, outlined very creative program to improve "valet services" and to adapt to fluctuating workloads.

Maximization of garage potential

1. At least 50 more permits could be sold for Bryant garage without any deterioration in service level.
2. At least 100 more permits could be sold for Cowper/Webster garage without any deterioration in service level.

Improvement for residential neighborhoods

1. Permits sales should be increased slowly and methodically to fill unused capacity in downtown city garages and surface lots.
2. Downtown non-resident RPP permits should cease until city staff and Council can demonstrate higher levels of stewardship for downtown parking capacity and residential neighborhoods.
3. Better utilization of city garages could relieve some of the hardships experienced by neighborhoods serving business such as Channing House and local dentists.

IMPACT ON FY19-23 BUDGETS

1. Full valet services should be cost effective. Discussions at the Finance Committee have not been clear to me and other stakeholders. Is the cost per

valet program about \$110,000 per garage? If so, this is competitive with building any new garage space.

2. What are contingency plans if there are inflationary cost runups on important capital improvements. Many capital projects and programs are more important and less urgent than \$28M for Hamilton/Waverley garage. Putting 3 valet parking programs into operation next year is a strong hedge on capital cost escalations in the Capital Improvement Plan(CIP)

Neilson Buchanan
155 Bryant Street
Palo Alto, CA 94301

650 329-0484
650 537-9611 cell
cnsbuchanan@yahoo.com

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
29		Thur, Mar 1	145pm	69	25			1	20	26	141	169	46	
30														
31		Fri, Mar 2	1201pm	69				0						
32														
33		Mon, Mar 5	1150am	38	5									
34		Mon, Mar 5	200pm	32	5			0	20	26	83	100	46	
35														
36		Tues, Mar 6	1159am	51	5			5	20	26	107	128	46	
37		Tues, Mar 6	215pm		5			2						
38														
39		Wed, Mar 7	1124am	58	10			7	20	26	121	145	46	
40														
41		Thurs, Mar 8	240pm	52	27			5	20	26	130	156	46	
42														
43		Frid, Mar 9	212pm	71	23			7	20	26	147	176	46	
44														
45		Mon, Mar 12	121pm	29	0			0	20	26	75	90	46	
46														
47		Tues, Mar 13	116pm	46	3			0	20	26	95	114	46	
48														
49		Wed, Mar 14	1213pm	36	0			2	20	26	84	101	46	
50														
51		Thur, Mar 15	120pm	68	9			0	20	26	123	148	46	
52														
53		Wed, Mar 28	1230pm	69	9			5	20	26	129	155	46	
54														
55		Thur, Mar 29	1230pm	76	48			5	20	26	175	210	Holiday	
56														
57		Frid, Mar 30	1230pm	no survey holiday									Holiday	
58														
59		Mon, Apr 2		68	12			5	20	26	131	157	46	
60														
61		Wed, Apr 18	1201pm	64	19			19	20	26	148	178	46	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
62														
63		Thur, Apr 19	1220pm	62	21			12	20	26	141	169	46	
64														
65		Wed, Apr 25	1202pm	70	17			11	20	26	144	173	46	
66														
67														Note: Valet at Bryant, enforcement giving tickets, city staff actively monitoring. No valet at Cowper/Webster. Based on one day survey: More permits being sold from waiting lists???
68														
69		Thur, May 3	1205pm	59	15			12	20	26	132	158	46	No valet at Bryant
70														
71		Wed, May 9	154pm	71	7			3	20	26	127	152		Note: 3 Valet parked vehicles observed
72														
73		Thur, May 10	114pm	47	21			16	20	26	130	156		No valet at B
74														
75		Mon, May 14	1201pm	4	37			5	20	26	92	110		



CITY OF
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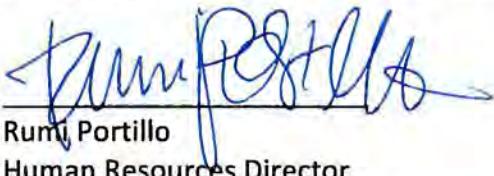
TO: HONORABLE CITY COUNCIL

FROM: RUMI PORTILLO, HUMAN RESOURCES DIRECTOR

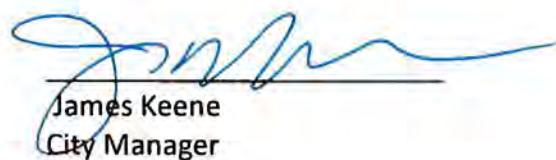
DATE: MAY 29, 2018

SUBJECT: ADOPTION OF AN UPDATED SALARY SCHEDULE AND REVISED COMPENSATION PLAN FOR UNREPRESENTED LIMITED HOURLY EMPLOYEES EFFECTIVE JULY 1, 2018 – JUNE 30, 2021

Please note that the adoption of an updated salary schedule and revised compensation plan for the unrepresented limited hourly employees has been moved out to a future council date in order to better align with other administrative actions.



Rumi Portillo
Human Resources Director



James Keene
City Manager

Carnahan, David

From: Kathy Durham <kfdurham@earthlink.net>
Sent: Monday, May 21, 2018 6:09 PM
To: Council, City
Subject: Agenda Item # 7 for Monday 5/21/18, Award of Charleston-Arastradero Corridor Construction Projects

Dear Mayor Kniss and Members of the Palo Alto City Council:

Tonight, I urge you to approve the contract for constructing the final, fully vetted plans for physical improvements that emerged from more than 15 years of engagement with a full range of the public on the Charleston-Arastradero Corridor project. This project grew out of the 1998 Comprehensive Plan, and the public process dates back to at least 2003. It's come through two Bike/Pedestrian Plans, and an extraordinary number of community outreach meetings, study sessions, thoughtful input from appointed commissions and boards, and unanimous approvals by multiple City Councils.

This project is not and never has been a project pushed by some secretly powerful pro-bike forces as part of a "bikes vs. cars" agenda. From the beginning, the goal was to update the 1950s style four lane roadway designed for unsafe vehicle speeds in a residential area, but with a dual goal: maintaining through traffic travel times for drivers while also implementing key safety improvements that reduce the risks faced by pedestrians and bicyclists.

As someone who served on the City/School Traffic Safety Committee when this project began to be considered in 2003, I can definitively say yes, the concerns of drivers and others opposing the project were heard. Many changes were incorporated into the tweaks to the design during the last ten years of professional evaluation and public process, including the recommended striping and signing for the "paint trial" and during the 2012 and 2014-15 public process as the project moved towards final design. **It's time to move forward now.**

Last but not least: consider that making it safer for more students to bike or walk to school provide alternatives to the families who are currently driving on Arastradero because they see that it's not safe. This would give more space on the road for those drivers who truly have no alternative to getting where they need to go via driving on the Charleston-Arastradero corridor. That's a benefit of investing in a real multi-modal road!

Thank you.

Kathy Durham

Carnahan, David

From: Peter Lee <peterlee1108@gmail.com>
Sent: Tuesday, May 22, 2018 11:33 PM
To: Council, City
Subject: Bike blvd project directly impact my day-to-day routine

Hi Palo Alto City Council, my name is Peter Lee, my family lives at 2675 Louis Rd, where the on-going bike blvd project runs directly through the front of my house. When we first got notified about the bike blvd project, we read the hand out and it has only mentioned about raised bumps and shared road, and none of those seems like a serious issue to us. However, as the project start digging our side walk and framing concrete, we came to realize that it's not as simple as raised bumps, and shared road has different meaning then what we have expected. There has already been many safety related concerns raised by the community already, and I agree with many of those concerns, so I won't go into those again. But in addition to those safety issues, this project have direct impact to my family's day-to-day routine.

The most important impact to us is the raised curb:

1. I have a single lane drive way, the width of my drive way is narrow (11ft), and the street's car lanes are also very narrow now (10ft each direction), the moment my car's bumper is out of the drive way it's blocking traffic. The narrow drive way and the narrow car lane makes backing out of my drive way very challenge. I will need the clearance of both direction traffic to back the car out no matter which direction I am backing out to, and with 8 stop signs (2 on each direction and on each side of my house), cars are lined up impatiently trying to get over all those stop signs and very few cars are welling to stop and let me out. I have once waited for nearly 3 minutes just to back out of the drive way (where it used to take about 15~45 seconds before). And turning onto my drive way is also a challenge, since my driveway is narrow and the car lane is so close to it, I need to cross my car to the opposite lane to turn into my driveway otherwise the rear tire will hit the raised curb. In fact, I drove around in Palo Alto just trying to find an example of similar setup, but I cannot find any, almost all the residential houses have rolled curb, some houses in downtown area have raised curb, but they all have street parking, so they have more buffer area for turning, none of them has both raised curb and no parking. I feel this is a safety risk to me.
2. We used to have rolled curb, where I used it as temperately parking whenever I need to switch cars out from my tandem drive way, but now I have to drive my car half block away and come back and switch cars and drive it back if I need to do that. And we have a 5yr old kid, meaning I need to get her in car1 seat, drive half block, unbuckle her, walk back home, buckle her in car2, drive it half block, unbuckle her, then buckle her to car1, drive home, unbuckle her, walk to car2 and buckle her again... If you can imagine the annoyance of this, it will now take me 10~15minute daily for something that used to take only 1~2minutes.
3. I have no place to put the garbage/recycle bins on collection day now since the raised curb is now a planter area. Palo Alto Green Waste company told me to just leave my bins on the side walk and they will pick it up, but what they did was to manually push the bin to my driveway entrance and have the machine pick it up, and they just leave the empty bins at the entrance of my drive way. Guess what I have to do when I get home at end of the day with bins blocking my drive way? I have to drive my car to next block to park my car and walk back to move the bins and then go back to my car and so I can drive it home.
4. Delivery truck has no where to park now, and of course they are not going to waste time park it at the next block, they just stop right in front of my house and block the traffic while jumping down to drop off my package (I saw it through my security camera). Of course this is not right, but seems most delivery persons don't care, and this actually would cause a safety issue for the bike/cars behind it especially if car/bike tries to go around the truck via opposite lane.

These may sound like minor issues to some, but when we have to deal with everyday, it's not so minor. It has become a frustration point of the day to get in and out of the drive way, there is no room for error since everything is so narrow now.

I wish the city would consider bring back rolled curb to my block, that way the above problems would all be solved as rolled curb can be used as a buffer zone to temperately stop my car there when I switch out cars, and can be used to widen my turn when I back out and get in my drive way, so I won't need clearance from both lanes, and I can place my garbage bins on it for pick up, and delivery truck also has a place to stop without block traffic.

Thank for you reading my concerns.

Peter Lee

408-480-3268

Carnahan, David

From: Joseph Harwood <joseph.harwood@yahoo.com>
Sent: Sunday, May 20, 2018 6:50 PM
To: Council, City
Subject: Changes to Greer Road

I see the City is testing out changes to Greer Road, including putting in a roundabout. I am writing to strongly oppose these changes.

Similar to what has been done to Ross Road, this will be a danger to bicyclists. Traffic will back up beyond the circle during rush hour as cars wait at the light, blocking cross traffic. The intersection containing the circle is simply too small for a traffic circle.

I feel these changes are being made by the Transportation Department for their own purposes, with no regard to what residents want. All major changes like this should be voted on. The City government is unaccountable, unresponsive, and out of touch.

Joseph Harwood
542 Hilbar Lane

Carnahan, David

From: NTB <aarmatt@gmail.com>
Sent: Tuesday, May 22, 2018 7:22 AM
To: Council, City
Subject: Charleston-Arastradero Corridor Project

To Honorable Mayor Kniss and Council Members,

For those of us who have been involved with this project since the very beginning, last night was an amazing moment. It's one we have long awaited but have never taken for granted.

Thank you for making it happen! You were the final link in a chain that was started so many years ago. Once completed, Charleston-Arastradero will be a road for which we will all be proud.

Once again, thank you.

Sincerely,
Nina Bell

Carnahan, David

From: Betty Lum <bylum@pacbell.net>
Sent: Tuesday, May 22, 2018 12:54 PM
To: Council, City
Subject: Chrleston-Arastradero Corridor

Dear City Council Members, The meeting was LONG, and you were most tolerant having to listen to ALL the opinions re: Verizon Towers, and of course "the corridor"!

Thank you very much for understanding the importance of this project not only for the residents along this corridor, but also for the numbers of people--pedestrians, bicyclists, motorists, etc. who travel the route daily. We residents along the corridor are especially grateful, for it will make entering and exiting our neighborhoods much safer. We eagerly anticipate the start of this project knowing the resulting improvements. Many thanks again!

Betty Y. Lum
4202 Suzanne Drive
650-493-6876
650-888-0377[c]

Carnahan, David

From: mark weiss <earwopa@yahoo.com>
Sent: Monday, May 21, 2018 8:51 PM
To: Council, City
Subject: Democracy v. corporate behemoth and cell phone towers

This is a distinct, or second letter on same topic and shows more of what my post, from a few years ago, actually looks like, and full text.

Thanks,

Mark Weiss

candidate, for at least a few more precious minutes, for Palo Alto Human Relations commission, partial term, I think???

Downtown North

but writing you at 8:48 as counsel for applicant sings his song, a not unpleasant warble

Plastic Alto with Mark Weiss

Musings on art, technology, culture, ornette



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The Great Democracy Tap-out (of Palo Alto)

Posted on April 5, 2011 by [markweiss86](#)



Giant robots from the future will eat all our trees!

I watched our so-called leaders, both elected and appointed officials, “tap out” on Democracy, submit to their corporate overlords, sell out their constituents, one after another, gladly, gleefully, smilingly, willfully, by a margin of 12 to 2. (City Council, 8 to 1, last night; Planning Commission, 4 to 1, on Feb. 25). The lone dissenters, who stood with their neighbors, and against corporate greed and hegemony, if in futility, were first-term council member Karen Holman, and planning commissioner Arthur Keller.

The rest of them threw their neighbors under the bus. They are willing to sacrifice at least and especially two people, Michelle Kraus and Jeffrey Jones, top floor residents at 488 University Avenue, Hotel President, so as to not displease the corporate behemoth that is their master; who knows how many of the rest of us 59,000 they will sacrifice for the sake of their gadgets and consumerism, and their political ambitions (like to become the next Liz Kniss); it’s also no coincidence that the bulk of these elected officials besides not being residentialist are also beholden to the leading local special interest; the top seven finishers in the 2009 City Council race all had close ties and ample backing from real estate interests –not to confuse the distinction between special interests and corporate creep.

To “tap out” is a term from submission wrestling wherein the combatant signals his or her submission by tapping the

mat or saying “tap.” Metaphorically speaking, I watched our leaders signal their submission to the small army of corporate mouth-pieces well before the actual votes.

Tapping out is like Roberto Duran saying “no mas” rather than continuing in the ring so as not to end up like Duk Koo Kim against Ray “Boom Boom” Mancini. But in politics, I would much rather see my representatives battle on than submit so readily.

Even in the face of the so-called “Federal shot clock” (if you forgive the switch to basketball metaphors, from martial arts), wherein we were told that we would be sued in Federal Court if we didn’t submit fast enough, I would rather see Palo Alto conscientiously stand up to injustice rather than cave in so spinelessly. Indeed, I think we should instruct new city attorney Molly Stump to look into the ramifications of such civil disobedience.

The large telecommunications company at issue here, according to the Wall Street Journal, spent \$15 million lobbying Congress in Washington, D.C. to set the stage for these local events. They’ve moved the goal posts and re-marked all the fields. In effect, they and their ilk have packed the courts, the FCC and Congress with a pro-corporate lobby that to my (admittedly provincial, naive, jeremiad) view spells the end of democracy as, for example, it was taught at Gunn High for 20 years by Clay Leo. Do you recall the terms “of the people, for the people, by the people?” If so, you’re a dinosaur! It’s now “for the company, by the company.”

In 1819, Daniel Webster argued the rights of a small private college to defy the larger bullying local government, in the Dartmouth College case; Chief Justice Marshall’s ruling set the stage for what evolved into today’s corporate contract law, that crawled out of the muck. But in the ensuing 192 years, corporations have in effect become the new

monarchies, a new Feudalism. Webster ironically enough ended doing more to help The Queen of England than he did for upstarts, activists and educators, who were his clients. (Today's slick pols would not know Daniel Webster from Daniel Craig).

I spoke to Karen Holman and Gail Price after the previous council meeting and said I philosophically opposed the applicant's petition on anti-trust and pro-democracy/anti-corporate grounds; they looked at me with relatively blank faces, and seemed to not know what I was talking about. (Coincidentally, the next day's papers reported that the two leading phone companies, including our applicant had merged, triggering some anti-trust discussion).

A source in the Journal, Center for Responsive Politics aka OpenSecrets dot ORG tracks the role of corporate money in policy and said that the applicant was the leading lobbyist and the leading contributor to political campaigns. I also recall learning of an entity called POCLAD which tracks the encroachment of corporate influence into the public commons.

When I chatted with someone (one of the dozen or so well-paid partisans, for the industry) in the lobby of City Hall and explained my concern, a member of the their team basically taunted me, from behind. “Corporate power”?! Hmmph!” he said, mockingly; it reminded me of the “woofs” of playground basketball. I was half expecting an elbow to the gullet.

At first the sheer arrogance of the applicants was shocking. Then it reminded me of the 1951 Sci-Fi movie “The Day the Earth Stood Still.” These guys were like robots from the future, or superior life forms from a distant planet, telling us the new order: Resistance is futile! Submit now!

[http://www.amazon.com/Day-Earth-Stood-
Still/dp/B00005JKFR/ref=sr_1_4?s=dvd&ie=UTF8&qid=
1306513336&sr=1-4](http://www.amazon.com/Day-Earth-Stood-Still/dp/B00005JKFR/ref=sr_1_4?s=dvd&ie=UTF8&qid=1306513336&sr=1-4)

The rhetoric toned down slightly at the City Council public hearing, but it was dismaying to see the way each council member (save Holman) submitted so easily. I felt like a Butler basketball fan watching a nightmare of really bad, unprecedented ineptitude (in Clark Kellogg's words) in shooting. Butler was 12 for 64; like I said, we were 2 for 14 in terms of sticking up for the people.

Here is if not an actual transcript a poetically true version of the exchange between three-time Mayor Larry Klein and the chief outside counsel of the applicant, as I saw it at last night's public hearing:

Klein: I'm a lawyer, too (TAP!), so I want to ask you about the term "quiet enjoyment." A civil code in our state from the 1950s says tenants have some rights. We know that you spend millions on lobbying and close to billions on commercial brainwashing, so how do you get around what seems at surface to be believable and reasonable concerns from the affected residents, our neighbors?

Corporate Slickie: Indeed you have some quaint words on your side, "quiet enjoyment." Imagine those words written in tiny plain font, in gray tones not black, on a little piece of paper. We wrap that paper in a scrumptious mix of sugar and flour, colored, baked: a fortune cookie! We then wrap the fortune cookie in plastic. We buy the cookies in bags of 50 count. There are 12 bags to a box, 40 boxes to a truck. We load the trucks into boxcars. Now picture this: I make \$500 an hour, I wear nice suits, I pay \$150 for my slick, not quite Jeff Bridges but not Mr. Smith from "The Matrix" either haircut, and though arrogant I am actually human: I have kids (at prep school, in Southern California). But my boss, my master, you do not, believe me, want to "F" with

him!! (bang, bang — or air quotes). My boss, The Colossus, he eats the BOXCARS by enormous handfills, hand over fist, as much as he wants, whenever he wants, greedily, hungrily. He eats boxcars of cookies, I've described, cakes, dry goods, consumer devices, widgets — whatever you got — weapons, trees, I mean, lumber, packaging and all, steel containers, the entire boxcars. He then, um, poops it all out, a sea of poop bigger than a football field. Now you puny citizens and your "quiet enjoyment," you have permission to sift silently through our soot, in search of your quaint and archaic values and principles, for now, until further notice.

I may be over-stating the case, but if so I will gladly eat my words.

edit to add, May 20, 2011: I posted a version of this on the website, as comments, of the [Palo Alto Weekly](#), and a link back to here; I was reacting to the opinion piece authored by Leon Beauchman, who is the person I am referring to in paragraph 10, above, who "woofed" me in the lobby of City Hall. It turns out his is a former San Jose State basketball player! I said that El Palo Alto is beginning to look like a Christmas Tree in a Terry Gilliam or Philip K. Dick movie.

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About markweiss86

Mark Weiss, founder of Plastic Alto blog, is a concert promoter and artist manager in Palo Alto, as Earthwise Productions, with background as journalist, advertising copywriter, book store returns desk, college radio producer, city council and commissions candidate, high school basketball player; he also sang in local choir, and fronts an Allen Ginsberg tribute Beat Hotel Rm 32

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8 Responses to *The Great Democracy Tap-out (of Palo Alto)*



1. [markweiss86](#) says:

April 5, 2011 at 5:49 pm ([Edit](#))

Matt Bowling:

<http://www.paloaltohistory.com/hotelpresident.html>

[Reply](#)



2. [markweiss86](#) says:

April 5, 2011 at 6:27 pm ([Edit](#))

[Reply](#)



3. [Mark Weiss](#) says:

April 5, 2011 at 6:45 pm (Edit)

My source on tap out lore, especially "Fight" his book:

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

[Reply](#)

4.  **Mark Weiss** says:

April 9, 2011 at 10:16 am (Edit)

Coincidentally, or not, as all 18 topics here, "art, technology, culture, ornette" are hermetically interwoven, Terry and I this a.m. were listening to the lone Mingus cd left in her collection, an obscure live recording on Enja, of a Jaki Byard composition, in preparation for what will be a whole week's worth of Mingusisms (Mingus Big Band at Stanford Lively Arts Wednesday, plus a lecture Sunday, a clinic I may sneak into at Gunn day of show, maybe an impromptu concert at Lytton Plaza), "AT-FW-YOU" which actually stands for Art Tatum and Fats Waller. We are off to Rasputin's to remedy, probably with Mingus Ah Um or maybe, if feeling bold Black Saint and Sinner Lady.

[Reply](#)

5.  **Mark Weiss** says:

April 10, 2011 at 5:04 pm (Edit)

from PBS tv "Ebert at Movies: Nell The Movie Mom":

[Reply](#)

-
6.  **markweiss86** says:

April 12, 2011 at 2:37 pm (Edit)

A propos of this topic the FCC's Julius Genachowski is speaking at Computer Museum in Mountain View on April 14, via the Commonwealth Club.

<http://www.commonwealthclub.org/events/2011-04-14/julius-genachowski-chairman-fcc>

[Reply](#)

7.  **markweiss86** says:

April 13, 2011 at 1:23 pm (Edit)

Steve Coleman's "Resistance is Futile"

[Reply](#)

54 years of liberal arts education down the drain....

Carnahan, David

From: mark weiss <earwopa@yahoo.com>
Sent: Monday, May 21, 2018 8:35 PM
To: Council, City
Cc: Carnahan, David; Holman, Karen (external); Arthur Keller
Subject: doomed to repeat history? Phone industry v. we the palo alto

Hi,

I got thru a wee bit of this in one minute at council. I published this on my blog "Plastic Alto" and also, in part, in comment board of the local paper online.

Thnaks for your service.

"The Great Democracy Tap Out"

i want to give a shout out to my freshman roommate Brian Xavier Gaul, who is Assistant General Counsel for Verizon in Washington DC, and express my condolences regarding the loss of his beloved wife Eleonora Sunshine.

(Pause)

There are good people on both sides of this issue...It's a blessing we have this forum to discuss this. We are lucky. A lot of places no longer have this.

(David C should plug in my lap top to Democracy Tap out wordpress)

<https://markweiss86.wordpress.com/2011/04/05/the-great-democracy-tap-out-of-palo-alto/>

Progress, far from consisting in change, depends on retentiveness. When change is absolute there remains no being to improve and no direction is set for possible improvement: and when experience is not retained, as among savages, infancy is perpetual. **Those who cannot remember the past are condemned to repeat it. (George Santayana, 1906)**

I watched our so-called leaders, both elected and appointed officials, “tap out” on Democracy, submit to their corporate overlords, sell out their constituents, one after another, gladly, gleefully, smilingly, willfully, by a margin of 12 to 2. (City Council, 8 to 1, last night; Planning Commission, 4 to 1, on Feb. 25). The lone dissenters, who stood with their neighbors, and against corporate greed and hegemony, if in futility, were first-term council member Karen Holman, and planning commissioner Arthur Keller.

The rest of them threw their neighbors under the bus. They are willing to sacrifice at least and especially two people, Michelle Kraus and Jeffrey Jones, top floor residents at 488 University Avenue, Hotel President, so as to not displease the corporate behemoth that is their master; who knows how many of the rest of us 59,000 they will sacrifice for the sake of their gadgets and consumerism, and their political ambitions (like to become the next Liz Kniss*); it's also no coincidence that the bulk of these elected officials besides not being residentialist are also beholden to the leading local special interest; the top seven finishers in the 2009 City Council race all had close ties and ample backing from real estate interests –not to confuse the distinction between special interests and corporate creep.

To "tap out" is a term from submission wrestling wherein the combatant signals his or her submission by tapping the mat or saying "tap." Metaphorically speaking, I watched our leaders signal their submission to the small army of corporate mouth-pieces well before the actual votes. Tapping out is like Roberto Duran saying "no mas" rather than continuing in the ring so as not to end up like Duk Koo Kim against Ray "Boom Boom" Mancini. But in politics, I would much rather see my representatives battle on than submit so readily.

Even in the face of the so-called "Federal shot clock" (if you forgive the switch to basketball metaphors, from martial arts), wherein we were told that we would be sued in Federal Court if we didn't submit fast enough, I would rather see Palo Alto conscientiously stand up to injustice rather than cave in so spinelessly. Indeed, I think we should instruct new city attorney Molly Stump to look into the ramifications of such civil disobedience....

(In the piece itself is a reference to the NCAA finals that year, the night before, comparing our leaders to the performance of Butler basketball, who had a really, really bad night...)

Plastic alto with Mark Weiss, posted April 5, 2011, only 7 years ago.

The Great Democracy Tap-out (of Palo Alto)

Giant robots from the future will eat all our trees!

This guy works for the applicant, one of the world's largest corporations. He is paid to write this. He was paid to speak at the various public hearings, yet for some reason he never identifies himself as an employee of that firm -- what's up with that? I wonder if his company beyond paying Leon offered Palo Alto Weekly money to run this piece. It probably more rightly should have been a full page ad labeled ADVERTISEMENT or, if it were my paper, CORPORATE PROPAGANDA. The applicant, according to Wall Street Journal is the leading contributor to political campaigns and spends the most on lobbyists. (I wonder if they lobby locally -- is that what Joint Venture is? A lobby for corporate interests? I wonder what founding executive who we knew of originally as a school board stalwart Becky Morgan thinks of what it has become..)

In the lobby of City Hall one night, as I was discussing with another attendee my position -- pro-resident and therefore suspicious of huge corporations telling us what is best for us, or worse, that we are not allowed by Federal law they paid for to resist at all, on certain grounds, or only within a "shot clock" - this is basketball now? -- Leon Beauchman, without identifying himself stood behind me and taunted -- I called it "woofing" in my blog -- "Corporate power? Harumph!!!"

Beyond the health issues, beyond the intrusions, beyond the aesthetics I oppose this based on anti-trust grounds, the entities involved are "disturbing" -- that's a web 2.0 buzzword -- democracy. I don't mind the dropped calls; I am more worried about Big Brother some day deciding that dissidents, mavericks, non-conformists, cranks and loudmouths should be removed from the system, and they know where we are at every moment thanks to GPS. Look at China and Ai Weiwei. Our "extraordinary rendition" and elimination of habeas corpus is not so different.

I thought the arrogance of the corporate slickies was appalling. And I was disappointed at how council and commissions caved so easily to the pressure.

He probably still is a pretty good basketball player; played for SJSU.

....

My main point is that we should discuss these things and not operate at the speed of the industry. "Health issues" is probably too strong a term. "Health questions" "health concerns"

I am referencing the phones not the towers here. And yes, I continue to use the product. But like I said above, I would put up with a few dropped calls to preserve some aesthetics and not feel that I am on their farm.

The link above is New York Times Feb. 22, 2011 "Cellphone Use Tied To Changes In Brain Activity" Puzzling evidence as David Byrne might say.

City of Palo Alto | City Clerk's Office | 5/22/2018 2:32 PM

I actually left my smart phone home tonight it was charging, and I left a little note to my wife "at council" and I put a little smiley face but for some reason started to make the eyes of "s"s not unlike dollar signs.. I came for another item and stayed to speak out on this.

also I was pleased to see Dr. Cindy Russell here tonight, who I met 25 years ago when she co-chaired Bay Area Action Earthday at Stanford,which changed my life. She hasn't changed a bit.

Mark Weiss
Downtown North

*I actually find her quite charming and voted for her in 2014, and told her so.

Carnahan, David

From: Ellen Uhrbrock <ellen.uhrbrock@gmail.com>
Sent: Wednesday, May 16, 2018 4:00 PM
To: Council, City
Subject: Employee Parking Permits

I've lived in Palo Alto for 50 years and I was a CAC for Comprehensive Plan 2030 - If you can't park, you can't live or work in Palo Alto.

I live in Channing House and depend on 24 hour service. So do my neighbors, and I watch businesses fail for expense or lack of parking for employees. You are a non-profit if your employees have to run out and move a car - in the middle of closing a sale.

Do not cut the RPP for sale to business with employees who need them. Freeze the number - RRP is working in most areas - okay to juggle - okay to freeze the number - it's not okay to cut the number of passes for low income employees.

Thanks -

Ellen Uhrbrock

Ellen E. Uhrbrock
ellen.uhrbrock@gmail.com

Carnahan, David

From: Helyn MacLean <hmaclean@aol.com>
Sent: Monday, May 21, 2018 7:28 AM
To: Council, City
Subject: First Baptist Church

Dear City Council Members:

On Monday, May 14, Rick Mixon, pastor of First Baptist Church, said to Council that he would never rent church space to an organization like the NRA. On Saturday, May 19, the Chinese Rifle Association hosted a fundraiser for a political candidate at First Baptist. The Chinese Rifle Association is a gun rights organization. (https://www.sayweee.com/article/view/h9lmg?from=previous_article). While I realize that Pastor Mixon was not testifying under oath, shouldn't truthfulness matter? I believe this speaks to neighbors' concerns about the motives and integrity of First Baptist Church and its staff.

Sincerely,

Helyn MacLean

Carnahan, David

From: Carnahan, David
Sent: Tuesday, May 22, 2018 2:24 PM
To: Council, City
Subject: FW: Fleming/United Neighbors Comments
Attachments: Fleming-United Neighbors Opening 5-21-18.doc; Fleming-United Neighbors Rebuttal 5-21-18.doc

Good afternoon Council Members,

Find correspondence from Jeanne Fleming below and attached.

David Carnahan, Deputy City Clerk, MPA
O: 650-329-2267 | E: david.carnahan@cityofpaloalto.org

From: Jeanne Fleming [mailto:jfleming@metricus.net]
Sent: Tuesday, May 22, 2018 12:59 PM
To: Carnahan, David <David.Carnahan@CityofPaloAlto.org>
Subject: Fleming/United Neighbors Comments

Dear David,

Thank you again for your help last night.

Unfortunately, I forgot to give you a copy of my comments. I am attaching a copy of them now, and I would appreciate it if you would add them to the public record.

Please let me know if this is OK.

Finally, I have a question: When the timer at the podium in Council chambers says "Summarize," how many minutes are left on the timer?

Again, thank you.

Jeanne

Jeanne Fleming
JFleming@Metricus.net
650-325-5151

Fleming/United Neighbors Opening (5/21/18):

On behalf of United Neighbors, I'm appealing former Director Gitelman's decision to allow Verizon to install hundreds of pounds of unsightly cell tower equipment on utility poles within yards of each of 11 homes—equipment that should be located in underground vaults.

Thank you for hearing our appeal.

I'll start by briefly recapping the Architectural Review Board process that preceded the Director's decision.

A year ago, the ARB developed a thoughtful set of criteria for the siting and installation of cell towers in our residential neighborhoods.

The ARB developed these criteria to ensure that Verizon and other telecom companies would abide by Palo Alto's aesthetics, noise and other ordinances—that is, to ensure that the character of our wonderful neighborhoods would be preserved.

And just for the record: The ARB's criteria are consistent with state and federal law, with Palo Alto's wireless ordinance and with the Master License.

Applying these criteria, the ARB decided last December that Verizon's applications to install its ugly ancillary equipment on the utility poles in front of 11 Palo Alto homes should be rejected.

In doing so, the ARB directed Verizon to return with new plans—plans that would place this equipment underground at each site.

In other words, the ARB decided that, for Verizon to conform to City ordinances, vaulted equipment was required.

In March, Verizon claimed it was infeasible to locate its equipment underground at any of its proposed sites. This assertion—which is, as I'll explain, demonstrably false—led to the then-Director's decision to allow pole-mounted equipment.

What really happened is this: Verizon deliberately misled City Staff, the ARB and Ms Gitelman about the feasibility of undergrounding. Why? Because vaulted equipment is more expensive to install and maintain than pole-mounted equipment.

In fact, Verizon, along with other cell providers, have vaulted their equipment—or have submitted plans to vault their equipment—in many California cities—cities such as

Santa Cruz, Montecito, Rancho Palos Verdes, Piedmont and Santa Barbara. For example:

Photos 1 and 2: Here are Verizon's own photo simulations of two of *eight* vaulted sites it has proposed for Piedmont. You can scarcely tell there's a cell tower at these sites, or at the other six.

Photo 3: This shows a telecom vault in Rancho Palos Verdes.

Photo 4: This is the plan for a vault Verizon installed in Montecito.

Photo 5: Here's a cell tower in Santa Barbara that has vaulted equipment.

Photo 6: This is a Verizon vault in Santa Cruz. You can see that—just as with the vaults in all the other photos—it's completely flush-to-the ground and there are no protruding elements. See how the stroller that's half on and half off the vault cover is completely stable? These vaults are all ADA compliant.

Photo 7: Here's another Verizon flush-to-the-ground cell tower vault in Santa Cruz.

My point is this: If the hundreds of pounds of ancillary equipment that cell towers require can be vaulted in these cities, it can be in vaulted in Palo Alto as well.

Verizon, though, says it cannot, but for reasons that are completely disingenuous and self-serving. For example, Verizon says that some of the sites it's proposed in Palo Alto are in a 100-year flood zone, hence the radios could get wet.

But 100 percent waterproof radios exist, and so do 100 percent waterproof telecommunications vaults. Indeed, we would be happy to provide Verizon with contact information for the company whose vaults withstood Hurricane Harvey in Texas.

Verizon also claims there are physical impediments to undergrounding at some sites—it says, for example, that one pole's near an ADA ramp. Well, here's a photo of a telecommunications vault that's located in an ADA ramp. (Exhibit A) Again, we'd be glad to direct Verizon to the manufacturer.

Verizon also asserts that *rolled curbs* make vaulting infeasible, that it doesn't know how to engineer a rolled vault cover.

Well, I spoke with a representative of Oldcastle, a company that manufactures vaults for Verizon. And when I asked if a rolled lid was feasible, he laughed and said, "Of course we could do it. Anything is possible for a big client like Verizon."

More generally, if Verizon would simply use a coaxial cable that's longer than the 100 feet it prefers, there is virtually nothing it can't work around.

Then, there's the issue of noise. Verizon's fallback position in every community that has resisted hanging hundreds of pounds of ancillary equipment on poles is that vaulted equipment is unacceptably noisy. Not so.

Exhibit B: For example, here's a geothermally-cooled, ventless vault. It is completely silent.

Moreover, according to experts hired by Piedmont, if the exhaust fan in a vented vault produces too much noise, simply replacing it with a quieter model solves the problem. There are other fixes too, but I don't have time to list them.

My point is, there are solutions for every so-called engineering problem Verizon raises. The *only* problem is that these solutions can cost more money than Verizon wants to spend. But there is absolutely no reason why Palo Alto should compromise the character of its lovely neighborhoods to save Verizon money.

To be clear: We in United Neighbors like our smart phones, want good cell phone service and are intrigued by 5G.

But we ask that you, City Council, require Verizon to do this right and vault the ancillary equipment at each of these eleven sites.

Thank you for listening. I'd be happy to answer any questions.

Fleming/United Neighbors Rebuttal (5/21/18):

Thank you again for hearing United Neighbors' appeal.

So ... It seems that Verizon has never met a vault it likes, including its own.

Why? Because vaulted equipment is more expensive to install and maintain than pole-mounted equipment.

And it's also why Verizon has been blowing smoke about the feasibility of vaulting ever since it arrived in town. But please consider this:

Even though we're in the very early days of the ramp up to 5G, Verizon has already proposed or installed vaulted equipment in other California cities, including Santa Cruz, Montecito, Rancho Palos Verdes, Piedmont and Santa Barbara.

Here in Palo Alto, six of the 11 cell tower sites that Verizon chose are in a 100-Year Flood Zone—in other words, in locations where floods could conceivably occur. But somehow no other sites will do for them. And as for using the 100 percent water-proof radios and 100 percent water-proof vaults that are available, sorry, they're not interested.

Then there are the so-called physical impediments to vaulting Verizon ticks off for the other five sites. Not one stands up to scrutiny.

They cite rolled curbs. But their own supplier, Oldcastle, says they'd be happy to manufacture a rolled vault cover for Verizon.

Proximity to an ADA ramp? We'd be happy to direct Verizon to a manufacturer that installs telecom vaults *in* ADA ramps.

Proximity to things which can't be displaced, like tree roots? All Verizon needs to do is buy longer coaxial cables, and they can work around just about anything.

Finally, there's Verizon's ultimate fallback: Vaulted equipment is noisy. It certainly doesn't have to be. Geo-thermally cooled vaults eliminate noise all together. And simple fixes such as fans designed to be quiet, and insulation, greatly reduce noise in conventional vaults.

The bottom line is, the so-called engineering problems Verizon claims prevent it from vaulting are all bogus.

They're not problems, they're expenses Verizon is trying to avoid.

Well, there's no reason why we in Palo Alto should sacrifice the character of our wonderful neighborhoods to save money for a company whose revenues are \$250 Billion a year.

We at United Neighbors ask Council to prohibit Verizon from hanging its ugly, oversized equipment on the utility poles in our residential neighborhoods—equipment that will remain here for generations to come—when locating this equipment underground is eminently feasible.

Please overturn former Director Gitelman's decision. It was based on Verizon's misinformation.

And, if you don't do that, please modify her decision's Condition of Approval #9 so that it reads:

9. VAULTING OF EQUIPMENT: This approval requires vaulting of equipment, except the antenna, power disconnect, and conduit, at each of the following 11 sites:

I won't read off the list, but I'm referring to the 11 sites we've been considering tonight.

Node #129: CPAU Pole #3121; (2490 Louis Road)
Node #130, CPAU Pole #2461; (2802 Louis Road)
Node #131, CPAU Pole #3315; (891 Elbridge Way)
Node #133E, CPAU Pole #2856; (949 Loma Verde Avenue)
Node #134, CPAU Pole #2964; (3409 Kenneth Drive)
Node #135, CPAU Pole # 3610; (795 Stone Lane)
Node #137, CPAU Pole #3351; (3090 Ross Road)
Node #138, CPAU Pole #2479;(836 Colorado Avenue)
Node #143, CPAU Pole #3867; (419 El Verano Avenue)
Node #144, CPAU Pole #1506; (201 Loma Verde Avenue)
Node #145, CPAU Pole# 3288. (737 Loma Verde Avenue)

And now continuing:

It is City Council's finding that vaulting is the least intrusive feasible means for deployment of small cell nodes at each of these 11 sites.

Thank you for listening. I'd welcome any questions you have.

Carnahan, David

From: Loran Harding <loran.harding@stanfordalumni.org>
Sent: Monday, May 21, 2018 12:42 AM
To: dennisbalakian; David Balakian; Dan Richard; Doug Vagim; Daniel Zack; hennessy; huidentialsanmateo; Mayor; Mark Kreutzer; midge@thebarretts.com; info@superide1.com; francis.collins@nih.gov; Irv Weissman; beachrides; Leodies Buchanan; bballpod; bearwithme1016@att.net; blackstone@blastfitness.com; terry; paul.caprioglio; Cathy Lewis; Council, City; esmeralda.soria@fresno.gov; Steven Feinstein; fmerlo@wildelectric.net; Raymond Rivas; steve.hogg; jerry ruopoli; Joel Stiner; kfsndesk; kclark; newsdesk; rosenheim@kpix.cbs.com; nick yovino; yicui@stanford.edu; shanhui.fan@stanford.edu
Subject: Fwd: British PM May will laud AI in early disease diagnosis. Nvidia big player.

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

From: **Loran Harding** <loran.harding@stanfordalumni.org>

Date: Mon, May 21, 2018 at 12:35 AM

Subject: Re: British PM May will laud AI in early disease diagnosis. Nvidia big player.

To: Loran Harding <loran.harding@stanfordalumni.org>

On Mon, May 21, 2018 at 12:31 AM, Loran Harding <loran.harding@stanfordalumni.org> wrote:

On Sun, May 20, 2018 at 10:55 PM, Loran Harding <loran.harding@stanfordalumni.org> wrote:

Sunday, May 20, 2018

To all- British PM Teresa May will praise the power of AI to detect disease early. Nvidia is a major player in this.

<http://www.bbc.com/news/health-44191444>

I wish someone of similar rank in the U.S. government gave this development equal attention. It will save a lot of lives.

As an Nvidia stockholder, I've been emailing about this for days. Maybe I'm read in Britain.

Nvidia's tech can enhance the power of medical imaging to detect cancer. Lung, breast and prostate c. are better detected using Nvidia tech. Stanford proved that AI can detect skin c. as well as a dermatologist can. Nvidia's tech can work with CT scans and biopsy slides using current machines and microscopes in clinics and hospitals all over the world.

Carnahan, David

From: NOC Fiber Internet Center <noc@FiberInternetCenter.com>
Sent: Tuesday, May 22, 2018 10:55 AM
To: Council, City
Subject: [Fwd: RE: Palo Alto Fiber Issue]

Your fiber department is not run by educated people. While they have been in place a long time they have learned nothing from Kenny, Mark and Scott.

All of whom retired recently, now there is no one with knowledge running the crews.

Somehow sales now runs the tech side ?

Thank You
Bob Evans
CTO

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

Subject: RE: Palo Alto Fiber Issue
From: "NOC Fiber Internet Center" <noc@FiberInternetCenter.com>
Date: Tue, May 22, 2018 10:50 am
To: "Ward, Brian" <Brian.Ward@CityofPaloAlto.org>
Cc: "bob@FiberInternetCenter.com" <bob@fiberinternetcenter.com>
"Gus Sanchez" <gus@fiberinternetcenter.com>
"noc@fiberinternetcenter.com" <noc@fiberinternetcenter.com>
"Johnson, Ryan" <ryan.johnson@cityofpaloalto.org>
"Wallace, Josh" <josh.wallace@cityofpaloalto.org>

Oh my ...I cant believe this email. This email borders ---- will do I have to say it ?

Thank You
Bob Evans
CTO

> Bob and Gus,
>
> From the City of Palo Alto's perspective, we have tried to evaluate
> and pinpoint where your fault maybe. However with FIC going in and out
> of so many buildings, LIKE 3333 Coyote Hill, PARC, which according to
> you is no longer a customer, it's hard to determine the fault. We
> cannot and will not go into a customer site to determine if FIC has
> fault. What we can tell you and we have told you already, with so many
> daisy chains going in and out of buildings the potential fault is

City of Palo Alto | City Clerk's Office | 5/22/2018 2:37 PM

> endless. Please tell us what you would like us to do?

>

> Kindest regards,

>

> Brian

>

>

> Brian Ward

> Key Account Manager

> City of Palo Alto Utilities

>

> 250 Hamilton Avenue | Palo Alto, CA 94301

>

> D: 650.329.2251 C: 650.740.7846 | E: brian.ward@cityofpaloalto.org

>

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

>

>

> -----Original Message-----

> From: Johnson, Ryan

> Sent: Tuesday, May 22, 2018 9:41 AM

> To: Wallace, Josh; Ward, Brian

> Subject: FW: Palo Alto Fiber Issue

>

>

>

> -----Original Message-----

> From: NOC Fiber Internet Center [mailto:]

> Sent: Tuesday, May 22, 2018 8:34 AM

> To: Johnson, Ryan

> Cc: noc@FiberInternetCenter.com

> Subject: RE: Palo Alto Fiber Issue

>

> Ryan

> FYI this has been going on for weeks. Support from the department has

> been worse than poor. To pay what we get charged per building and be

> told - we dont have time for this is horrible.

>

> Thank You

> Bob Evans

> CTO

>

>

>> Phillip,

>>

>> Our crew is investigating issue between properties right now. I will

>> get back to you when we come to a conclusion.

>>

>> Thank you,

>>

>>
>> Ryan Johnson
>> Traffic Signal/Streetlights/Fiber Optics Lead City of Palo Alto
>> Office
>> 650-838-2848 Cell 650-444-5986
>>
>>
>>
>> -----Original Message-----
>> From: Phillip Mueller [mailto:phillipm@FiberInternetCenter.com]
>> Sent: Monday, May 21, 2018 4:07 PM
>> To: Johnson, Ryan
>> Cc: noc@fiberinternetcenter.com
>> Subject: Palo Alto Fiber Issue
>>
>> We are currently experiencing issues with the fiber between our
>> routers at
>> 4005 Miranda and Palo Alto Square Building 5.
>>
>> A 1 gig SFP with a 20km range works fine between these locations. A
>> 10 gig SFP with a 20km range sees roughly 50% packet loss. A 10 gig
>> SFP with a 40km range sees roughly 1% packet loss, which is much
>> lower but still unacceptable.
>>
>> We have tried everything we can on our end. We've swapped out
>> routers, fiber, equipment; the issue is consistent.
>>
>> One possible source of the issue is that there are a number of
>> locations between these two routers where we used to have routers.
>> According to former employees of the City of Palo Alto, after leaving
>> these locations instead of being spliced out we were just looped.
>>
>> 4005 Miranda - Router
>> 1891 Page Mill - Looped
>> 1701 Page Mill - Looped
>> 3333 Coyote Road - Looped
>> Palo Alto Square Building five - Router
>>
>> Since we don't have access to 1891 Page Mill, 1701 Page Mill, or 3333
>> Coyote Road there isn't anything we can do to determine if this is
>> where the fiber issues are taking place.
>>
>> Do you have any OTDR readings?
>>
>> Thank You
>> Phillip Mueller
>> Fiber NOC Tech
>> 650-330-0428 ext 2
>> noc@FiberInternetCenter.com
>>
>>

>>
>
>
>
>

Carnahan, David

From: Gail Price <gail.price3@gmail.com>
Sent: Tuesday, May 22, 2018 3:04 PM
To: Gail Price
Subject: Fwd: Reminder: Nominations for the 2018 Kiwanis Angel Award due June 1, 2018

Dear Friends, The Kiwanis Club of a Palo Alto is seeking nominations for the 7th Annual Angel Award. The nomination form

[Www.kiwanisangelaward.org](http://www.kiwanisangelaward.org). Please consider nominating an individual who has made significant contributions toward the well being of children and youth in our community.

Thank you
Gail Price

Sent from my iPhone

Begin forwarded message:

From: Jim Stinger <jstinger3@comcast.net>
Date: May 22, 2018 at 1:11:49 PM PDT
To: Gail <gail.price3@gmail.com>
Subject: Reminder: Nominations for the 2018 Kiwanis Angel Award due June 1, 2018
Reply-To: Jim Stinger <jstinger3@comcast.net>

Dear Community Members,

The 2018 Kiwanis 7th Annual Angel Award will take place at the Sheraton Palo Alto on Thursday, October 25, 2018 at 5:30pm. We welcome and encourage you to submit nominations regarding individuals who have had a significant and positive impact on children and youth in Palo Alto and the Mid-Peninsula. The Kiwanis Angel Award nomination form is attached. You may download the form by clicking [here](#) Thank you for considering our request and we hope you will submit a nomination by June 4, 2018.

Best,
2018 Kiwanis Angel Award Committee
Chair Jim Stinger

7th Annual

Kiwanis Club of Palo Alto Angel Award

Investing in Our Children



Nomination Form

Nomination Deadline: Noon, Friday, June 1, 2018

The Kiwanis Club of Palo Alto is proud to announce the **7th Annual Kiwanis Angel Award** will be presented October 25, 2018. The Club requests your help in nominating a potential Kiwanis Angel Award honoree.

Your nomination will assist us in recognizing and acknowledging those who work with exceptional dedication to make our community the wonderful collection of people it has become.

The honoree will be selected based on his/her efforts that have made a significant positive impact on youth and children. While residency in Palo Alto is not a requirement, the recipient will be an individual from the greater Palo Alto area. The honoree's extraordinary service to children may be in the local area or beyond.

Nominee: _____

Primary Project / Organization through which the nominee's service is provided:

The nomination should include:

1. A letter explaining the reasons for nomination (one page maximum)
2. Two additional letters of support (not to exceed one page each)
3. Supplementary material (three pages maximum – not required)

Your Name: _____

Phone: _____ Email: _____



Kiwanis Club of Palo Alto
P. O. Box 149
Palo Alto, CA 94302
KiwanisAngelAward.org

Nomination must be submitted by
Noon, Friday, June 1, 2018
For more information:
Jim Stinger:
jstinger3@comcast.net
650-493-6043



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Members of the Kiwanis Club of Palo Alto

Our mailing address is:

Kiwanis Club of Palo Alto Charitable Foundation

P.O. Box 149

Palo Alto, CA 94302-0149

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MailChimp

Carnahan, David

From: Liana Crabtree <lianacrabtree@yahoo.com>
Sent: Thursday, May 17, 2018 10:53 AM
To: registrar@rov.sccgov.org; Benitez, Wayne
Cc: Council, City; jean.anton@cob.sccgov.org; leConge Ziesenhenne, Monique; Steve Chessin; alice.smith@gmail.com
Subject: Illegal Petition Circulation in front of the Mitchell Park Library, 6/15/2018, 6:15 pm

Dear Office of the Registrar of Voters and Sergeant Wayne Benitez, Palo Alto Police Department:

NOTE: While I serve as a Library Commissioner for the City of Cupertino, I write to you today as a Santa Clara County resident only and not as a spokesperson for the Library Commission. The views expressed here are entirely my own.

At approximately 6:15 pm on Wednesday, 5/16/2018, I observed a person collecting petition signatures in front of the Mitchell Park Library. The Mitchell Park Library is a host site for an inside drop-off box for mail-in ballots.

Election Law prevents petition circulation of any kind within 100 feet of a polling site, which includes drop-off boxes for mail-in ballots.

Shannon Bushey, SCC ROV, clarified in her comments to the Santa Clara County Library District Joint Powers Authority Board on 4/26/2018 that the 100 foot “no campaigning” zone encircling ballot boxes located inside buildings begins at the entrance of the building where the ballot box is located (and is not measured from the ballot box itself).

While I did not have my tape measure with me, I counted approximately 19 paces from the entrance to the library to the location where the petition circulator was standing.

At the time, I informed 2 library staff members about the petition circulator. One staff member volunteered that petition circulation is not permitted within 100 feet of a ballot box, but was not aware that the 100 foot distance is measured from the entrance to the building where the ballot box is located.

I asked the library staff members what guidance they had received from the Office of the SCC ROV regarding what to do if they observed any problems associated with the ballot box. Neither staff member was aware of any specific guidance regarding care and handling of the ballot box beyond the knowledge that someone from the Office of the SCC ROV will come twice a week to remove the collected ballots.

I contacted the non-emergency number for the Palo Alto Police Dept to report the illegal petition circulation, but was unable to wait for the responding officer to arrive. I spoke with the responding officer, Sergeant Wayne Benitez by phone following his contact with the petition circulator.

In our conversation, Sergeant Benitez identified two challenges for law enforcement regarding the current ballot box arrangement at Mitchell Park Library:

(1) There is no signage outside the library indicating that the library is a polling site and that campaigning, including petition signature gathering of any kind, is forbidden within 100 feet of a polling site.

(2) There are no physical markings anywhere around the library to indicate where the 100 foot distance from the polling site begins or ends.

Please consider how difficult it will be for law enforcement to protect the “silent” zone surrounding the ballot box at Mitchell Park Library when it is not possible to identify that the library is a polling site by looking at the building from the outside. Law enforcement is also challenged because very few people are aware that campaigning is not permitted within 100 feet of unsupervised ballot drop-off boxes nor are they aware of how the 100 foot distance is measured.

HERE ARE MY QUESTIONS:

(1) How will the Office of the SCC ROV support law enforcement in Palo Alto and throughout Santa Clara County in their efforts to maintain “no campaigning” zones surrounding polling sites, given the now documented deficiencies related to signage and non-existent limit line markers (100-foot radius from the polling site)?

(2) How will the Office of the SCC ROV support law enforcement in Palo Alto and throughout Santa Clara County regarding training to support new and existing laws affecting polling sites, including drop-off boxes for mail-in ballots?

(See Shannon Bushey’s message below identifying the relevant sections of the Elections Code addressing prohibited activities near polling sites.

See also the “Electioneering” press release issued by the Office of the Secretary of State on 10/8/2014 that addresses restrictions on petition circulation near polling places:

<http://elections.cdn.sos.ca.gov/ccrov/pdf/2014/october/14261jl.pdf>

Ms. Bushey and Sergeant Benitez, if I have misstated any actions or events involving either of you, please clarify or correct my comments in your reply, if any.

+++++

As the SCC ROV is well aware, I stand in firm opposition to the placement of ballot boxes in popular public venues, including inside libraries and near library entrances, because of the unavoidable and necessary suppression of Free Speech that accompanies those ballot boxes.

The suppression of Freedom of Speech for 29 days/10 days/4 days in advance of an election in our popular public venues is too burdensome for communities to bear in what is now, unfortunately, an era of tenuous support for Democracy.

All mail-in ballot materials distributed to Santa Clara County residents include an addressed and postage-paid return envelope. Every USPS mailbox is a “safe, secure, accessible” place where voters can return their ballots. It is unacceptable to silence Free Speech in our communities’ well-trafficked public venues by burdening them with ballot boxes 29 days in advance of an election.

Thank you for your consideration of my questions and for recognition of my on-going request to remove polling sites from well-trafficked public venues, including inside libraries and near library entrances.

Sincerely,

Liana Crabtree
Cupertino resident

Begin forwarded message:

From: Shannon Bushey
Date: May 16, 2018 at 11:47:52 AM PDT
To: Liana Crabtree
Cc: Others
Subject: FW: Time-sensitive: question about petition signature gathering within 100 feet of drop-off ballot boxes

Hello Ms. Crabtree,

Thank you for your email regarding an issue at the City. I cannot answer your legal questions about this situation at the City and if it is legal to circulate petitions in city buildings. Please contact the City regarding your legal questions about this issue. I have copied Elections Code sections that may be of assistance to you.

319.5.

"Electioneering" means the visible display or audible dissemination of information that advocates for or against any candidate or measure on the ballot within 100 feet of a polling place, a vote center, an elections official's office, or a satellite location under Section 3018. Prohibited electioneering information includes, but is not limited to, any of the following:

- (a) A display of a candidate's name, likeness, or logo.
- (b) A display of a ballot measure's number, title, subject, or logo.
- (c) Buttons, hats, pencils, pens, shirts, signs, or stickers containing electioneering information.
- (d) Dissemination of audible electioneering information.
- (e) At vote by mail ballot drop boxes, loitering near or disseminating visible or audible electioneering information

18370.

No person, on election day, or at any time that a voter may be casting a ballot, shall, within 100 feet of a polling place, a satellite location under Section 3018, or an elections official's office:

- (a) Circulate an initiative, referendum, recall, or nomination petition or any other petition.
- (b) Solicit a vote or speak to a voter on the subject of marking his or her ballot.
- (c) Place a sign relating to voters' qualifications or speak to a voter on the subject of his or her qualifications except as provided in Section 14240.

(d) Do any electioneering as defined by Section 319.5.

As used in this section, "100 feet of a polling place, a satellite location under Section 3018, or an elections official's office" means a distance 100 feet from the room or rooms in which voters are signing the roster and casting ballots.

Any person who violates any of the provisions of this section is guilty of a misdemeanor.

18371.

(a) No candidate or representative of a candidate, and no proponent, opponent, or representative of a proponent or opponent, of an initiative, referendum, or recall measure, or of a charter amendment, shall solicit the vote of a voter by mail, or do any electioneering, while in the residence or in the immediate presence of the voter, and during the time he or she knows the voter by mail voter is voting.

(b) Any person who knowingly violates this section is guilty of a misdemeanor.

(c) This section shall not be construed to conflict with any provision of the federal Voting Rights Act of 1965, as amended, nor to preclude electioneering by mail or telephone or in public places, except as prohibited by Section 18370, or by any other provision of law.

*Shannon Bushey, CERA
Registrar of Voters
County of Santa Clara
1555 Berger Drive, Bldg. 2
San Jose, CA 95112
(408) 282-3005
shannon.bushey@rov.sccgov.org*

Help your community by serving as a poll worker!

NOTICE: This email message and/or its attachments may contain information that is confidential or restricted. It is intended only for the individuals named as recipients in the message. If you are NOT an authorized recipient, you are prohibited from using, delivering, distributing, printing, copying, or disclosing the message or content to others and must delete the message from your computer. If you have received this message in error, please notify the sender by return email.

Download the free SCCVOTE mobile app for iPhone/iPad & Android: bit.ly/sccvote

Follow us on  @sccvote

Like us on  @sccvote

Carnahan, David

From: League of Women Voters of Palo Alto
<publicity=lwvpaloalto.org@mail96.atl161.mcsv.net> on behalf of League of Women
Voters of Palo Alto <publicity@lwvpaloalto.org>
Sent: Wednesday, May 16, 2018 4:47 PM
To: Council, City
Subject: June/July 2018 Palo Alto VOTER

[View this email in your browser](#)



LEAGUE OF WOMEN VOTERS®
OF PALO ALTO

June/July 2018 Issue of The VOTER

Your digital copy of the League of Women Voters of Palo Alto's *VOTER* is attached below. Just click on the image to view in PDF format. You can also save it to your desktop and read at your leisure!

Thank you,

Sue Hermsen,
VOTER Editor
League of Women Voters of Palo Alto

Inside this issue you will find upcoming events, voter information about the upcoming June 5th primary election, LWVC's ballot recommendations and more:

- Outgoing & Incoming President's Letter
- Board Meeting Highlights
- Advocacy Report
- Membership News
- 2017-18 Summary
- LWVUS Award
- New Voices for Youth
- Voter Registration
- Announcements
- Calendar



June 5 Primary Election

Vote

League of Women Voters of California Recommends:

VOTE YES YES ON PROP 68 - CALIFORNIANS FOR CLEAN WATER AND SAFE PARKS - [Read More Here](#)

VOTE NO VOTE NO ON PROP 69 - MOTOR VEHICLE FEES AND TAXES - [Read More Here](#)

VOTE NO VOTE NO ON PROP 70 - GREENHOUSE GAS REDUCTION RESERVE FUND - [Read More Here](#)

VOTE YES YES ON PROP 71 - EFFECTIVE DATE OF INITIATIVES - [Read More Here](#)

VOTE YES VOTE YES ON PROP 72 - PROPERTY TAXATION: NEW CONSTRUCTION: RAIN WATER CAPTURE SYSTEM - [Read More Here](#)

See page 7 for more on these measures

WHO HAS THE POWER TO BUILD A NEW JUSTICE SYSTEM?

The facts about our criminal justice system are well known and overwhelming. Often, its many intricacies and many branches across our political and economic system can make it seem like solutions that get to the root of the problem are impossible. However, if we look outside of the walls of the justice system, the power is in our hands. We have the power to increase potential to not only stem the harm of mass incarceration but build something entirely new. Who has the power to build a new justice system? The millions of people impacted by mass incarceration.

Join Ashoka and this incredible group of social entrepreneurs to learn about the biggest, most effective solutions to our national crisis and what the intersections across their work can teach us about empathy, democracy, and power. Co-Sponsored by the League of Women Voters of Palo Alto.

Monday, June 4, 2018
6:30-7:00 pm | Registration
7:30 pm | Panel and Q&A

Palo Alto Art Center
1313 Newell Road, Palo Alto, CA 94303
Contact: aplein@paloalto.org

For more information and to RSVP, click here: <https://www.tfaforms.com/4670078>

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*The League is a broadly based organization that encourages informed and involved participation in government through voter service and influences public policy through education and advocacy.
The League does not support or oppose political candidates or parties.*



The Palo Alto VOTER
The League of Women Voters of Palo Alto
www.lwpaloalto.org

LWV of Palo Alto: Officers, Directors, Off-Board Roster (650) 903-0600, www.lwvpaloalto.org

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Vol. XXXIII No. X
June/July, 2018

The Palo Alto VOTER

The League of Women Voters of Palo Alto

www.lwvpaloalto.org

June 5 Primary Election



League of Women Voters of California Recommends:

VOTE YES YES ON PROP 68 - CALIFORNIANS FOR CLEAN WATER AND SAFE PARKS - [Read More Here](#)

VOTE YES YES ON PROP 69 - MOTOR VEHICLE FEES AND TAXES - [Read More Here](#)

VOTE NO VOTE NO ON PROP 70 - GREENHOUSE GAS REDUCTION RESERVE FUND - [Read More Here](#)

VOTE YES YES ON PROP 71 - EFFECTIVE DATE OF INITIATIVES - [Read More Here](#)

VOTE YES VOTE YES ON PROP 72 - PROPERTY TAXATION: NEW CONSTRUCTION: RAIN WATER CAPTURE SYSTEM- [Read More Here](#)

See page 7 for more on these measures



WHO HAS THE POWER TO BUILD A NEW JUSTICE SYSTEM?

The facts about our criminal justice system are well known and overwhelming. Often, its many intricacies and many branches across our political and economic system can make it seem like solutions that get to the root of the problem are impossible. However, if we look outside of the walls of the judicial system, the prisons, the obvious places, we find that there is incredible potential to not only stem the harm of mass incarceration but build something entirely new. Who has the power to build a new justice system? The millions of people impacted by mass incarceration.

Join Ashoka and this incredible group of social entrepreneurs to learn about the biggest, most effective solutions to our national crisis and what the intersections across their work can teach us about empathy, democracy, and power. Co-Sponsored by the League of Women Voters of Palo Alto.

Monday, June 4, 2018
6:30-7:00 pm | Registration
7:30 pm | Panel and Q&A



Palo Alto Art Center
1313 Newell Road, Palo Alto, CA 94303
Contact: aplotkin@ashoka.org



For more information and to RSVP, click here:
<https://www.tfaforms.com/4670078>

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Membership News
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*The League is a broadly based organization that encourages informed and involved participation in government through voter service and influences public policy through education and advocacy.
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Housing & Transportation Team This group has been closely following the actions of the Palo Alto City Council and Planning and Transportation Commission (P&TC) regarding their efforts to address the housing crisis. Over this past year, we drafted several advocacy letters for board approval on accessory dwelling units, housing impact fees, the City Council's Housing Work Plan (a detailed plan to make changes to the zoning codes to allow for more housing) and the Affordable Housing Combining District. Each of these letters was approved by the board. We read these at the public hearings on these matters at Council and the P&TC. We have had various experts and decision makers at our committee meetings to inform us about current housing and transportation issues.

Bonnie Packer

Collaborations and Community Outreach Team During the past year the Collaborations and Community Outreach Team worked on the following: 1. Identified and secured partners to co-sponsor a number of LWVPA events. 2. For the March event featuring UC Berkeley Law School Dean Chemerinsky speaking on "Defining the Limits of Free Speech" (organized by our programming director, Maureen O'Kicki), we reached out to local faith-based and multi-faith organizations and secured a broader cross-section of community co-sponsors. We were very pleased to have this event endorsed by the City of Palo Alto Human Relations Commission. 3. The team met to discuss-- i) guidelines for vetting partner organizations; ii) how to refine the definition of levels of LWVPA co-sponsorship of other organizations' events; and iii) how to be more inclusive of various religious, racial and ethnic communities as potential co-sponsors of our events.



Karen Kalinsky & Diane Rolfe, Co-Chairs

Board Development Team in its initial year has worked with Membership and Nominating; completed a survey of board recruitment, training, and mentoring practices and materials offered by neighboring Leagues and LWWUS; surveyed current board members and team chairs for team missions and personal reflections on board service; supported proposal for new board organizational structure built around mission-aligned Core Teams (Action/Advocacy, Programming, Voter Service), Issue Teams (focus on local priorities and areas of emphasis), and Board Support Teams (Communications, Membership, Nominations, etc.) to streamline and focus activities to increase membership engagement; started work on a board-information folder to be posted on the Drive; and encouraged board members to think "succession" - to work with team members who could become leaders.

Ellen Smith, Chair

The LWVPA Education Team has had an exciting year supporting and advocating for improved education and increased funding of education in California. We launched our year with two very successful events: In October we showed the film: "The Raising of America" (Kim Kruckel of the Child Care Law Center of San Francisco served as our facilitator.) In December, we secured Dr. Deborah Stipek of Stanford as the keynote speaker for our Annual LWVPA Luncheon. Dr. Stipek presented a well-received talk, "Early Childhood Education: Why is it Essential to our Collective Future?" to a full house.



Now we have joined forces with our Advocacy Committee in gathering signatures to place the **California Schools and Communities Funding Act** on the state November Ballot in 2020. As of this writing we have gathered over 1,200 signatures before the deadline of June 30, 2018. Our work continues. Please contact us if you would like to join our many volunteers for this last push to qualify our initiative for the 2020 CA Ballot.

Diane Rolfe and Sigrid Pinsky, Co-Chairs

New Voices for Youth, a unique voter education program, gives students a voice through media production to encourage civic participation. LWV of South San Mateo County is a co-sponsor of New Voices with LWV Palo Alto. This year's program was held in the East Palo Alto Boys & Girls Club and the North Fair Oaks Siena Youth Center. Youth work with experienced directors who provide expertise in media arts and youth organizing and explore issues to encourage civic engagement. Most recently, NV4Y students have focused on housing issues that directly affect their families. Videos may be accessed on the New Voices web site: <http://www.newvoicesforyouth.org>. A steering committee, consisting of LWV volunteers from LWVPA and LWWSSMC, oversees the operations of New Voices for Youth. LWVPA provides an annual generous contribution of \$1,000 to New Voices. Currently, representatives from LWVPA on the Steering Committee are Veronica Tincher and Betty Gerard. We welcome LWVPA members to join the Steering Committee or assist in other ways.



Veronica Tincher, Co-Chair, New Voices for Youth Steering Committee

Carnahan, David

From: Roberta Ahlquist <roberta.ahlquist@sjsu.edu>
Sent: Friday, May 18, 2018 11:07 AM
To: Council, City
Subject: Let's support the 'Commons'

Dear Council Members, City Manager, and Staff:

I look forward to seeing the city government reflect and then act. Get serious about constructing more low-income housing for the low income workers who serve this city and who now have to travel far too many miles, creating more eco-devastation.

As a child in Montana, I was taught that our city government served as the ‘commons’, a place where elected and appointed public officials were ‘servants’ of the residents of the city. Whatever happened to this idea? It wasn’t a place for the city government to make a profit, but to grow a safer, more sustainable and stronger community.

Sincerely,

Roberta Ahlquist

Carnahan, David

From: Paul Ramsbottom <pramsbottom@me.com>
Sent: Saturday, May 19, 2018 1:06 PM
To: Gerhardt, Jodie; Mei, Lee; Lait, Jonathan; Netto, Margaret; Schmid, Greg; Pirnejad, Peter
Cc: Council, City
Subject: Market research questionnaire

Dear friends at City Hall,

I recently received an email questionnaire. The questions were seemingly quite generic but it did raise a few concerns.

I don't want to sound paranoid but I have spent the last 30 years working directly in market research (or using the output of that discipline) and have seen how it can be used and misused.

For example:

Palo Alto's City streets, intersections, and sidewalks must be maintained and improved to minimize traffic congestion and maximize safety, including making dangerous intersections safer and helping to ensure that students have safe routes to school.



This seems an obvious reference to the Caltrain crossing debate. Everyone wants safer intersections, it's almost idiotic to ask that but that doesn't mean I agree with any of the proposals you have promulgated for the Caltrain crossings (I do not).

And when you combine that with simple questions like:

First, would you say that things in Palo Alto are generally headed in the right direction, do you feel that things are pretty seriously off on the wrong track?

Right direction

Wrong track

Don't Know/NA

A simple cross-tab potentially tells you that you have high resident approval scores and, if used incorrectly and without context, that those same people want your proposed Caltrain improvements, which is not necessarily the case.

I believe you are on the 'Wrong Track' when it comes to Caltrain, specially if you use the results of this survey to support your aims.

Sincerely,

Paul Ramsbottom
3796 Redwood Circle
Palo Alto
CA 94306

Carnahan, David

From: Carnahan, David
Sent: Tuesday, May 22, 2018 1:08 PM
To: Council, City
Subject: Mayor Libby Schaaf Act of 2018

Good afternoon Council Members,

A member of the public called today voicing support for the "[Mayor Libby Schaaf Act of 2018](#)," introduced by Congressman Steven King from Iowa.



David Carnahan, Deputy City Clerk, MPA
250 Hamilton Avenue | Palo Alto, CA 94301
O: 650-329-2267 | E: david.carnahan@cityofpaloalto.org

Carnahan, David

From: Betty Howell <anderwell2@gmail.com>
Sent: Wednesday, May 16, 2018 8:45 PM
To: Council, City
Subject: More Employee Parking Permits

Dear City Council,

As a Channing House resident (and voter), we need employees here for our care and services, and employees in the nearby medical & dental offices and the businesses that serve us.

Since RPP seems to be working, why make more draconian cuts? Thank you for spending time to understand the complete story.

Betty Howell
850 Webster #937
Palo Alto, CA 94301



Virus-free. www.avast.com

Carnahan, David

From: KENT MATHER <kentmather@mac.com>
Sent: Wednesday, May 16, 2018 3:17 PM
To: Council, City
Cc: Lydia Kou
Subject: More Employee Parking Permits

To: Palo Alto City Council

From: R. Kent Mather, FAIA-E
850 Webster Street, Apt. 535
Palo Alto, CA 94301

As a long time Palo Alto resident, on and off for over 60 years and permanently from 1994 until now, I am writing you to: **SUPPORT HAVING MORE EMPLOYEE PARKING PERMITS.**

In July, 2016 my wife and I moved from our Emerson Street home of 20 years to Channing House(CH). Why did we move to CH? Like many of our fellow residents we moved here mainly because it is located in Downtown Palo Alto! And it has been located here since 1961. An ideal location since we wanted to be able to walk to all those downtown and nearby dining, shopping, business, educational, athletic and entertainment facilities that we had enjoyed since 1994. When the time comes we can give up our car and still enjoy living in Palo Alto. However, that will require continuation of the help that CH and its wonderful staff provide for it's residents, the majority of whom live in the "independent living" apartments. Typically our employees cannot afford to live in Palo Alto and they need, and take advantage of, the full range of transportation options from public to private, including parking permits.

As a former Palo Alto home owner I applaud your efforts to work to improve on-street parking congestion in the neighborhoods with the RPP. And it appears to be working in most areas. To continue with annual across the board permit reductions will hurt CH and the nearby businesses we frequent and the RPP should not proceed in the draconian way originally planned. Please work with your staff to come up with more creative solutions to any remaining RPP issues including parking permits.

Thank you,

Kent Mather

Carnahan, David

From: Ben Pacho <ben@bikesiliconvalley.org>
Sent: Monday, May 21, 2018 5:05 PM
To: Council, City
Subject: Palo Alto City Council, May 21 Meeting: Action Item 7, the Charleston-Arastradero Project

Dear Mayor Kniss and Members of the Palo Alto City Council:

I am writing to urge Council's approval of the first and second phases of the Charleston-Arastradero Corridor Project construction contract. If implemented, this Project would support the growing number of students who bike to the 11 surrounding public and private K-12 schools in the area, as well as close existing infrastructure gaps for bike commuters traveling from cities south of Palo Alto to the citywide bike network.

Approved in 2003, the Charleston-Arastradero project is an important linchpin in the city's 2012 Bicycle Pedestrian Transportation Plan and if approved, would deliver key safety improvements for all roadway users.

Since the final design was approved in 2012, current road conditions have only necessitated the pressing need for the project's safety improvements. The inclusion of a multi-use path for students, new landscaped median islands to induce safer motor speeds, and consistent bike facilities at the El Camino Real intersection -- will help transform this residential arterial into a safe corridor for people of all ages and abilities who bike or walk.

Silicon Valley Bicycle Coalition thanks City Council for doing its due diligence in conducting extensive community meetings, hearings, and public review over the last fifteen years to produce a final design that prioritizes movement of all transportation modes. At a time of heightened civic engagement, we encourage Council to approve the contract and move the City's sustainable vision of the built and natural environments forward. Thank you for your consideration.

Sincerely,
Ben Pacho

Santa Clara County Advocate
Silicon Valley Bicycle Coalition
[96 N. Third Street, Suite 375](http://96nthird.com)
PO Box 1927
San Jose, CA 95109
Office: 408-464-5195
<http://bikesiliconvalley.org>

Carnahan, David

From: Ann Pianetta <annpianetta@me.com>
Sent: Saturday, May 19, 2018 1:35 PM
To: Council, City
Subject: Pollster

Dear City Council:

You really need to not pay California Opinion Research any money. Between yesterday and today, this company has called my son twice using my phone number. I asked them to take his name off their contact list. The polling statistics you receive from them will be inaccurate. Again, a big waste of money.

Ann Pianetta
3815 La Donna Avenue
Palo Alto, CA 94306
650-384-5744

Carnahan, David

From: Karen Harwell <karenharwell@gmail.com>
Sent: Tuesday, May 22, 2018 6:51 AM
To: Suzanne Keehn
Cc: Architectural Review Board; Clerk, City; Council, City
Subject: Re: Cell Towers

Thank you for the information.

On Mon, May 21, 2018 at 1:59 PM Suzanne Keehn <dskeehn@pacbell.net> wrote:
Greetings Palo Alto City Council,

I urge you to put the health of our community before Verizon's cell towers. There are many health issues, with which I hope you all have educated yourselves. I will send some links, one of which is Palo Alto and the decline of property values near these towers.

Also if we, the city, is serious about putting the electric wires underground, as we did on Orme St. years ago, will be made impossible when Verizon adds all the other equipment to the poles.

[Property Values Declining Near Cell Towers](#)

Property Values Declining Near Cell Towers

When it comes to cell phone towers, there is increasingly the perception that a family does not want to live nex...

Please overturn the decision to allow Verizon to install hundreds of pounds of ugly, noisy and potentially hazardous equipment on poles within a few yards of our homes.

1. Verizon's on-the-pole installations do not comply with Palo Alto's aesthetics, noise and other ordinances;
2. Verizon's claims that it cannot underground its equipment are not credible; and
3. Approval should be granted to Verizon to install its cell towers *only* on the conditions that: a) the company locate all of its equipment, except the antenna, underground, in flush-to-the-ground vaults with no protuberances; and b) none of its equipment may exceed the noise levels permitted by Palo Alto's ordinances.

Verizon's complaint about it being too expensive to put the equipment underground is bogus for a multi million dollar company.

"First Do No Harm"

Thank You,
Suzanne Keehn
[4076 Orme St. 94306](http://4076OrmeSt94306)

Carnahan, David

From: Loran Harding <loran.harding@stanfordalumni.org>
Sent: Monday, May 21, 2018 2:59 PM
To: Loran Harding; Dan Richard; dennisbalakian; David Balakian; Doug Vagim; Daniel Zack; Mayor; esmeralda.soria@fresno.gov; paul.caprioglio; Mark Standriff; Mark Kreutzer; midge@thebarretts.com; mthibodeaux@electriclaboratories.com; beachrides; Leodies Buchanan; blackstone@blastfitness.com; terry; Cathy Lewis; Council, City; info@superide1.com; Joel Stiner; popoff; boardmembers; huidentalsanmateo; Steve Wayte; steve.hogg
Subject: Re: Fresno spending \$250K / year on land options for HMF until HSR picks a winner

On Mon, May 21, 2018 at 2:17 PM, Loran Harding <loran.harding@stanfordalumni.org> wrote:

On Mon, May 21, 2018 at 1:49 PM, Loran Harding <loran.harding@stanfordalumni.org> wrote:

On Mon, May 21, 2018 at 1:44 PM, Loran Harding <loran.harding@stanfordalumni.org> wrote:

On Mon, May 21, 2018 at 1:27 PM, Loran Harding <loran.harding@stanfordalumni.org> wrote:

Monday, May 21, 2018

Mr. Dan Richard
Chairman of the Board
California High Speed Rail Authority

Dan- Fresno keeps handing out \$250,000 per year to land owners as options to buy land for the HMF. If CHSRA does not make a decision over the subsequent year as to the location of the HMF, that money is kept by the landowners and is gone to the City forever. The Fresno CC has now voted to do this twice, so we could see \$500,000 go up in smoke. That seems bad in a City that needs just everything, especially serious attention to its beat-up streets.

I know that you don't want to see Fresno waste its taxpayers money. The schools are overcrowded, we don't have enough police, the roads have fallen apart since 2010 when the City risked BK and quit maintaining them, HWY 99 through Fresno would cause political rebellion if it existed in most third world countries. Can't CHSRA look out a year at a time and see if a decision on locating the HMF is likely to be made in that time-frame? It is as if City officials are dealing with a black-box. Actually, they are dealing with smart people who have a good idea as to when the decision on the HMF will be made. Everyone here would appreciate it if CHSRA could communicate the nearness of a decision to local public officials so that they could place options on land when it makes sense to do so.

This is a serious drain on the City coffers, and, no doubt, other cities are doing the same thing.

Fresno is located almost exactly in the middle of the proposed HSR route between San Francisco and Los Angeles. It has the land for the HMF and a capable workforce to man it. It would make great sense to locate the HMF in Fresno. I hope you can at least give Fresno officials a hint as to when a decision will be made. You are probably waiting until more funding is secured for the entire project before you choose a site for the HMF. You could tell those who can produce that funding that a City like Fresno is repeatedly burning through scarce dollars obtaining options on land to accommodate the HMF.

There is a red-neck element in Fresno who knows, knows that HSR would be bad. If the rich Republican developers who control the public officials here oppose HSR, then the ignorant red-necks adopt that line. The local TV stations have their news readers appeal to these people and slant every story about HSR as an invasion of their perfect community by outsiders. No matter how poor and ignorant people are, you can make money exploiting them. HSR through the Central Valley would start to break that system up.

You just can't believe Fresno. I find adults here who have never heard the term "CPA", have never heard of Silicon Valley, Hewlett-Packard Co., the Silk Road, the Battan Death March, of Bernie Madoff, of Edward VIII and Mrs. Simpson. The schools here must be horrible, with some exceptions. They run AP classes for the kids whose parents know that education matters. The Clovis schools are famous for excellence. HSR in the Central Valley would mean salvation for most of the downtrodden population here, and I have expressed that sentiment to you and others many times.

We here who see all of that are deeply grateful for your untiring efforts to bring HSR to California. Most people would have resigned long ago. You are definitely not a quitter. The fact that the United States does not have one millimeter of HSR is a scandal, one of many perpetrated on the American people by their government. We supply a free military defense for all of Europe, Japan, S. Korea and Taiwan. They then spend their military money on high speed rail, affordable universities, and wonderful national health care systems. Whenever a war needs to be fought, they just call the White House. We rush thousands of young Americans over to be killed fighting the war, and the beneficiary countries then get rich treating our wounded. I'll bet they can't believe their luck. This is the very definition of "rotten government" and I believe that the American people are up to changing it and bringing their tormenters to justice.

In the mean time, can you please, if possible, develop a system to let local governments know better when a decision on the HMF might be made? They are wasting precious money because of uncertainty about that.

Thank you.

Mr. L. William Harding
Fresno, Ca.

http://www.cvobserver.com/fresno/will-fresno-receive-hsr-maintenance-yard-city-council-spends-another-250k/?utm_source=Morning+Roundup&utm_campaign=aa80f9ec43-EMAIL%20CAMPAIGN%202018%2005%2021&utm_medium=email&utm_term=0_165ffe36b2-aa80f9ec43-78450701&mc_cid=aa80f9ec43&mc_eid=7afa3a94f3

Carnahan, David

From: Tom DuBois <tomforcouncil@gmail.com>
Sent: Saturday, May 19, 2018 9:06 PM
To: Yu Wen Chen
Cc: Council, City
Subject: Re: Palo Alto Water Recycling Expansion

Awesome, thanks!

I've been very active on water recycling and we have some exciting projects under way to create even higher quality treated water.

On Wed, May 9, 2018 at 1:24 AM Yu Wen Chen <yuwenchen1996@gmail.com> wrote:

Hi, I am advocating for the Palo Alto Water Recycling Expansion that you guys are doing. I did some research on your expansion plans and I feel like most of them are really well thought out and I really like what you guys are doing.

Carnahan, David

From: Ann Protter <ann.protter@gmail.com>
Sent: Wednesday, May 23, 2018 7:54 AM
To: Council, City
Cc: Clerk, City
Subject: Re: Verizon

Dear Palo Alto City Council,

I was out of town and missed Monday's meeting regarding the Verizon cell towers. But I understand that it was approved.

If I have this right, there was a substantially large group of citizens who actively opposed this measure -- and 20 Verizon lobbyists who wanted it to pass.

And it passed??? Are you kidding me?

This is a disgraceful shame. What an opportunity you had to stand up for what our united community wants, as clearly we as individuals cannot do. But instead big money won.

As someone proposed, those of you who voted for this ought to offer to have the Verizon towers placed in front of your homes.

Signed,
A very unhappy Palo Alto resident.

On Mon, May 7, 2018 at 5:51 PM, Ann Protter <ann.protter@gmail.com> wrote:

I'm a Verizon customer, but I don't want more utility poles above ground in my neighborhood.

Please ensure their equipment goes Underground:

1. Verizon's claims that it cannot underground its equipment are not credible. For one thing, Verizon has vaulted its equipment in other cities. And for another, Palo Alto has successfully undergrounded electrical utilities under exactly the same conditions Verizon says represent an insurmountable hurdle to undergrounding its equipment.
2. Approval should be granted to Verizon to install its cell towers *only* on the conditions that: a) the company locate all of its equipment, except the antenna, underground, in flush-to-the-ground vaults with no protuberances; and b) none of its equipment may exceed the noise levels permitted by Palo Alto's ordinances. Again, this is eminently possible. It will simply cost Verizon a little more money than littering our poles with the equipment.

Thank you,
Ann

Carnahan, David

From: jjh <jjh2000@gmail.com> on behalf of Jim Holmlund <jjhstuff@gmail.com>
Sent: Tuesday, May 22, 2018 5:51 PM
To: Representative Anna G. Eshoo; senator@feinstein.senate.gov;
senator@boxer.senate.gov
Cc: Council, City
Subject: Re: Yet another unpleasant Sunday night near Channing and Newell in Palo Alto

Ok, this time it was Monday night. See below for about 22 flights in about 60 mins - a flight every 3 minutes. I can hear a flight about 30 secs before it gets overhead, and then another 30 secs after it leaves, ie, noise 1/3 of the time. As summer gets here and the windows are open, this is really bad.

It has been a long time since the Select Committee finished their work, and the only thing I have noticed is that the noise has gotten even worse than it was! The FAA recently moved the SERFR route so it is now about 1/2 the distance to us than was the old SERFR. FAA said they did it for safety reasons. Does that mean that the SERFR2 route, in use for 3 years ,was unsafe all that time??

Our only hope is that maybe the FAA will fulfill their agreement to move the route back to where BSUR was, but that will just move some of the traffic a bit farther away from us, so it might not be as loud as now. But the vectored traffic from BDEGA West, Oceanic, and SERFR usually go near enough to us to be very noisy, and I have not heard of any effort to fix that.

I doubt that our local government can do anything - seems like only you federal officials have any power over the FAA. So, please do something! And soon, not 5 years from now or whenever. The first thought comes into mind is to tell the FAA to send BDEGA West, Oceanic, and vectored SERFR flights somewhere else. This could be a very simple way to disperse flights. The second thought is to change the FAA's mandate from Safety, and then Efficiency, to Safety, Environment and lastly Efficiency.

Below is my record for Monday night. It doesn't include several later flights, including the annoying 747 cargo plane from LA that flies over around midnight on most days. Hmm, didn't the FAA agree to do something about nighttime flights? When will they do it?

Please let me know if there are any plans to fix this.

Thank you,

Jim Holmlund

Mon, May 21, 10:49 PM Flight: WN1201 [SNA-SFO] (B737; speed: 220 knots, altitude: 4983.9996376992 ft, distance: 3 KM) Mon, May 21, 10:42 PM Flight: AS1050 [HNL-SFO] (A320; speed: 219 knots, altitude: 4500.0610923264 ft, distance: 2 KM) Mon, May 21, 10:41 PM Mon, May 21, 10:39 PM Flight: AC 568 [YVR-SFO] (A320; speed: 277 knots, altitude: 4100.73542976 ft, distance: 3 KM) Mon, May 21, 10:37 PM Flight: WN1585 [BUR-SFO] (B737; speed: 226 knots, altitude: 4926.759135168 ft, distance: 2 KM) Mon, May 21, 10:34 PM Flight: UA1288 [OGG-SFO] (B738; speed: 225 knots, altitude: 4000 ft, distance: 2 KM) Mon, May 21, 10:32 PM Flight: AS1812 [PDX-SFO] (A320; speed: 229 knots, altitude: 3682.2363405589335 ft, distance: 1 KM) Mon, May 21, 10:28 PM Flight: UA1740 [BUR-SFO] (B738; speed: 256 knots, altitude: 4951.334295803734 ft, distance: 2 KM) Mon, May 21, 10:20 PM Flight: AS1939 [LAX-SFO]

City of Palo Alto | City Clerk's Office | 5/23/2018 10:46 AM

(A320; speed: 224 knots, altitude: 3971.3120288629334 ft, distance: 1 KM) Mon, May 21, 10:16 PM Flight: WN5370 [PHX-SFO] (B738; speed: 225 knots, altitude: 4057.0598037024 ft, distance: 2 KM) Mon, May 21, 10:10 PM Flight: AS1937 [LAX-SFO] (A320; speed: 223 knots, altitude: 5690.106318583466 ft, distance: 1 KM) Mon, May 21, 10:08 PM Flight: UA5727 [SBA-SFO] (CRJ2; speed: 268 knots, altitude: 4558.466451204266 ft, distance: 3 KM) Mon, May 21, 10:06 PM Flight: DL2953 [LAX-SFO] (B738; speed: 248 knots, altitude: 3987.0326147754668 ft, distance: 6 KM) Mon, May 21, 09:55 PM Flight: HA 42 [OGG-SFO] (A332; speed: 232 knots, altitude: 5901.4839072704 ft, distance: 3 KM) Mon, May 21, 09:52 PM Flight: UA2400 [BOS-SFO] (B772; speed: 194 knots, altitude: 5739.622510974933 ft, distance: 1 KM) Mon, May 21, 09:51 PM Flight: DL2949 [LAX-SFO] (B738; speed: 227 knots, altitude: 4420.908379282133 ft, distance: 3 KM) Mon, May 21, 09:50 PM Mon, May 21, 09:48 PM Flight: AS2806 [SNA-SFO] (E75L; speed: 224 knots, altitude: 5026.271765421867 ft, distance: 3 KM) Mon, May 21, 09:47 PM Mon, May 21, 09:46 PM Mon, May 21, 09:44 PM Flight: AA6014 [LAX-SFO] (E75L; speed: 223 knots, altitude: 4416.0851577834665 ft, distance: 2 KM) Mon, May 21, 09:42 PM Flight: DL 408 [JFK-SFO] (B763; speed: 224 knots, altitude: 4910.896195514667 ft, distance: 1 KM) Mon, May 21, 09:40 PM Flight: WS1776 [YVR-SFO] (B737; speed: 227 knots, altitude: 4341.339379095467 ft, distance: 2 KM) On 7/11/2016 11:45 AM, Jim Holmlund wrote:

>

> See the many SFO inbound flights listed below. Many times there is a
> plane every two minutes or so.

>

> It wasn't anything like this before the FAA implemented the NextGen
> related changes in March 2015.

>

> This is just plain wrong. If the traffic was like this when we bought
> our house, then so be it. But traffic wasn't like this. At all. This
> started in March 2015 when the FAA implemented NextGen related
> changes. We were not informed that such changes were coming, nor did
> we have any say in them.

>

> The 'FAA Initiative' that was intended to deal with this has little or
> no relief for us, according to many people who have evaluated it. And
> the local 'Select Committee' apparently has no power and can just
> comment on the FAA Initiative. It seems wrong that private citizens,
> and cities such as Palo Alto have to tell the FAA how to do their job!

>

> So, it seems unless someone with authority forces the FAA to fix this,
> nothing will happen. Please help!

>

>

> Sun, Jul 10, 10:46 PM Flight: AA2299 [MIA-SFO] (B738; speed: 257
> knots, altitude: 5925 ft, distance: 1 KM) Sun, Jul 10, 10:40 PM
> Flight: UA 650 [HNL-SFO] (B739; speed: 259 knots, altitude: 5975 ft,
> distance: 2 KM) Sun, Jul 10, 10:38 PM Flight: WN2574 [SAN-SFO]
> (B733; speed: 250 knots, altitude: 5574 ft, distance: 5 KM) Sun, Jul
> 10, 10:29 PM Flight: VX 947 [LAX-SFO] (A320; speed: 212 knots,
> altitude: 4125 ft, distance: 1 KM) Sun, Jul 10, 10:27 PM Flight:
> WN 570 [SNA-SFO] (B737; speed: 295 knots, altitude: 5085 ft, distance:
> 3 KM) Sun, Jul 10, 10:24 PM Flight: AS 300 [SEA-SFO] (B738; speed:
> 244 knots, altitude: 5929 ft, distance: 8 KM) Sun, Jul 10, 10:22 PM
> Flight: AA6012 [LAX-SFO] (E170; speed: 238 knots, altitude: 4750 ft,
> distance: 3 KM) Sun, Jul 10, 10:20 PM Flight: AS 384 [PDX-SFO]
> (B739; speed: 212 knots, altitude: 5100 ft, distance: 2 KM) Sun, Jul
> 10, 10:15 PM Flight: UA2246 [LGB-SFO] (B739; speed: 207 knots,

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> altitude: 4775 ft, distance: 3 KM) Sun, Jul 10, 10:12 PM Flight:
> UA5107 [ONT-SFO] (CRJ2; speed: 251 knots, altitude: 5686 ft, distance:
> 2 KM) Sun, Jul 10, 10:08 PM Flight: AM 662 [GDL-SFO] (B737; speed:
> 258 knots, altitude: 5449 ft, distance: 4 KM) Sun, Jul 10, 10:02 PM
> Flight: AA 400 [PHX-SFO] (A321; speed: 181 knots, altitude: 5575 ft,
> distance: 3 KM) Sun, Jul 10, 10:00 PM Flight: UA5727 [SBA-SFO]
> (E170; speed: 249 knots, altitude: 4725 ft, distance: 1 KM) Sun, Jul
> 10, 09:56 PM Flight: HA 42 [OGG-SFO] (A332; speed: 261 knots,
> altitude: 6300 ft, distance: 3 KM) Sun, Jul 10, 09:54 PM Flight:
> UA5059 [ONT-SFO] (CRJ2; speed: 243 knots, altitude: 4837 ft, distance:
> 1 KM) Sun, Jul 10, 09:45 PM Flight: VX 347 [FLL-SFO] (A320; speed:
> 236 knots, altitude: 3900 ft, distance: 3 KM) Sun, Jul 10, 09:37 PM
> Flight: UA 731 [LAX-SFO] (A320; speed: 250 knots, altitude: 5232 ft,
> distance: 5 KM) Sun, Jul 10, 09:34 PM Flight: CX 872 [HKG-SFO]
> (B77W; speed: 216 knots, altitude: 4225 ft, distance: 3 KM) Sun, Jul
> 10, 09:28 PM Flight: UA5083 [SBP-SFO] (CRJ2; speed: 228 knots,
> altitude: 5744 ft, distance: 6 KM) Sun, Jul 10, 09:27 PM Flight:
> UA5631 [BOI-SFO] (E170; speed: 194 knots, altitude: 3725 ft, distance:
> 7 KM) Sun, Jul 10, 09:22 PM Flight: UA5873 [SNA-SFO] (E170; speed:
> 234 knots, altitude: 4550 ft, distance: 2 KM) Sun, Jul 10, 09:21 PM
> << could not decide >> Sun, Jul 10, 09:18 PM Flight: UA 965
> [PDX-SFO] (B738; speed: 250 knots, altitude: 6300 ft, distance: 5 KM)
> Sun, Jul 10, 09:16 PM Flight: UA1811 [YVR-SFO] (A320; speed: 249
> knots, altitude: 5233 ft, distance: 4 KM) Sun, Jul 10, 09:12 PM
> Flight: VX 759 [SEA-SFO] (A319; speed: 197 knots, altitude: 4725 ft,
> distance: 3 KM) Sun, Jul 10, 09:10 PM Flight: UA1806 [IAH-SFO]
> (A320; speed: 256 knots, altitude: 5000 ft, distance: 4 KM) Sun, Jul
> 10, 09:09 PM Flight: DL2778 [LAX-SFO] (B712; speed: 250 knots,
> altitude: 4602 ft, distance: 2 KM)

Carnahan, David

From: Linda Bickham <linda.bickham@gmail.com>
Sent: Friday, May 18, 2018 1:34 PM
To: Council, City
Subject: Re: Your e-mail to City Council was received

I have not had a reply to my email or several weeks ago requesting info about what studies and data support the decision to do the traffic calming circles and related work. Could someone please respond?

Linda Bickham

Sent from my iPhone

On May 1, 2018, at 4:44 PM, Council, City <city.council@cityofpaloalto.org> wrote:

Thank you for your comments to the City Council. Your e-mail will be forwarded to all nine Council Members and a printout of your correspondence will also be included in the next available Council packet.

If your comments are about an item that is already scheduled for a City Council agenda, you can call 329-2571 to confirm that the item is still on the agenda for the next meeting.

If your letter mentions a specific complaint or a request for service, we'll either reply with an explanation or else send it on to the appropriate department for clarification.

We appreciate hearing from you.

Carnahan, David

From: Ali Nasser <ali.nasser777@gmail.com>
Sent: Tuesday, May 22, 2018 10:44 AM
To: Council, City
Subject: Ross Road

I'm writing because my son and I were almost hit on multiple occasions while riding up Ross Road, we don't understand how the changes help riders.

There is not enough space for bikes and cars to pass through the narrow parts of the road, thus making it dangerous for the kids that ride on this street.

Please stop all changes to roads to "help" cyclists, we now only have one road to use up to Ohlone and see more signs for work coming in the future, this is scary for us.

Can you help us understand how you're going to make sure this doesn't happen again?

How are you going to fix this?

Who will pay for all this?

Thanks

Ali

711 Maplewood Ave
Palo Alto CA 94303

Carnahan, David

From: Albert Moon <almoon111213@gmail.com>
Sent: Thursday, May 17, 2018 6:54 PM
To: Council, City
Subject: RPP's for employees

My name is Albert Moon, I live at 850 Webster Street, Apartment 731. I am writing to oppose further reduction in the number of employee parking permits in our area.

I live at Channing House, a Retirement community that provides life care for its residents. Many of the older residents here need help with their daily activities and all of us receive meals and housekeeping services that we are no longer able to provide for ourselves.

It takes a lot of helpers to provide these services to us. Some of us sold our homes many years ago when the sale prices weren't as high as they are now and many of us are living a lot longer than we ever expected. As a result, we can't afford to pay all our helpers enough to live in Palo Alto. Some of our helpers are nurses and nurses aids, but we can't pay them enough to live in Palo Alto and they can't use public transportation because some of them have to hold two jobs to get by. They need a car to get to this second job because it would take too long by the existing public transportation.

We are having trouble finding helpers to fill many of the jobs we have here due to competition from companies with more resources and greater cash flow than we have. In addition, these companies are not located in downtown Palo Alto and thus are more accessible to employees, making it even harder for us to hire, and retain our staff.

The first level of parking restrictions has done a great deal to reduce parking congestion in the area. further restrictions do not seem warranted as a means of providing adequate parking for residents.

Carnahan, David

From: David Weiss <davidweiss25@gmail.com>
Sent: Tuesday, May 22, 2018 11:53 AM
To: Council, City
Subject: RV's on El Camino

I have placed calls to the city manager and to the police department regarding the homeless RV's that have taken over on El Camino in Palo Alto and everyone seems to pretend like I am the first person to raise this issue. Last year this matter was supposedly addressed, but it is worse than ever. I am all for using taxes to take care of those in need, but I do no support anarchy. Allowing El Camino to become a homeless encampment is unfair to the rest of us. The police department can only enforce the laws and apparently the city has failed to create rules to resolve this situation such as simply placing signs prohibiting overnight parking. I would guess that if I were to buy 50 RV's and rent them to Stanford students the city would quickly put an end to it, but yet they are allowing the chaos of this homeless village to grow and prosper. Please let me know what is being done to resolve this problem. Thank you.

Carnahan, David

From: John Roney <jdroney68@hotmail.com>
Sent: Friday, May 18, 2018 12:32 PM
To: Council, City
Subject: sb 54

Dear Palo Alto City Council

We the law abiding people of California along with Attorney General of the United States Jeff Sessions would like for you to join the list of growing cities that oppose the Un Constitutional pro illegal SB 54 by signing the amicus brief <https://www.justice.gov/opa/pr/justice-department-files-preemption-lawsuit-against-state-california-stop-interference>. These cities include Dana Point, Beaumont, also Orange County cities that have passed resolutions backing the lawsuit include Aliso Viejo, Fountain Valley, Huntington Beach, Los Alamitos, Newport Beach, Orange, San Juan Capistrano and San Diego County along with Loma Linda Corona just joined last night! and many others soon to follow



Justice Department Files Preemption Lawsuit Against the ...

www.justice.gov

In a speech to the California Peace Officers' Association's Legislative Day, Attorney General Jeff Sessions today announced that the Justice Department has filed a legal action against the State of California, Governor of California Jerry Brown, and Attorney General of California Xavier Becerra, seeking both declaratory and injunctive relief ...

together we can make our state great again

Sincerely

John D. Roney

Carnahan, David

From: Mary Anne Deierlein <mdeierlein@yahoo.com>
Sent: Monday, May 21, 2018 5:22 PM
To: Council, City
Subject: School Corridor- Please approve the

Dear City Council,

I am writing in support of the contract to complete the Charleston-Arastradero plan that we (the City of Palo Alto and neighbors) have partnered together on for the last seventeen years (!).

From our first year in 1998 walking and biking as a family with three children to Fairneadow, then commuting to JLS Middle School and finally to Gunn High School, we experienced being bumped by cars while walking our bicycles in the crosswalks, we have dodged being hit by speeding cars running red lights, we have lost several of our crossing guards to injuries, and have had a variety of mishaps caused by speeding drivers unaware of their surroundings and the fact that they are on a major school route.

We have noticed the traffic calming improve and progress as the several phases have been implemented and have come to fruition for our neighborhood and school commute route. As a result, we have record numbers of walkers and bikers in our many public and private schools along this corridor as the modifications to date have proven the increase in route safety and confidence of our community to use it.

Please complete this long planned and well developed concept for our major school artery serving south Palo Alto. As a former PTA Traffic Safety representative, the implementation of the school corridor enhancements is a highlight and feature of our part of the broader Palo Alto community and of our neighborhood school commute walking and biking culture that we have worked so hard to create, foster and maintain.

We all have devoted our due diligence for about seventeen years in every phase of this vital and long awaited final phase. Please make it a reality.

Sincerely,
Mary Anne Deierlein
318 Parkside Drive
Palo Alto, CA 94306

Carnahan, David

From: Jason Hahndorf <jhahndorf@hotmail.com>
Sent: Monday, May 21, 2018 6:47 AM
To: Council, City
Subject: Stop being evil scumbags

If you douche bags don't stop violating everyone's civil rights especially a specific Christian Honorable Upstanding Pastor who you all could never even compare to in any way cause you're all evil pieces of megalomaniacal narcissistic materialistic worldly excrement!!!!!! You all make me want to puke!!!!!! One more thing happens to or is said about that man and I will have the Civil Rights Division shut down the whole damn city and arrest you all!!!!!! Got that you little fake public servant bitches!!!!!!!!!! Thank you, now get your heads out of your asses you evil scumbags!!!!!! Don't make me come down to California to truly protect the people cause I will if I have to!!!!!!

Ja(son) Adam Hahn(d)orf
1.1.1.7:7.1.1...
“The Hand”

Got that shit you assholes!!!!!!!

Sent from my iPhone

Carnahan, David

From: Ann Pianetta <annpianetta@me.com>
Sent: Thursday, May 17, 2018 5:33 PM
To: Council, City
Subject: Survey

Dear City Council:

Today I was contacted for the fourth time to take this survey about my opinion of putting different tax proposals on the November ballot. I was at the Financial Committee meeting this last month when you voted for this particular company to conduct this survey. I am upset that you are spending MY taxpayer money on a company that can't do their job effectively. How can you take the information they are giving you when they are not randomly choosing people in the City? You could get better results with Survey Monkey and that is free!

I don't understand City Councils that have extensive educational backgrounds and then take taxpayer money for consultants to figure stuff out for them — stuff they could figure out or have staff figure out for them. It is outrageous and ridiculous. If you all can't use your brains that God gave you why should I vote for you in the future?

Ann Pianetta
3815 La Donna Avenue
Palo Alto, CA 94306
650-384-5744

Carnahan, David

From: Mary Anne Deierlein <mdeierlein@yahoo.com>
Sent: Tuesday, May 22, 2018 12:50 PM
To: Council, City
Subject: Thank you!

Thank you all for the extensive consideration and vote on the final contract for the Charleston - Arastradero school corridor!

Mary Anne Deierlein
318 Parkside Dr.
Palo Alto, CA 95306

Carnahan, David

From: Penny Ellson <pellson@pacbell.net>
Sent: Tuesday, May 22, 2018 2:00 AM
To: Council, City
Cc: Boyd, Holly; Eggleston, Brad; Tam, Valerie; Keene, James; Mello, Joshua
Subject: Thank you.

Honorable City Council,

Thank you for moving the C-A Plan forward. I am very proud of our city for doing this...and grateful to you for making it possible.

I am also very grateful to staff for the hard work they did to get this project ready to go!

Thank you.

Penny Ellson

Carnahan, David

From: Nancy Krop <nkrop@kroplaw.com>
Sent: Tuesday, May 22, 2018 2:07 PM
To: Council, City
Subject: Thank You

Dear City Council,

I was overjoyed to learn this morning that you voted last night, by 8-1 vote, to approve the Charleston-Arastradeo contract.

You just made one very courageous, giant vote, for the safety of our children, bikers and pedestrians.

Heartfelt thanks for all your time and effort on this topic.

Nancy Krop
Barron Park neighborhood

Carnahan, David

From: Bret Andersen <bretande@pacbell.net>
Sent: Tuesday, May 22, 2018 6:07 PM
To: Council, City
Subject: Thanks for Making Palo Alto a Better Place with the Charleston-Arastradero Project

Dear Council Members,

I commend and thank you for approving the next step for the travel corridor. After listening to the comments for and against last night I would like to clearly summarize all the good reasons our community worked so long and hard on this and support it as a worthy use of City funds.

The Charleston-Arastradero project is exemplary and the reasons below should be considered general requirements for any significant transportation project paid from our city's budget. This project:

- Advances us toward our City and Community goals as expressed in Comp and Sustainability plans
- Beautifies and calms a major roadway in South Palo Alto, increasing real estate values in the area
- Reduces congestion by creating a safe and pleasant route that will induce more people to walk and bike rather than drive
- Saves life and limb by enabling safer travel using all modes
- Has a reasonable price tag when weighed against the benefits that will be broadly spread over many years to the thousands of people who will use the route around the clock, every day
- Has a high probability of success given similar project histories in the city and elsewhere and the trends toward a high portion of alternative travel mode use compared to single occupancy cars
- Helps correct the historical imbalance of city spending, in this case reducing the deficit of investment in south Palo Alto infrastructure and facilities that increase quality of life for more Palo Altans

I hope that we continue to move forward with clear winners like Charleston-Arastradero in the future.

Kind Regards,

Bret Andersen

Carnahan, David

From: William Robinson <williamrobinson@goldenworld.com>
Sent: Tuesday, May 22, 2018 7:05 AM
To: Council, City
Subject: Thanks for voting for Charleston-Arastradero improvements, a school crossing guard

Kudos to you for deliberating till midnight to approve a construction project over 15 years in planning, nurtured by the citizens and previous councils.

William'Rob' Robinson, member PABAC (Pedestrian and Bicycle Advisory Committee), Palo Alto since 2005

Carnahan, David

From: Gloria Pyszka <gpyszka@yahoo.com>
Sent: Tuesday, May 22, 2018 5:16 PM
To: Council, City
Subject: The Arastadero/Charleston vote last night

Please accept my great appreciation for your votes that passed the Corridor issue. It was difficult, I know, and I understand that your careful questions reflected your important roles as Council members.

As I said in my letter, we all have to make concessions about this issue. Ron and I feel that the right decision was made.

Gloria Pyszka
East Charleston

Carnahan, David

From: Aram James <abjpd1@gmail.com>
Sent: Monday, May 21, 2018 11:02 PM
To: dcbertini@menlopark.org; Council, City; citycouncil@menlopark.org; paloaltofreepress@gmail.com; jrosen@da.sccgov.org; jay.boyarsky@da.sccgov.org; swagstaffe@smcgov.org; myraw@smcba.org; acisneros@capublicrecordslaw.com; Binder, Andrew; Cullen, Charles; bos@smcgov.org; Jonsen, Robert; Lee, Craig; donald.larkin@morganhill.ca.gov; Kilpatrick, Brad; essenceoftruth@gmail.com; gkirby@redwoodcity.org; HRC; stevendlee@alumni.duke.edu; Kan, Michael; michael.gennaco@oirgroup.com; molly.o'neal@pdo.sccgov.org; griffinam@sbcglobal.net; Perron, Zachary; jamespitkin777@yahoo.com; Keene, James; Zelkha, Mila; miguel.rodriguez@pdo.sccgov.org; lydiakou@gmail.com; Holman, Karen (external); council@redwoodcity.org
Subject: The Mississippi Man Tried Six Times for the same crime

<https://mobile.nytimes.com/2018/05/20/opinion/mississippi-curtis-flowers-trial.html>

Shared via the [Google app](#)

Sent from my iPhone

Carnahan, David

From: Arlene Goetze <photowrite67@yahoo.com>
Sent: Tuesday, May 22, 2018 12:46 PM
To: Ken Yeager; Cindy Chavez
Subject: Vaccines--17x too much aluminum in babies

Forwarded by Arlene Goetze, NO Toxins for Children, photowrite67@yahoo.com 5-22-18

The Aluminum Autism Link 10

BY ANH-USA ON APRIL 11, 2018 VACCINE NEWS

www.anh-usa.org/the-aluminum-autism-link

- * **Vaccines for newborns have 17 times allowable aluminum based on body weight**
- * **Autistic children have 10 times more aluminum in brains than considered safe for adults**
- * **FDA and CDC need to do rigorous testing**
- * **Parents need to have right to determine number/type put in their children**

A new study shows newborns are injected with 17 times the allowable level of aluminum.

The peer-reviewed study demonstrates that aluminum doses in vaccines are based on efficacy—that is, spurring the body’s immune response—rather than safety. This means, according to the researchers, that on their first day of life, **infants receive 17 times more aluminum than would be allowed if aluminum doses in vaccines were set according to a baby’s body weight**. The researchers also contend that errors were made in establishing “safe” levels of aluminum exposure in humans, leading to dangerous levels of aluminum being injected into young children.

Another recent study found that autistic children have up to ten times more aluminum in their brains than what is considered safe in adults.

ANH-USA has been raising the alarm about aluminum in vaccines for a number of years. As the researchers note, safety testing proving aluminum adjuvants to be safe when injected into children has never been conducted. Established safety levels for aluminum exposure that are often referenced are based on ingested aluminum, of which only about 0.25% is absorbed, rather than injected aluminum, where almost all of it is absorbed over time—accumulating in various organs, including the brain.

Animal studies have also demonstrated a link between repeated inoculation with aluminum-containing vaccines and severe neurobehavioral outcomes (restlessness, muscle tremors, loss of response to stimuli), the presence of aluminum in central nervous system tissue, and altered expression of certain genes in the brain.

Given the mounting research showing both the dangers of aluminum exposure and concerns about the safety of injecting young children with multiple aluminum-laden vaccines, it is imperative that parents are afforded the right to choose which vaccines are appropriate for their children. It’s also time for the FDA and the CDC to stop relying on mere belief that aluminum adjuvants are safe, and to conduct rigorous safety testing on these vaccines.

Action Alert! Write to the FDA, CDC, and Congress telling them of this new study and urging more study of aluminum adjuvants.

This website lists some 20 References on this subject.

<https://www.sciencedirect.com/science/article/pii/S0946672X17300950?via%3Dihub>

ANH-USA. the Alliance for Natural Health, is part of an international organization dedicated to promoting natural and sustainable health—and, in particular, consumer freedom of choice in healthcare—through good science and good law.

Carnahan, David

From: Saksiri Tanphaichitr <saksiri@gmail.com>
Sent: Monday, May 21, 2018 9:54 AM
To: Council, City
Cc: Greg Tanaka
Subject: Writing in support of Ross Bike Blvd

Hi,

I live in the neighborhood and bike around it daily, as well as to further destinations southward a couple times a week via Ross Rd. I was really excited for the changes and each change immediately makes things much safer for me and my kids.

Notably:

- Large sidewalk on Louis and elimination of parking on Amarillo to come, which made a huge difference as soon as it was ready to ride on -- this is currently very dangerous in the morning with hurrying parents trying to park. For example, I've been blocked in the street by a parent in a car, and then backed into, on my bicycle as they tried to park.
- Roundabouts make it easy to see traffic coming/merging. More than a couple times a month a driver fails to see me at a four way stop. The roundabout makes this virtually impossible. It also often prevents confusion about whether a car is going to let a bicycle proceed when all are stopped and figuring out whose turn it is.
- Cutouts on speed bumps that slow cars but not bicycles. With an electric bike I stay in front of cars at a steady 20 mph.
- Calming bumpers and center dividers: I can see why the bumpers may make some uncomfortable. But I would have my kids go to the sidewalk for those spots. I see residents complaining that going on/off the sidewalk is dangerous, but this is nothing new in Palo Alto with the rolled curbs -- itself a great feature that makes kids/everyone more comfortable to use the roads but move off if need be. I am glad if the net effect is to make drivers more attentive and cautious, and people just have to get used to it.

Finally as a resident I personally would voice my opinion that people have long used Ross as a cut-through. I would support blocking through traffic as is done on Bryant, with accompanying calming on Colorado and Loma Verde.

If there's anything I can do to help speak out or any way to get involved please let me know. This is the biggest single issue I care about as a citizen and resident of Palo Alto. Again, I am very excited to be part a step toward making Palo Alto a 'life size city.'

Thank you!

Saksiri Tanphaichitr
Midtown/Palo Verde



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CITY OF
PALO
ALTO

10

TO: HONORABLE FINANCE COMMITTEE OF THE PALO ALTO CITY COUNCIL
FROM: MIKE SARTOR, DIRECTOR OF PUBLIC WORKS DEPARTMENT
DATE: MAY 16, 2018
SUBJECT: AGENDA ITEM NUMBER 10 - Public Works Department, Storm Drain Fund

The attached memorandum is addressed to the Finance Committee from the Storm Water Management Oversight Committee. The oversight committee members have reviewed the Fiscal Year 2019 proposed budget for the Storm Drainage Fund. They found it accurately reflects capital and operating expenditures as described in the 2017 ballot measure and therefore accepted the proposed budget during their meeting held on April 18, 2018. They are forwarding their finding to the Finance Committee, as in past years.


for **MIKE SARTOR**
Director, Public Works Department



Storm Water Management Oversight Committee

MEMORANDUM

Date: April 18, 2018

To: Honorable Finance Committee of the Palo Alto City Council

From: Members of the Storm Water Management Oversight Committee

Subject: Review of the Proposed Fiscal Year 2019 Storm Drainage Fund Budget

As directed by the City Council, the Committee met to discuss the proposed budget on Wednesday, April 18, 2018. We have reviewed the proposed Storm Drainage (Storm Water Management) Fund budget for fiscal year 2019 and compared it with the provisions of the Storm Water Management Fee approved by Palo Alto property owners in 2017. Based on this review, we find that the proposed budget reflects the CIP projects and operating expenditures approved in the ballot measure.

Prior to the meeting, Public Works staff provided informational materials about the approved 2017 ballot measure and the proposed budget for the Committee's review. During the meeting, staff presented information regarding the Storm Drainage Fund capital and operating budgets, and answered questions from the Committee members.

We find that the attached spreadsheet describing the proposed budget of the Storm Drainage Fund for Fiscal Year 2019 and the document describing budget change items accurately describe the relationship between the budget and the ballot measure. Staff and the Committee concur that there will be adequate funding generated by the Storm Water Management Fee approved through the 2017 ballot measure to fund the capital improvement projects, enhanced maintenance of storm drain system, storm water quality protection programs specified for implementation in the ballot measure in Fiscal Year 2019.

Attachments

STORMWATER MANAGEMENT PROGRAM
Fiscal Year 2019 Proposed Budget and Projections
(Amounts in 1000s, adjusted for annual inflation)

	Adopted Budget Year 1 2018	Estimated Projection Year 1 2018	Proposed Budget Year 2 2019	Projection Year 3 2020	Projection Year 4 2021	Projection Year 5 2022	Projection Year 6 2023
Revenue Collected	7,178	7,184	7,382	7,595	7,815	8,041	8,273
Fee Revenue	6,927	6,914	7,128	7,335	7,547	7,766	7,991
Interest Earnings	130	150	130	133	137	140	144
Development Fees & Violation Fines	121	120	124	127	131	134	138
From Fund Reserve	0	0	989	(0)	897	445	308
Total Revenue	7,178	7,184	8,371	7,595	8,712	8,485	8,581
Annual Expenses	6,300	6,195	8,371	6,698	8,267	8,177	8,581
Base Program (Incl. Water Quality, Flood Control)	2,787	2,750	2,522	2,588	2,655	2,724	2,795
Storm Drainage Maintenance	1,486	1,440	1,603	1,645	1,687	1,731	1,776
Debt Service for Past Capital Project	947	947	947	950	951	950	947
Capital Improvements Program (13)	0	0	2,200	400	1,840	1,620	1,892
Loma Verde Ave Trunk Line Improvements (#1/ SD-19000)			2,200	0	840		
West Bayshore Road Pump Station (#4/ SD-20000)			200	200	1,000	1,220	
Corporation Way System Upgrades and Pump Station (#2/ SD-21000)			200				
East Meadow Drive System Upgrades (#7/ SD-22000)			400				
Recurring System Repair (SD-06101)	400	400	412	424	437	450	464
Capital Program Engineering Support	175	175	182	187	192	197	202
Green Stormwater Infrastructure (GSI)	380	380	380	380	380	380	380
GSI - CIP Design/Construction	330 ^[1]	330 ^[1]	330 ^[1]	300			
GSI - Consulting Services	35 ^[2]	35 ^[2]	50 ^[3]	40 ^[3]			
GSI - Other unassigned tasks	15	15	0	40			
Innovative Project	125	103	125	125	125	125	125
Innovative Project - Green Stormwater Infrastructure	0	0	30 ^[4]	35 ^[4]			
Innovative Project - Rebates	125	3	95	90			
Innovative Project - Other unassigned tasks		100					
To Fund Reserve	878	989	(0)	897	445	308	0
Total Expenses	7,178	7,178	8,371	7,595	8,712	8,485	8,581

^[1]Charleston / Arastradero CIP project GSI elements

^[2]Contract with EOA on development of GSI Plan

^[3]Contract service to develop GSI engineering spec document

^[4]Contract service to develop GSI maintenance and monitoring manual

Stormwater Management Fund

Fiscal Year 2019 Budget Change Requests

1. **Revenue:** Fee increased by 2.9%
 - a. Based on December 2017 CPI, fee will be increased from \$13.65 to \$14.05 per ERU
 - b. FY2019 Revenue estimate (based on Q2 Actuals) is \$7.13M
 - c. FY2018 Adopted budget for Fee Revenue is \$6.93M
 - d. The proposed increase is approximately \$201K
2. **Expense:** Fiber Connection Fee Increase
 - a. During construction, double-strand fiber was installed for the fiber optic connection between storm drain pump stations and creek monitors to ensure an outage wouldn't affect more than one camera in line.
 - b. This is a fee paid from the Storm Water maintenance budget to the Utilities Fiber Optic fund.
 - c. FY2019 Expense estimate for this fee is \$117,500
 - d. FY2018 Adopted budget for this fee is \$72,800
 - e. The proposed increase is approximately \$42,500
3. **Expense:** Public Safety Radio Service Fee Increase
 - a. Maintenance group acquired 6 public safety radios via Silicon Valley Regional Communications System (SVRCS).
 - b. This is a fee paid from Storm Water maintenance budget for the access fee of \$420 per year per radio through a contract.
 - c. No fee was associated with the old radio system, so no budget was ever allocated.
 - d. FY2019 Expense estimate for this fee and the proposed increase is \$2,520

North Ventura Coordinated Area Plan (NVCAP) Working Group:

1. **Angela Dellaporta** - Resident within greater N. Ventura neighborhood (north of Ventura Ave)
2. **Kirsten Flynn** - Resident within greater N. Ventura neighborhood (north of Ventura Ave)
3. **Terry Holzmer** - Resident within Mayfield
4. **Rebecca Parker Mankey** - Resident within greater Ventura neighborhood
5. **Gail Price** - Resident within Barron Park
6. **Heather Rosen** – Resident within greater Ventura neighborhood
7. **Lund Smith** - Property owner (not single family home)
8. **Yunan Song** - Resident within NVCAP
9. **Tim Steele** - Property owner (not single family home)
10. **Carolyn Templeton** - Resident within Barron Park
11. **Siyi Zhang** - Resident within greater Ventura neighborhood

The NVCAP Working Group includes one representative from the Architectural Review Board (12th Member), one from the Parks and Recreation Commission (13th Member) and one from the Planning & Transportation Commission (14th Member).

Alternates to the NVCAP Working Group:

1. **Waldemar Kaczmarski** - Resident within NVCAP
2. **Lakiba Pittman** - Resident within NVCAP and business owner or work in NVCAP or surrounding area

City School
City-School Liaison Committee
2018 Schedule

COUNCIL MEETING
5/17/18

Received Before Meeting
 Received at Meeting

Date	Item
February 15, 2018	<ul style="list-style-type: none"> • Library collaboration with PAUSD to issue students Library Cards • 2018 Council Priorities • Agenda planning for 2018
March 15, 2018	<ul style="list-style-type: none"> • Review of Recent City Council/PAUSD Board Meetings • 2018 Summer Programs (City) • Planned bike and pedestrian improvements to Churchill Ave – City Chief Transportation Official • Discussion of Agenda Topics for April and May
April 19, 2018	<ul style="list-style-type: none"> • Review of Recent City Council and PAUSD Board Meetings • Update Coordinated North Ventura Area Plan • City and District Comments and Announcements • Future Meetings and Agenda's
May 17, 2018	<ul style="list-style-type: none"> • Review of Recent City Council and PAUSD Board Meetings • City and District Comments and Announcements • Safe Routes to School - Rosie Mesterhazy, MPH, LCI #5255. Safe Routes to School Coordinator, City of Palo Alto, Transportation Division Department of Planning + Community Environment • Cubberley Master Plan Update • Future Meetings and Agenda's
June 21, 2018	<ul style="list-style-type: none"> • Review of Recent City Council and PAUSD Board Meetings • City and District Comments and Announcements • Future Meetings and Agenda's
July 19, 2018	Cancelled due to Council and PAUSD Holiday Break
August 16, 2018	<ul style="list-style-type: none"> • Review of Recent City Council and PAUSD Board Meetings • City and District Comments and Announcements • Future Meetings and Agenda's
September 20, 2018	<ul style="list-style-type: none"> • Review of Recent City Council and PAUSD Board Meetings • City and District Comments and Announcements • Future Meetings and Agenda's
October 18, 2018	<ul style="list-style-type: none"> • Review of Recent City Council and PAUSD Board Meetings • City and District Comments and Announcements • Future Meetings and Agenda's
November 15, 2018	<ul style="list-style-type: none"> • Review of Recent City Council and PAUSD Board Meetings • City and District Comments and Announcements • Future Meetings and Agenda's
December 21, 2018	<ul style="list-style-type: none"> • Review of Recent City Council and PAUSD Board Meetings • City and District Comments and Announcements • Future Meetings and Agenda's

**City-School Liaison Committee
2018 Schedule**

To be Scheduled and/or Potential Items for discussion:	
<ul style="list-style-type: none">• Grade Separation• Middle School Athletics• Coordination on Capital Improvement in the right of way• Pension Liability• Emergency Preparedness• Teacher & staff housing	<ul style="list-style-type: none">• Traffic School Team• Shared use of facilities• Teacher housing - thoughts and potential collaboration• Stanford GUP• Ways for City and District to work together more effectively to accomplish shared goals

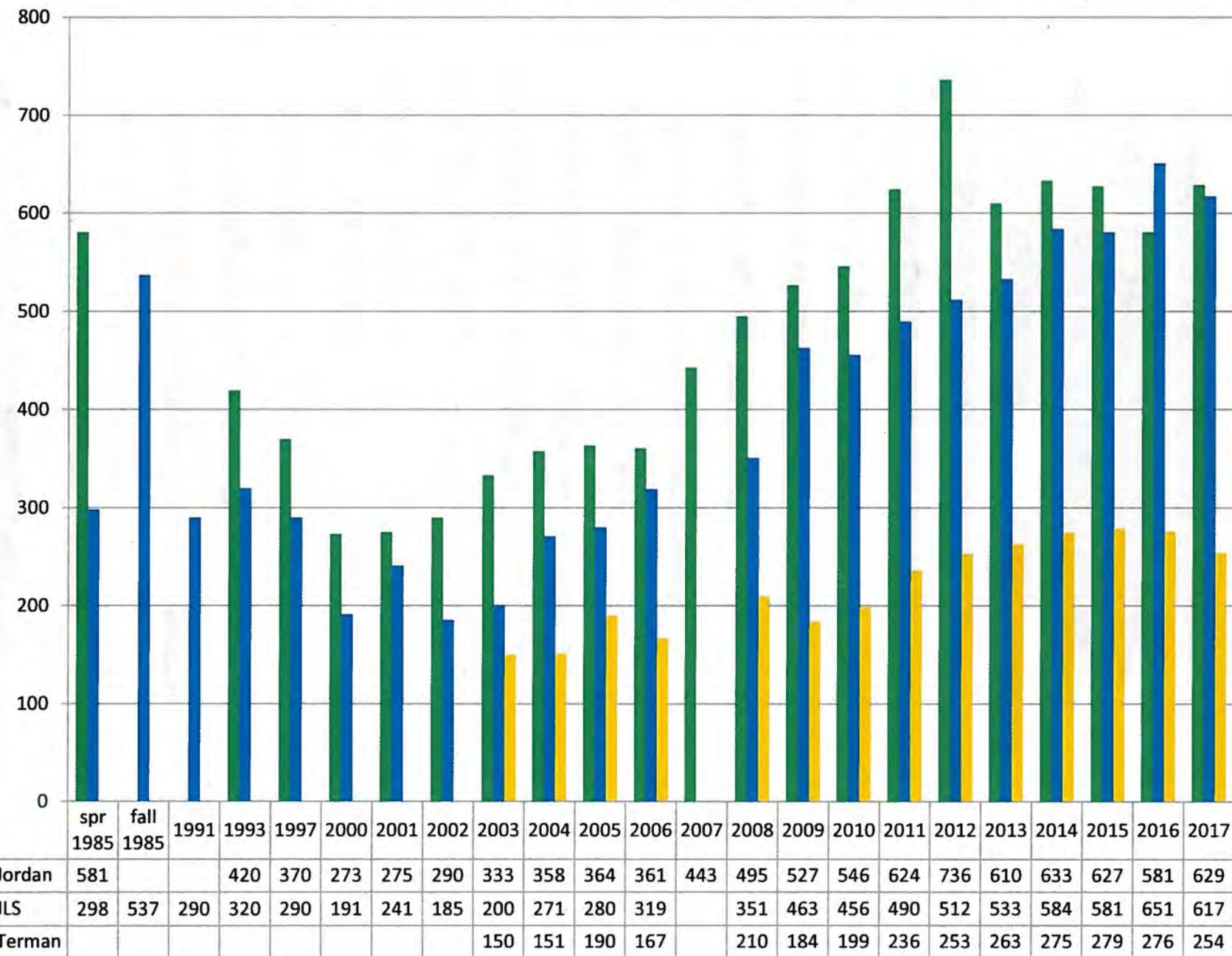
Table 5: SRTS Infrastructure Project Timeline

Project	School Routes to be Improved	Completion Date or Future Construction Start
Churchill Avenue Enhanced Bikeway, Phase 0	Palo Alto HS	Completed April 2016
Cowper Street at Coleridge Avenue High-visibility Crosswalks	Walter Hays	Completed April 2016
Georgia Ave High-visibility Crosswalk and Curb Extension	Terman MS Gunn HS	Completed Summer 2016
Los Robles Avenue Bikeway Enhancements	Briones Terman MS Gunn HS	Completed Summer 2016
Park Boulevard Bicycle Boulevard Early Implementation (Stanford Avenue to Cambridge Avenue)	Jordan MS Palo Alto HS	Completed Summer 2016
Middlefield Road and North California Avenue Complete Street Project	Jordan MS Palo Alto HS	Completed Fall 2016
Garland Drive Sharrows	Jordan MS	Completed Winter 2017
Overcrossing/Undercrossing Improvements	Jordan MS Palo Alto HS	Completed August 2017
Arastradero Road at Donald Drive Spot Safety Improvements	Terman MS	Completed September 2017
Cowper Street at Coleridge Avenue Traffic Circle Trial	Walter Hays	Completed September 2017
Amarillo Avenue-Moreno Avenue Bicycle Boulevard	El Carmelo Ohlone Palo Verde	Under construction as part of NTSBB1
Bryant Street Bicycle Boulevard Upgrade (Menlo Park City Limits to East Meadow Road)	Addison El Carmelo JLS MS Jordan MS Palo Alto HS Gunn HS	Under construction as part of NTSBB1
Colorado Avenue at Sandra Place Spot Safety Improvements	Ohlone	Under construction as part of NTSBB1
Louis Road-Montrose Avenue Bicycle Boulevard	Fairmeadow JLS MS Gunn HS	Under construction as part of NTSBB1
Ross Road Bicycle Boulevard	El Carmelo Ohlone Palo Verde Jordan MS Gunn HS Palo Alto HS	Under construction as part of NTSBB1

Channing Avenue and St Francis Drive Enhanced Bikeway	Duveneck	Summer 2018
Charleston-Arastradero Corridor Project Phase 1 and 2	Barron Park Briones Hoover Fairmeadow JLS MS Terman MS Gunn HS	Summer 2018
Bryant Street Bicycle Boulevard Extension (East Meadow Drive to San Antonio Road)	Fairmeadow Hoover JLS MS Gunn HS	Fall 2018
Churchill Avenue Enhanced Bikeway, Phase 1	Palo Alto HS	Fall 2018
Maybell Avenue Bicycle Boulevard	Briones Terman MS Gunn HS	Summer 2019 as part of NTSBB2
Park Boulevard-Wilkie Way Bicycle Boulevard	Barron Park Briones Terman MS Gunn HS	Summer 2019 as part of NTSBB2
Stanford Avenue Bicycle Boulevard	Barron Park Briones Terman MS Gunn HS	Summer 2019 as part of NTSBB2
Charleston-Arastradero Corridor Project Phase 3	Barron Park Briones Hoover Fairmeadow JLS MS Terman MS Gunn HS	Summer 2019
Churchill Avenue Highway-Railroad Crossing Safety Improvement Project	Palo Alto HS	Fall 2019
East Meadow Drive and Fabian Way Enhanced Bikeway	Fairmeadow Hoover Palo Verde JLS MS Gunn HS	January 2020

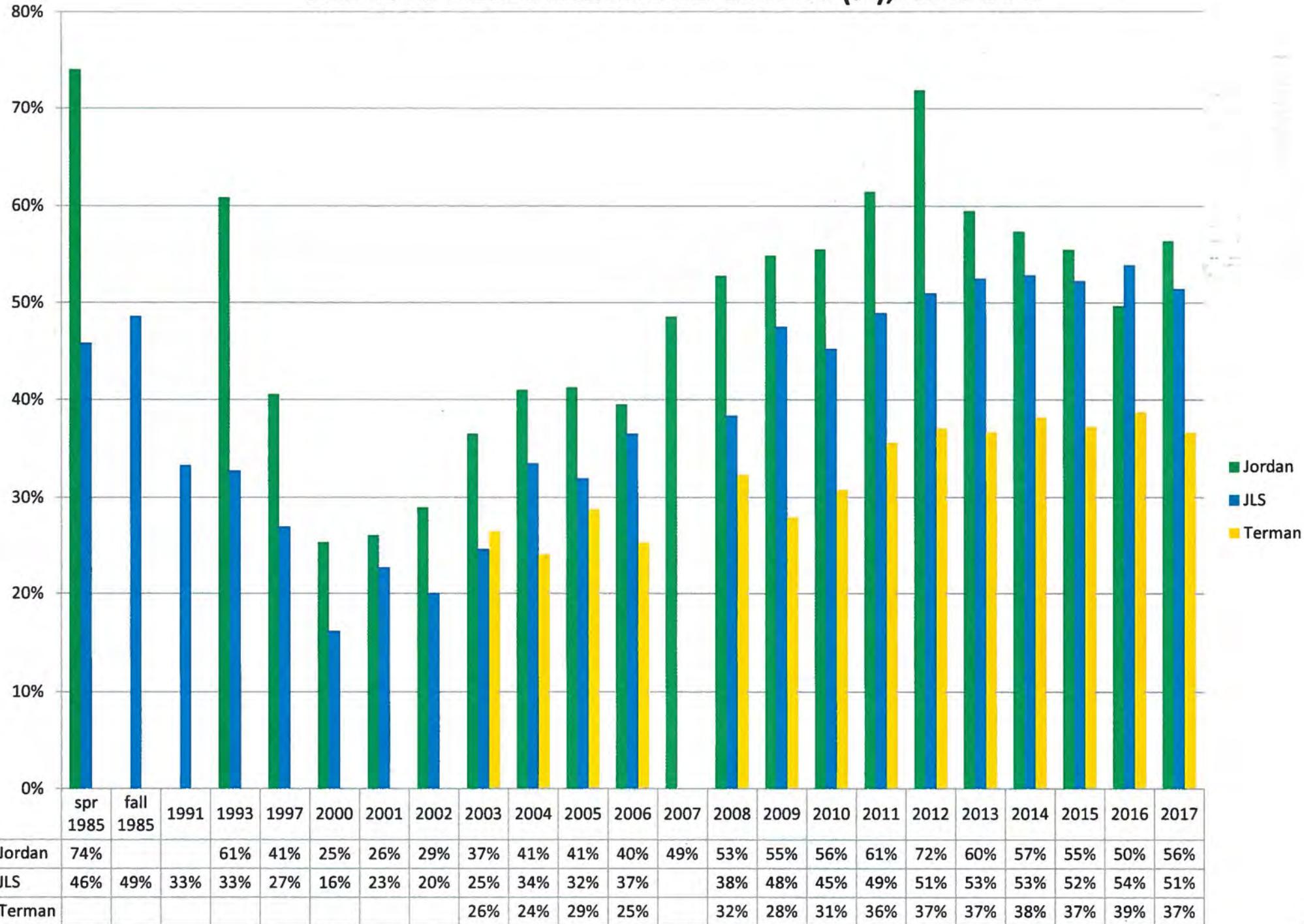
Source: Planning and Community Environment Department, May 2018

PAUSD MIDDLE SCHOOL BIKE COUNTS, 1985-2017

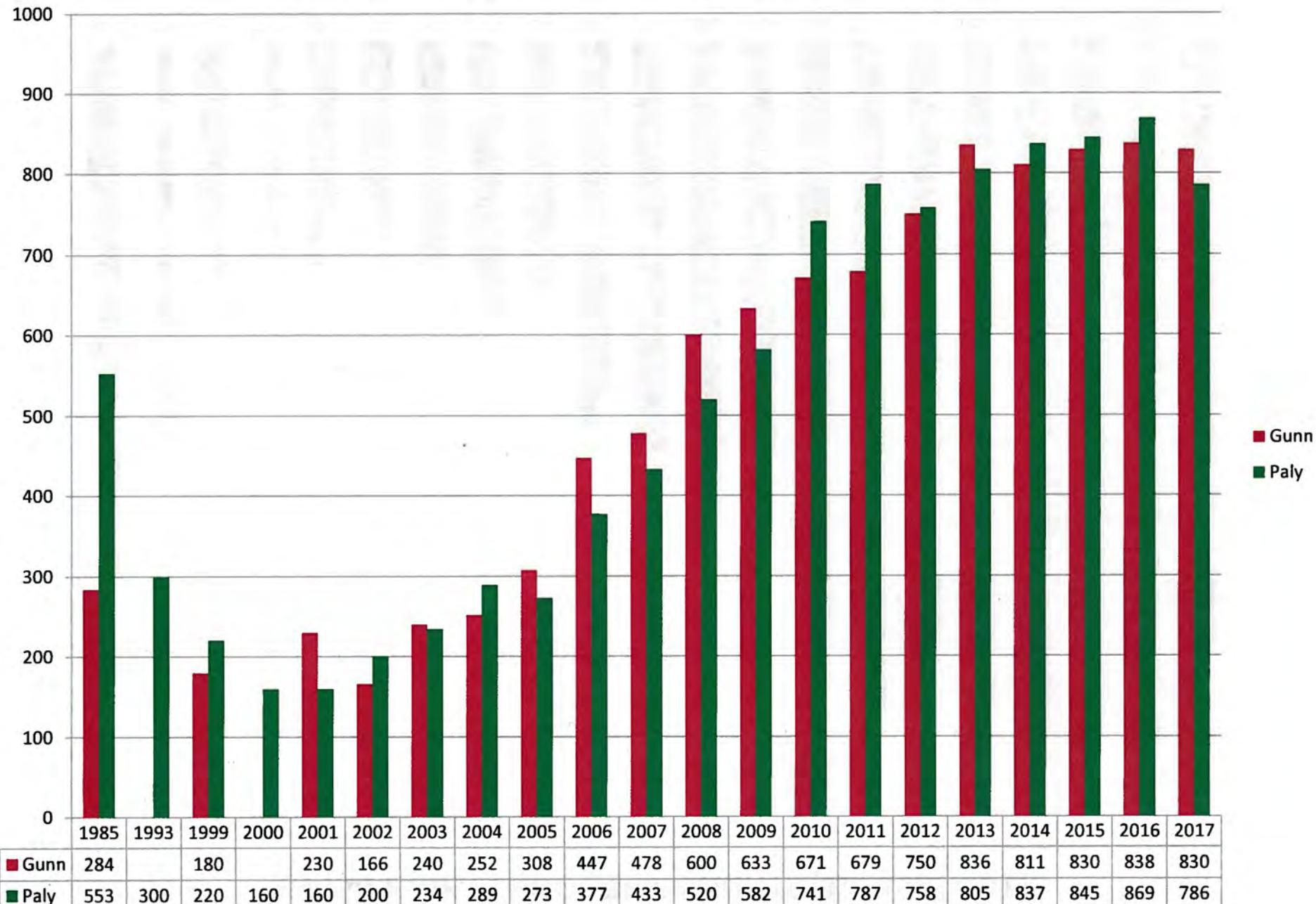


CITY SCHOOL
COUNCIL MEETING
5/17/18
[] Placed Before Meeting
X Received at Meeting

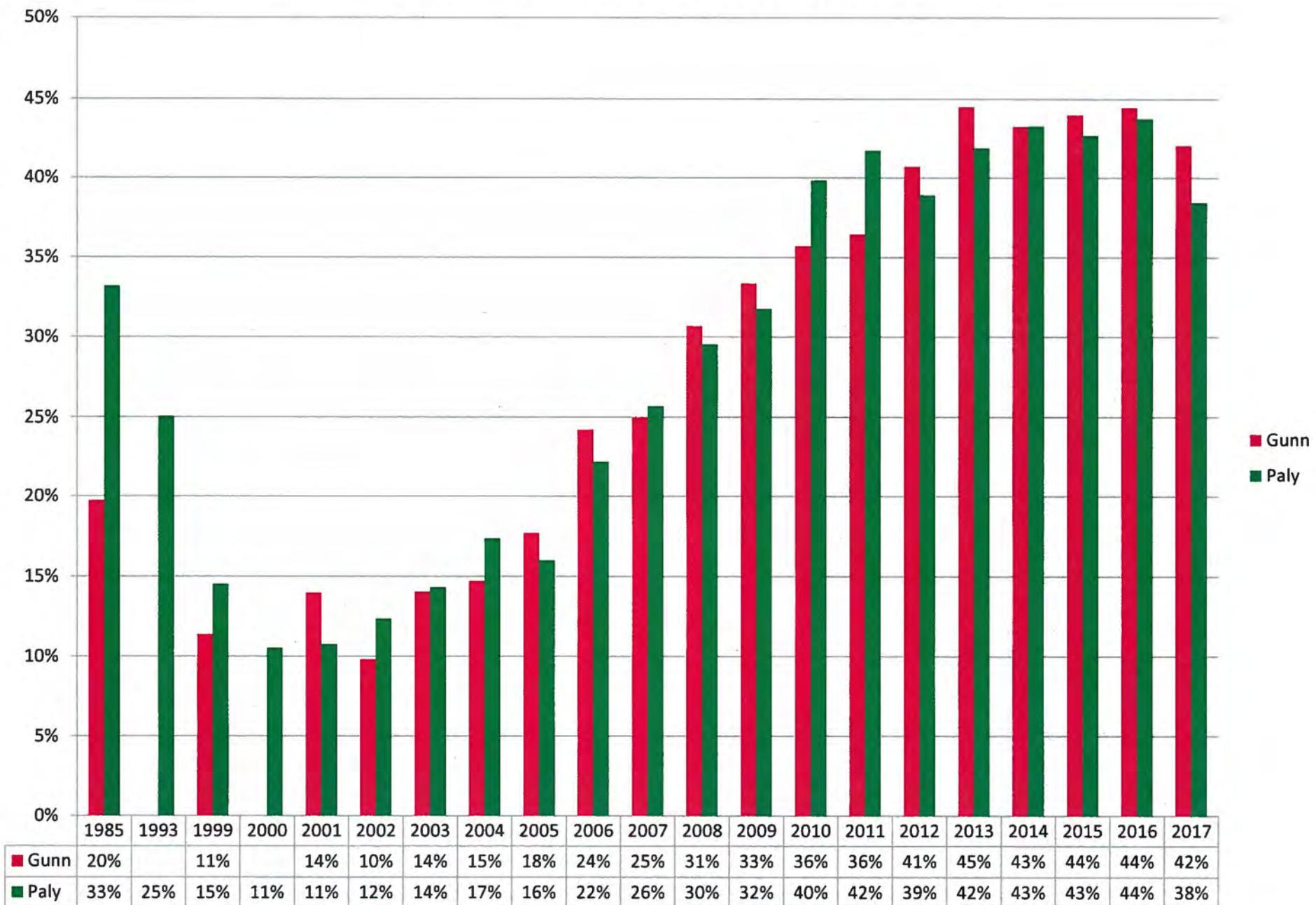
PAUSD MIDDLE SCHOOL BIKE COUNTS (%), 1985-2017



PAUSD HIGH SCHOOL BIKE COUNTS, 1985 - 2017



PAUSD HIGH SCHOOL BIKE COUNTS (%), 1985-2017



Distinguished City Council/School Board Liaison Committee Members,

On behalf of PAST Heritage congratulations on 100 years of Palo Alto High School at its El Camino Real and Embarcadero Road campus, and your centennial plaque, which was presented last Sunday, May 6th at the Lucie Stern Community Center. This is a notable achievement. Built back in 1918 at the end of World War I, at a building cost of \$200,000, this Italian Renaissance Revival structure was designed by architects Allison & Allison. The Mediterranean characteristics and quality of the original structures relate directly to the architecture of Stanford University and widespread popularity of the Spanish Colonial Revival style of the period. The building is noted as a significant cultural and historic landmark, and a Category 2 resource on the City of Palo Alto, Historic Buildings Inventory. This is probably the oldest still existing historic public Palo Alto structure. Over the decades there has been considerable debate over these historic buildings, and preservation has always won. Almost 30 years ago, in 1989, the beloved Paly campanile was threatened by the Loma Prieta earthquake, and was lovingly stabilized and restored. The current size and location of this historic structure gives particular importance and prominence as a visual focal point and the front door of the more recent buildings on the Palo Alto High School campus complex.

Unfortunately today the original 1918 historic Palo Alto High School building is once again in jeopardy, as the currently proposed adjacent solar carport project could detrimentally impact the historic setting and diminish the visual quality of the original century old structure. While Palo Alto Unified School District is exempt from local regulation under the Field Act, the impacts of the proposed solar carport scheme is significant enough that it merits historic review and analysis under the California Environmental Quality Act (CEQA). This state law requires that all buildings and structures over 50 years old, and those listed on local, state, or Federal historic registers undergo a qualified Historic Resource Evaluation (HRE), and Historic Structures Report (HSR) as to the appropriateness of modifications, alterations, and adjacent construction; reviewed, evaluated, and analyzed for potential incompatibility.

While the price of solar panels have become economically competitive, and represents a significant renewable energy resource in the never ending goal to reduce greenhouse gas emissions and battling global warming, the proposed location of the solar carports are incompatible with the historic appearance of the Renaissance Revival architecture. The location of the proposed solar carports along the frontage of both El Camino Real and Embarcadero Road would be viewed as a dominant feature; an irreconcilable blemish on the century old historic edifice. But, there are suitable alternatives to your proposed solar strategy.

At the beginning of this century with deregulation of electric utilities and transmission grid access, renewable energy can now be located on any suitably oriented property, and transferred to any other site. With the exception of Stanford University, Palo Alto Unified School District represents the single largest landholder within the municipality and school district boundaries. Surely there are other suitably oriented PAUSD properties or non-historic school sites, where these solar panels could be stationed, and renewable electricity generated and transferred through the municipal electric grid to the Palo Alto High School campus.

Google Project Sunroof is an online resource, available free to the public, to help analyze any property's orientation and suitability for installing solar panels.

However, in this particular case renewable energy does not automatically trump historic review and evaluation. As the lead agency, if the PAUSD intends to pursue this solar carport scheme, the PAST Heritage board urges the Board of Education to immediately undertake the necessary historic review process, notice and schedule timely community public hearings, solicit citizen feedback on the solar carport proposal, and make sufficient findings required for historic review and evaluation, with an appropriate public appeal period and process.

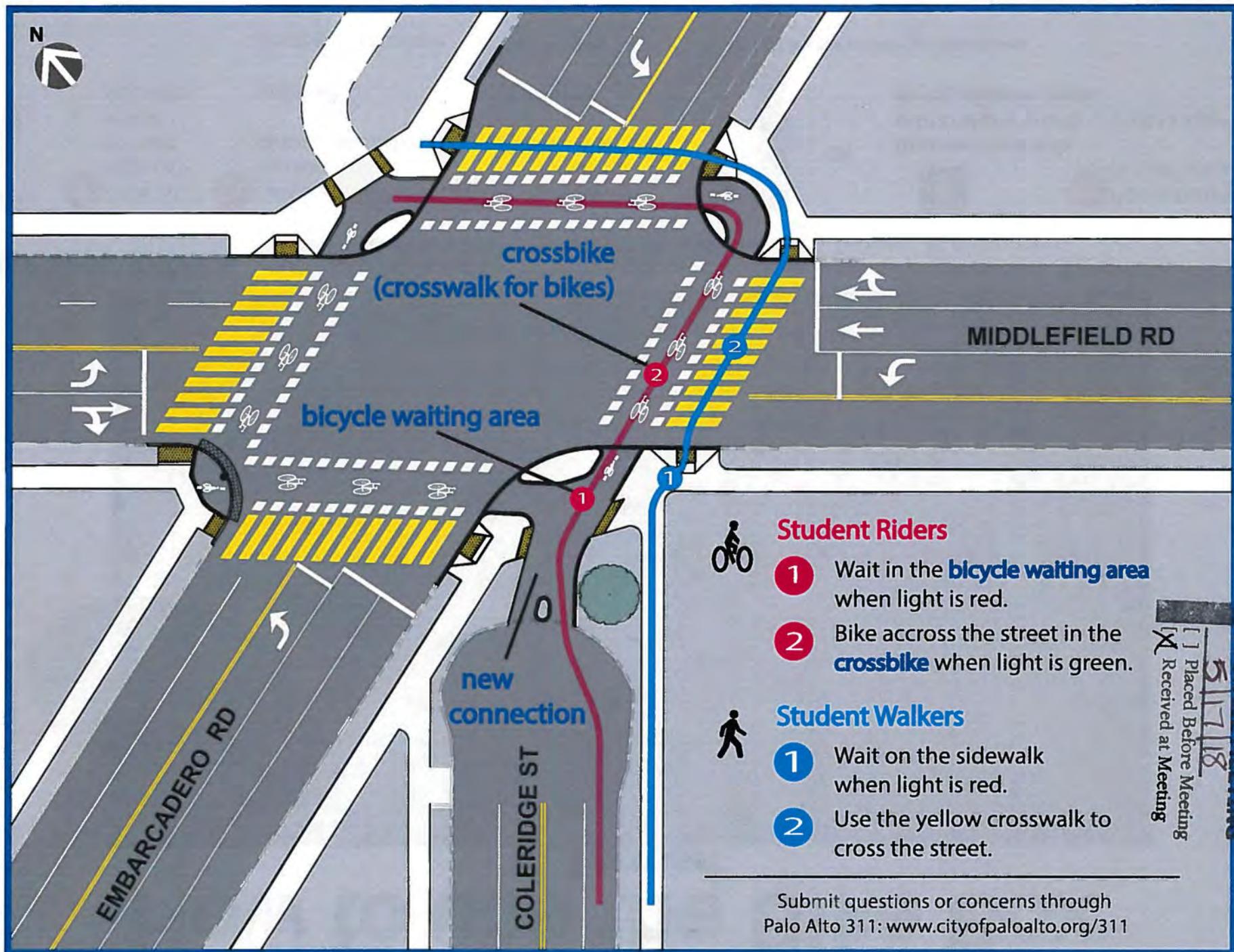
Thank you for your consideration. Please feel free to call on myself and PAST Heritage, as a community resource, in assisting PAUSD navigate the historic review process.

Congratulations again on the Centennial Anniversary of Palo Alto High School at its present location, as we prepare to celebrate Palo Alto's Quasquicentennial in 2019.

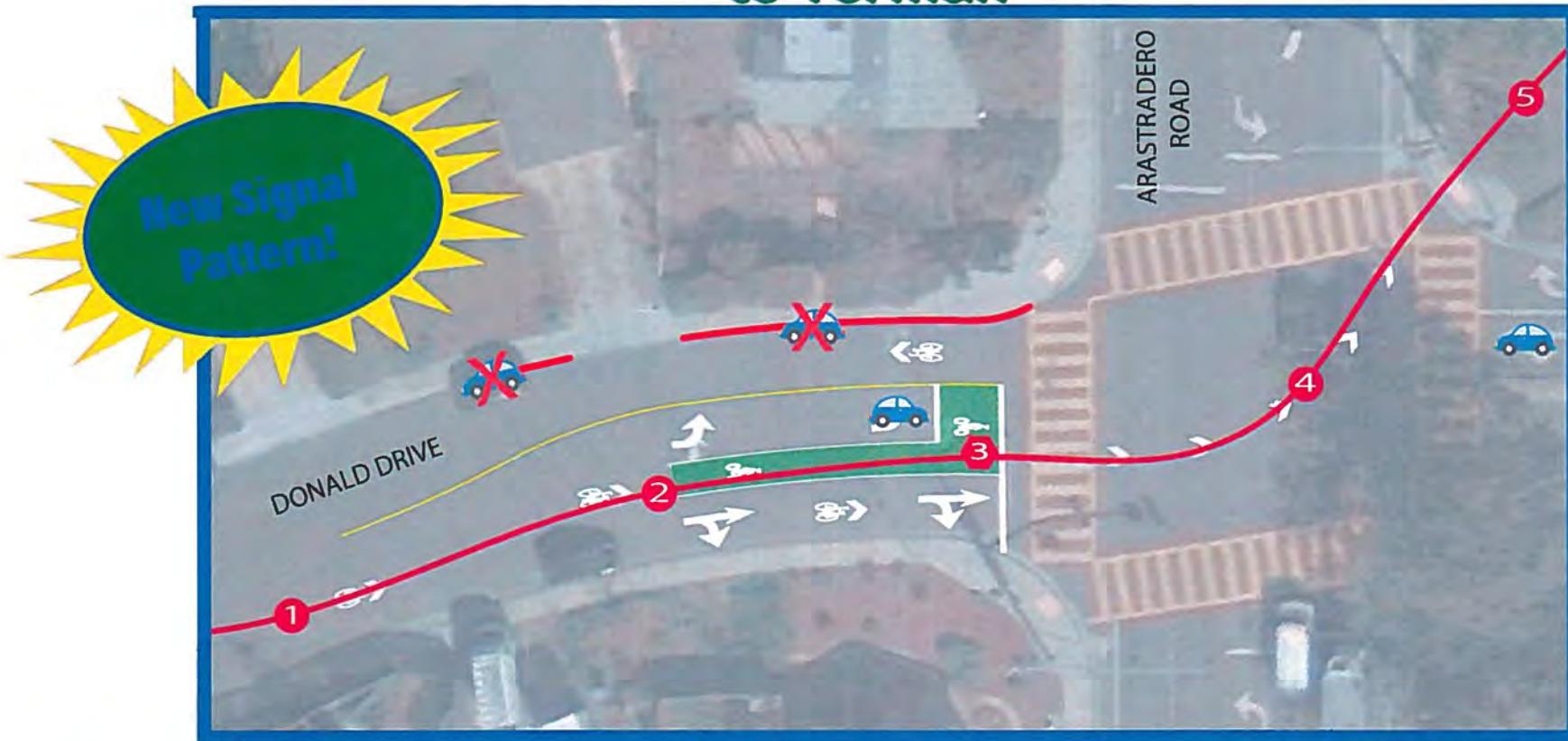
Sincerely yours,

Lee I. Lippert, AIA
President PAST Heritage

How to Cross Middlefield and Embarcadero



How to use the Bike Box to Terman



New Signal Pattern:

Green lights on Donald and Terman will begin running separately starting early September. The new pattern will be: 1) Donald, 2) All-walk phase, 3) Terman, 4) Arastradero

Cyclists:



1 Cycle on right side of street, not on sidewalks.

2 Look over left shoulder for cars coming from behind. Signal left.

3 Line up in green box during red light, as far left as possible, or in green lane.

Merge into green lane.

4



OR



Dismount and walk with crossing guard during all-walk signal.

5 Proceed cautiously to multi-use path.

Yield to pedestrians.

Turn left by bike with green arrow.

Drivers:



Wait behind the bike box. Yield to cyclists in front of you.



No parking at the new red curbs on Donald

Submit questions or concerns through Palo Alto 311: www.cityofpaloalto.org/311



SEEN THE NEW RAISED CROSSWALKS?

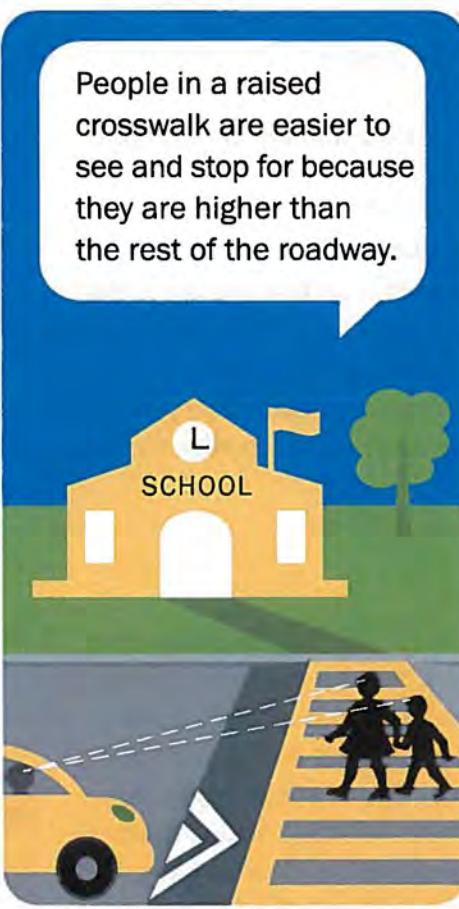
A raised crosswalk is a speed hump with a crosswalk on top. Drivers slow down, so they are more likely to stop for people crossing. It is safer and easier to cross the street on a raised crosswalk.

What to know about raised crosswalks...

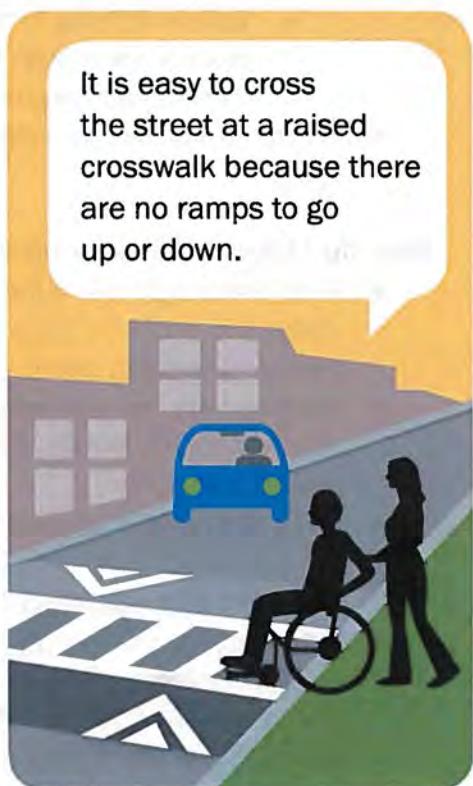
Raised crosswalks have a speed hump marking to alert drivers and cyclists to slow down.



People in a raised crosswalk are easier to see and stop for because they are higher than the rest of the roadway.



It is easy to cross the street at a raised crosswalk because there are no ramps to go up or down.



If you're crossing...

Use a raised crosswalk like any other crosswalk.

Look left, right, left again, then cross when it's safe.

Make eye contact with drivers and bicyclists before stepping into the crosswalk. Make sure they've seen you and are waiting for you to cross.

Pay attention to your surroundings.

What's a Bicycle Boulevard?

As defined in the City of Palo Alto's [Comprehensive Plan 2030](#) adopted by City Council on November 13, 2017, a bicycle boulevard is "a low volume through-street where bicycles have priority over automobiles, conflicts between bicycles and automobiles are minimized, and bicycle travel time is reduced by the removal of stop signs and other impediments to bicycle travel." [Palo Alto's Bicycle Network, defined in the 2012 Bicycle and Pedestrian Transportation Plan](#) is made of several types of bicycle facilities, including bike lanes, multi-use paths, bike routes, and bicycle boulevards.

How do I drive safely on a bike boulevard?

- Expect people on bikes to be in the travel lane.
- Obey the posted speed limits.
- Pass people on bikes only when it is safe. California law requires three feet of space between you and the bicycle.
- Do not pass a person on a bike if:
 - you are going through narrow areas
 - you would have to cross a double yellow line
 - there is not enough space to pass
 - there is oncoming traffic
- Do not honk at cyclists unless you are warning of imminent danger.



How do I bike safely on a bike boulevard?

- Ride in a straight line in the travel lane so that you are highly visible and out of the "[door zone](#)." The large "Bike Blvd" stencils indicate where you should be positioned in the lane.
- Do not ride on the sidewalk or so far to the curb that you have to swerve back into the travel lane when you encounter a parked car or a curb extension.
- Obey all stop signs and signal your turns.



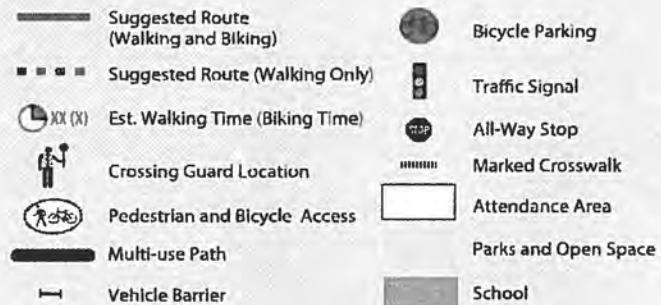
What about the roundabouts?

- Before approaching the roundabout, [cyclists in a bike lane](#) should carefully signal and merge into the car lane, making sure to look over their left shoulder for cars. Yield to traffic already in the roundabout. Enter the circle by bearing right and ride in the center of the lane. Do not let cars try to pass or share the lane with you in the roundabout. Young children or cyclists uncomfortable merging into the car lane can use the bike exit ramps leading to the sidewalk, then dismount from their bike, and proceed as a pedestrian.
- Before approaching the roundabout, [Drivers](#) should not share the approach with a bike. Slow down in advance of the approach and expect bicycles in the bike lane to merge into the car lane before entering the roundabout approach. Yield to oncoming traffic, then proceed right and travel around the circle pictured above. Drive single file. Do not share the lane with bikes.
- [Pedestrians](#) should cross in the designated crosswalks, using the splitter island as a safe space to wait if cars are approaching.



Barron Park Elementary School

WALK AND ROLL TO SCHOOL SUGGESTED ROUTES

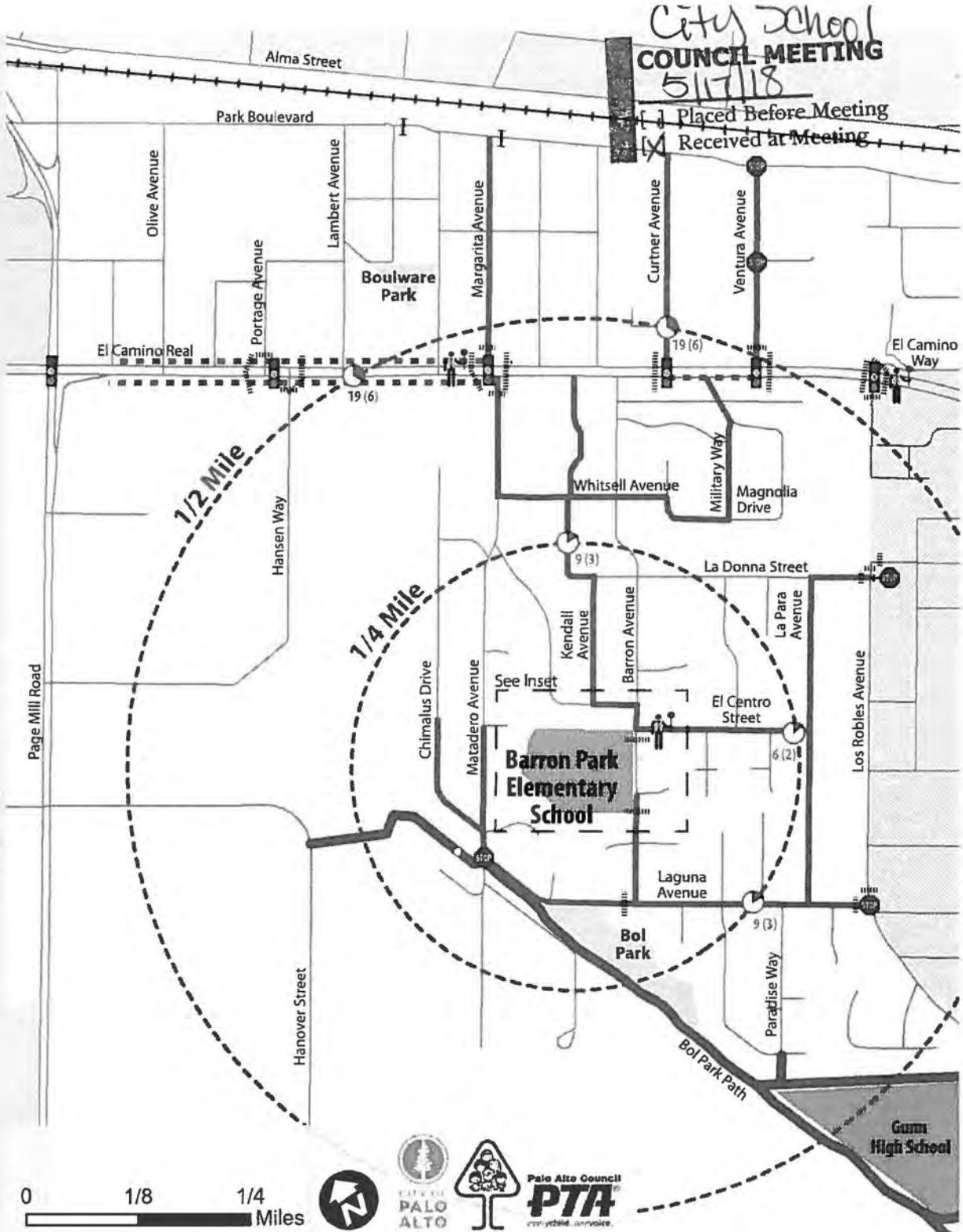


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For more Safe Routes to School information, please visit:
www.cityofpaloalto.org/saferoutes

The Palo Alto Safe Routes to School Partnership encourages parents and students to use this map to explore options for commuting between home and school. Parents are responsible for choosing the most appropriate option based on their knowledge of conditions on the different routes and the experience level of their student.

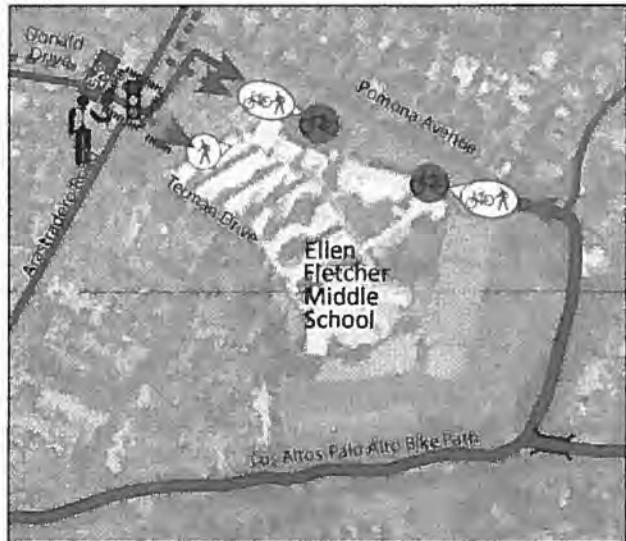


Ellen Fletcher Middle School

WALK AND ROLL TO SCHOOL SUGGESTED ROUTES

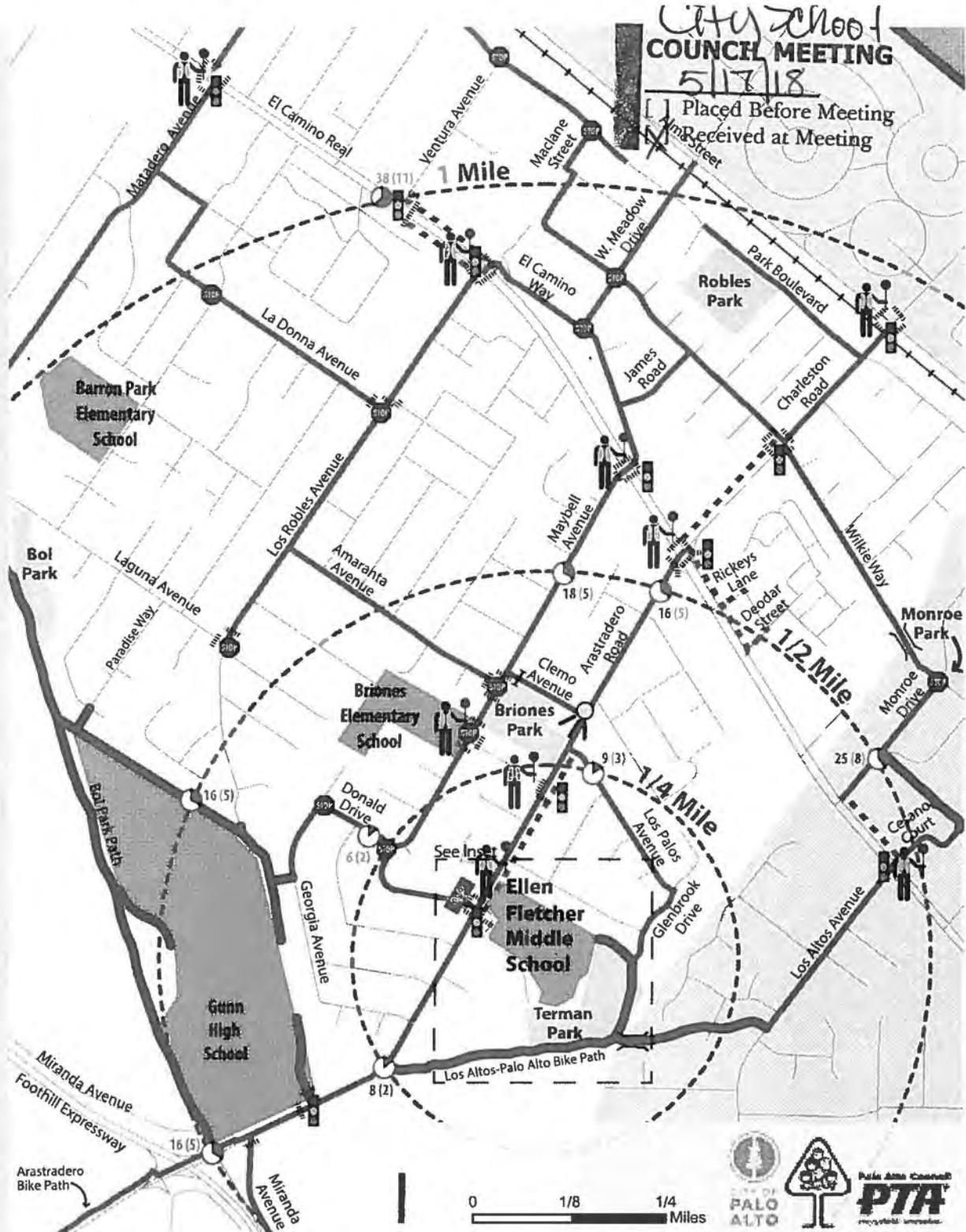


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For more Safe Routes to School information, please visit:
www.cityofpaloalto.org/saferoutes

The Palo Alto Safe Routes to School Partnership encourages Ellen Fletcher parents and students to use this map to explore options for commuting between home and school. Parents are responsible for choosing the most appropriate option based on their knowledge of conditions on the different routes and the experience level of their student.



2018 PALO ALTO SAFE ROUTES TO SCHOOL CITY/PTA/PAUSD PARTNERSHIP FIVE-YEAR WORK PLAN*

MISSION

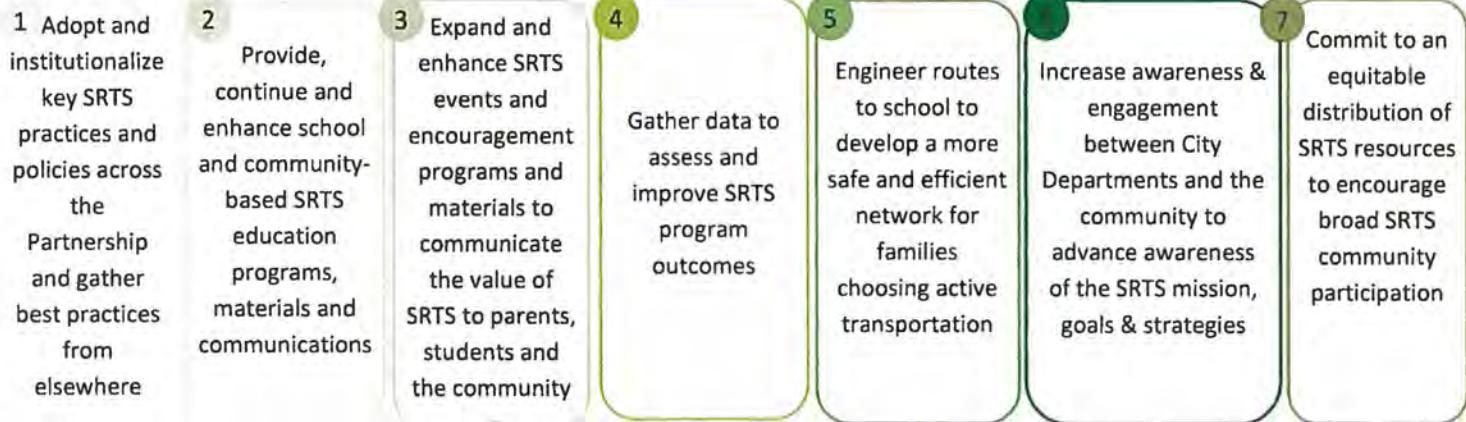
To enhance and sustain the City / PAUSD / PTA community partnership to reduce risk to students' route to and from school, and to encourage more families to choose healthy, active, sustainable alternatives to driving solo more often.



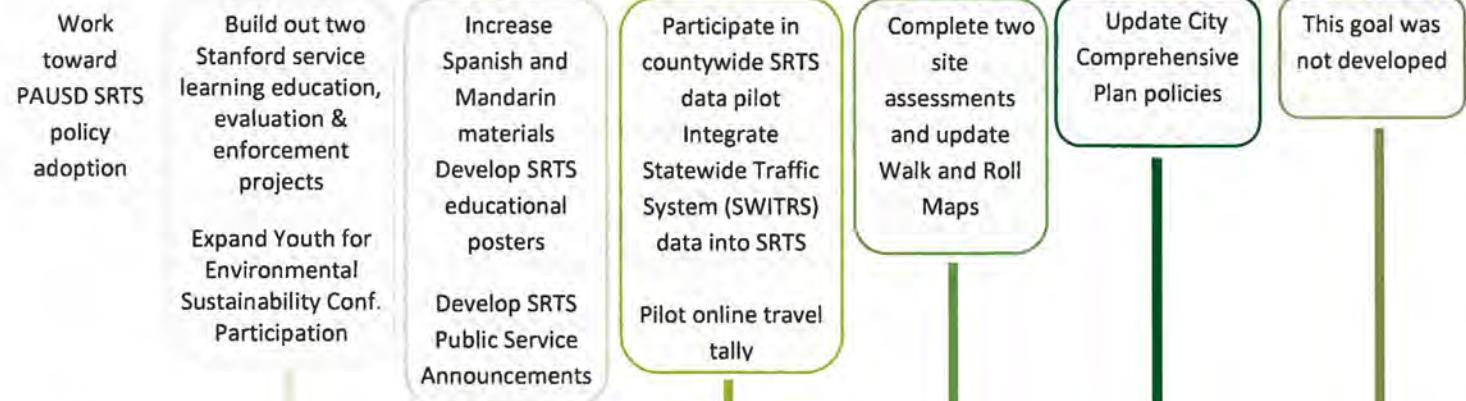
GOAL

To grow and strengthen community-wide support through the SRTS E's model for safe, active, healthy, sustainable school commutes

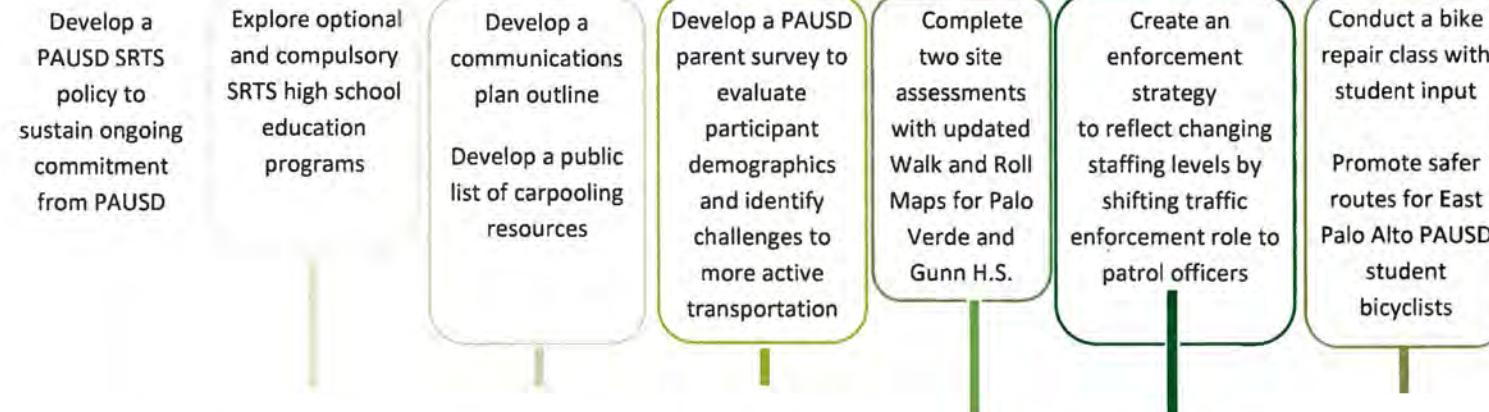
OBJECTIVES



YEAR 1 STRATEGIES: 7/1/17-6/30/18 – TO BE COMPLETED BY 6/30/18



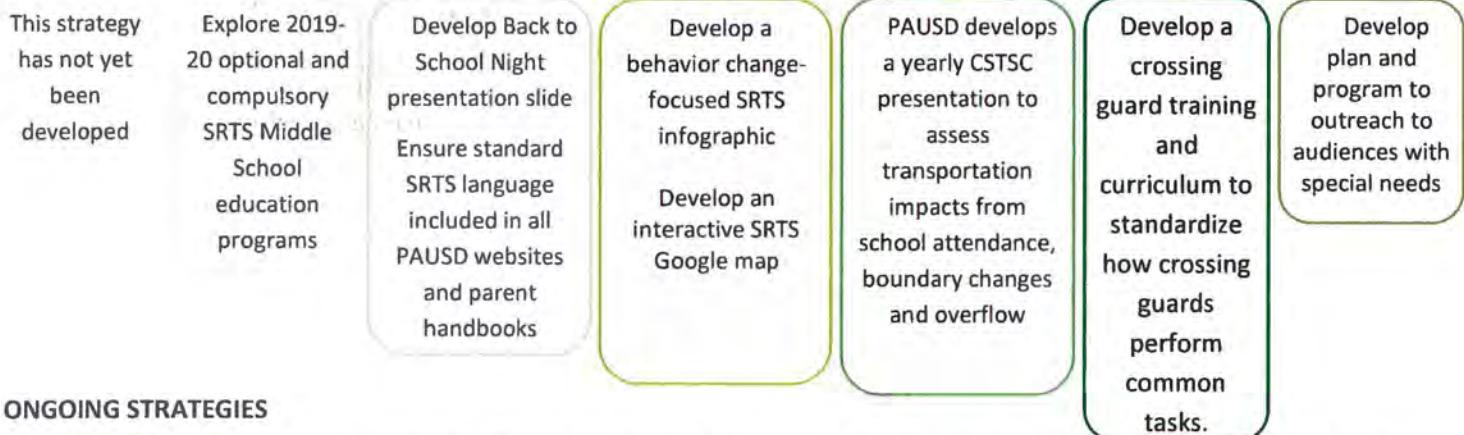
YEAR 2 STRATEGIES: 7/1/18-6/30/19



*Five-Year Work Plan goals and strategies depend on the Safe Routes to School Partnership's funding and capacity, and may be subject to change as demand dictates.

2018 PALO ALTO SAFE ROUTES TO SCHOOL CITY/PTA/PAUSD PARTNERSHIP FIVE-YEAR WORK PLAN

YEARS 3-5 STRATEGIES: 7/1/19-6/30/22



ONGOING STRATEGIES

Goal 1: Adopt and institutionalize key SRTS practices and policies across the Partnership and gather best practices from elsewhere

- Support SRTS Champions/Teams at each school site
- PTA advocates for rebuilding the PAPD traffic team
- PTA inspires action and educates potential leaders about public process, governance and SRTS Advocacy
- Support increased uniform patrol presence to encourage and enforce compliance with existing laws
- Revisit, renew and confirm the roles of the Partnership through the Five-Year Work plan
- Maintain the City School Traffic Safety Committee as a forum to further the Safe Routes Partnership's mission, goals and strategies
- Improve communication of the policy and policy dissemination

Goal 2: Provide, expand and enhance school and community-based SRTS education programs and materials

- Cultivate a community of parents and others to build a network of skilled leaders for education and advocacy
- Support active transportation events during the year by setting up information tables, assisting families with route planning and responding to infrastructure concerns
- Maintain K-2 in-class educational offerings and optimize the program to match student capabilities, support educational best practices and incorporate infrastructure updates
- Maintain 3rd grade Bicycle Life Skills Curriculum in-class and optimize program to match student capabilities, support educational best practices and incorporate infrastructure updates
- Maintain 5th grade in-class educational offerings and optimize the program to match student capabilities, support educational best practices and incorporate infrastructure updates
- Maintain 6th grade in-class educational offerings and optimize programs to match student capabilities, support educational best practices and incorporate infrastructure updates
- Maintain 8th grade offerings and optimize programs to match student capabilities, support educational best practices and incorporate infrastructure updates
- Align parent messages with student educational programming
- Grow Youth for Environmental Sustainability Conference participation
- Build out bus/shuttle resources and assist with schedules

Goal 3: Expand and enhance SRTS encouragement programs and materials to communicate the value of the SRTS program to parents and across the community

- Support Spring Walk & Roll Week
- Support Fall Walk & Roll Week
- Support Bike to Work Day
- Support Bike Palo Alto
- Communicate program activities and successes to the broader community

2018 PALO ALTO SAFE ROUTES TO SCHOOL CITY/PTA/PAUSD PARTNERSHIP FIVE-YEAR WORK PLAN

- Use Walk and Roll Maps and "Safety Tips for Peds/Bikes/Drivers" as part of messaging
- Employ purposeful incentives to support SRTS participation
- Communicate the value of bicycling, walking, transit and sharing rides
- Enhance website functionality and user experience.
- Support parent education, including Back to School Nights, spring information nights for rising 5th, 6th and 7th graders and providing SRTS information in Back to School packets.

Goal 4: Gather data to assess and improve SRTS program outcomes

- Incorporate traffic and engineering data into mode split and modal share assessments
- Explain the purpose of data collection to PAUSD administrators and share the data in a way that encourages and does not compare schools
- Conduct yearly online travel tallies for PAUSD grades K-12
- Conduct yearly bike counts
- Submit yearly travel tally data to the Santa Clara County Health Department
- Manage local and administrative data requests

Goal 5: Engineer routes to school to develop a more safe and efficient network for families choosing active transportation

- Assist with bicycle infrastructure design review to inform the planning process.
- Design and provide materials and education about new infrastructure improvements
- Advocate as a Partnership for the rapid implementation of bike network, bike boulevards and arterial projects
- Respond to Palo Alto 311 requests.
- Conduct community site visits
- Update school Walk and Roll Maps upon request
- Provide crossing guard management, including assessing needs, developing contracts and replying to public feedback

Goal 6: Deepen SRTS awareness and engagement across City Departments and among community representatives to advance and institutionalize awareness of the SRTS mission, goals and strategies

- Support the build-out of the City of Palo Alto Bicycle and Pedestrian Transportation Plan
- Provide students and families with transit system information and offer guidance on proposed transit changes
- Model walking, biking, carpool and transit through daily transportation decisions
- Assist with plans to develop a more efficient roadway network for families choosing active transportation.
- Collaborate with local agencies, including public works, utilities, law enforcement and district officials to support motorists, pedestrians, and bicyclists
- Update SRTS Onboarding Manual
- Promote awareness of Traffic Safety Control guidelines
- Integrate SRTS into long range planning efforts
- Integrate SRTS into current planning efforts

Goal 7: Commit to an equitable distribution of SRTS resources to encourage broad SRTS community participation

- Develop Spanish and Chinese language materials
- Promote a "no-guilt approach" to encourage participation via all transportation modes
- Support free services, such as bike repair, helmet and bike light distribution and compulsory education to ensure that under-resourced students can access important safety resources in a way that does not stigmatize them
- Ensure ongoing awareness regarding the geographic distribution of SRTS staff time and resources among Palo Alto regions and across neighborhoods
- Support off-site free or low-cost alternative commute transportation services that are targeted to at-risk families

Choose Health. Drink Water.

How much sugar is in your drink?

CITY SCHOOL

COUNCIL MEETING

5/7/18

[] Placed Before Meeting
[] Received at Meeting

The American Heart Association recommends the following limits on **daily** consumption of added sugar:

0 teaspoons for children under 2

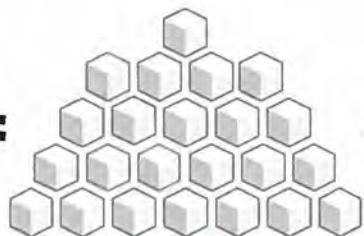
6 teaspoons for children ages 2-18 and adult women

9 teaspoons for adult men

The sugar in one 20 ounce soda is about equal to the sugar in...



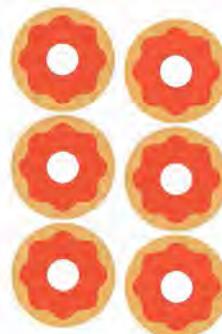
20 oz soda



23
sugar cubes



4 chocolate candy bars



6 glazed doughnuts



3 slices of pumpkin pie

Protect your health. Use these tips to help you hydrate better with **water**:



30

Carry a water bottle with you

Drink some water every 30 minutes



Eat more fruits and vegetables



Drink water before and during meals



Add tasty herbs, fruits, and veggies

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

18 MAY 17 AM 10: 15

3465 Kenneth Drive
Palo Alto, CA 94303

Palo Alto City Council
Office of the City Clerk
250 Hamilton Avenue
Palo Alto, CA 94301

Re: Special Meeting on Monday, May 21, 2018
Wireless Communication Facility Permits

I am unable to attend the meeting.

My question is: why are we charging so little to the for-profit communication companies who want to improve their commercial service by installing devices on our City's infrastructure?

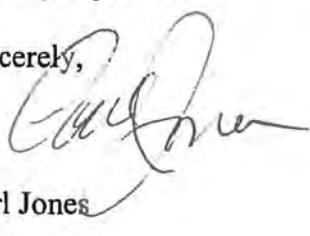
Why are we not charging based upon the utility that installing those devices provides to those companies? That is, why not charge based upon numbers of connections made or number of "connection-minutes" flowing through the devices?

We are not charging for the value received by the communication company – i.e. increased capacity and better coverage.

I believe that the City should maximize its opportunities for revenue, and this is certainly one. I feel that what we are charging is too low for the value delivered. That is my primary objection.

Sincerely,

Carl Jones



**FINANCE COMMITTEE MEETING**

05/23/2018

[] Placed Before Meeting

[X] Received at Meeting

Item # 1

City of Palo Alto

M E M O R A N D U M**TO:** Finance Committee**DATE:** May 23, 2018**SUBJECT:** FY 2019 Budget Wrap-up Memorandum**Executive Summary**

This memorandum includes additional information pertaining to the Fiscal Year 2019 Proposed Budget, summarizes changes to the City Manager's Fiscal Year 2019 Proposed Budget, brings forth recommended actions to revise the Fiscal Year 2019 Proposed Budget, and responds to questions raised by the Finance Committee during previous budget hearings. Please refer to the table of contents below for specific items.

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1) ADDITIONAL INFORMATION PERTAINING TO THE FISCAL YEAR 2019 PROPOSED BUDGET

During the Finance Committee hearings, requests for additional information were made by the Committee members. This section addresses the Finance Committee's requests in regards to the Fiscal Year 2019 Proposed Budget.

General Fund Structural Reduction of \$5 million (Requested 5/15/2018 by Vice Mayor Filseth)

The Finance Committee unanimously approved a request for up to \$5 million in structural reductions in the General Fund from the FY 2019 Proposed Budget. This request stemmed from a desire to begin looking at structurally addressing the unfunded pension obligation the City faces, especially if the CalPERS rate of returns is calculated at 6.2%. The annual General Fund cost of that difference is approximately \$8.2 million. The Finance Committee requested reductions of half of that (\$4 million) to begin to close that gap and added another \$1 million for "flexibility" when they look at the impacts of the reductions, thus \$5 million. Due to the short turn-around time, this request will be responded to directly at the Finance Committee on the May 23, 2018.

Development Services Key Performance Measures (Requested 5/15/2018 by CM Scharff)

The Finance Committee requested clarification on the "Average Number of Day from Issuance to Final for the construction phase of a commercial tenant improvement." The increase from *FY 2016 Actuals* to *FY 2017 Actuals* was due in part to the City's adoption of new Green Building & Energy Reach requirements which increased developer's construction schedule and staff inspection timelines. The *FY 2019 Proposed* value was erroneously calculated by using the average of actuals from FY 2014 to FY 2017 without taking into consideration the ongoing increases from the new code requirements. Staff will recalculate this estimate to more accurately reflect current time frames, which are now running at approximately 182 days.

Development In-Lieu and Impact Fees (Requested 5/16/2018 by CM Kou)

The City issues a report to provide information about developer fees on an annual basis. These funds are aggregated in the budget document for reporting simplicity. However, for accounting purposes, and to comply with State law AB 1600, these funds are segregated from other funds of the City with interest on each development fee fund or account credited to that fund or account and used only for the purposes for which the fees were collected. Per State law (Government Code Section 66006) each local agency that imposes development impact fees must prepare an annual report providing specific information about those fees. Typically, this report is provided in January or February of the year following the fiscal year end close; the most recent report was approved by City Council on January 22, 2018. City Manager's Report #8753 *Annual Status Developers' Impact Fees FY 2017* can be found here: <https://www.cityofpaloalto.org/civicax/filebank/documents/62814>.

Planning and Transportation Committee Review (at staff's behest)

On May 22, 2018, the Planning and Transportation Committee (PTC) reviewed and determined, based on staff representation, that the new projects in the FY 2019-2023 Capital Improvement Plan are consistent with the City's current Comprehensive Plan. Attachment A is the letter and additional information the PTC wished to transmit to the Finance Committee. The transcribed minutes from the meeting are not yet available and will be referenced in the City Manager Report to transmit the final budget adoption for FY 2019 in June 2018.

2) CHANGES TENTATIVELY APPROVED BY THE FINANCE COMMITTEE

Throughout the Finance Committee Hearings, the Committee has tentatively approved a number of components of the City Manager Proposed FY 2019 Operating and Capital Budgets. This section describes Finance Committee recommended changes made to the budget.

GENERAL FUND

City Auditor's Office

The Finance Committee on May 15th, 2018, approved a tentative motion to eliminate 5.0 full-time positions (2.0 Senior Performance Auditor, 2.0 Performance Auditor II, and 1.0 Performance Auditor I) in the Office of the City Auditor and adds 80% in contract services funding for outside auditing services leaving only 1.0 position remaining, the City Auditor. The addition of \$500,000 in contract services funding offsets this reduction in staffing resulting in a reduction in appropriated funds of approximately \$230,000 in the General Fund, and \$340,000 in all funds.

City Manager's Office of Sustainability

The Finance Committee on May 15th, 2018, approved a tentative motion to shift 0.75 Management Analyst, funding for contracts and support, and allocated charges from the Office of Sustainability to the City Manager's Office. This action would support continued work on the City of Palo Alto's sustainability initiatives and recommends the elimination of 1.0 Chief Sustainability Officer position and other remaining funding in the Office of Sustainability. This is intended to reflect the matriculation of Sustainability Implementation Plans into routine business processes and various City initiatives throughout the organization. This would result in a reduction in appropriated funds of approximately \$200,000 in the General Fund. The City Manager had recommended (essentially) this action but effectively de-funding the Chief Sustainability Officer on Dec 31, 2018.

SPECIAL REVENUE FUNDS

University Avenue Parking District Fund – Valet Services

The Finance Committee on May 16th, 2018, approved a tentative motion to add funding of \$290,000 in FY 2019 for the extension of valet parking services to align with the anticipated opening of the new University Avenue parking garage. This funding would maintain the ability to accommodate up to 135 additional spaces per day and is intended to mitigate parking supply constraints in the downtown parking district area. Sufficient fund balance is available to support this action in Fiscal Year 2019.

3) STAFF RECOMMENDED CHANGES & FOLLOW-UP OF FINANCE COMMITTEE 'PARKING LOT' ITEMS FOR FURTHER DISCUSSION

This section outlines staff-recommended changes to the proposed budget and those items that were approved by the Finance Committee to be placed in the 'Parking Lot' for further discussion and additional information. The intent of the Finance Committee was to revisit items placed in the 'Parking Lot' as part of the final budget wrap-up meeting prior to returning to the City Council for the FY 2019 budget adoption.

Budget Process ‘Parking Lot’ Summary

During the budget hearings, the Finance Committee moved items to the ‘Parking Lot’ for further discussion at a future meeting. This section outlines those items and provides additional information requested by the Finance Committee and/or provided at staff’s behest in regards to the items in the parking lot. Staff hopes that this additional information will facilitate the Committee’s review, discussion, and approval of these items.

GENERAL FUND

Library Department

As directed by the Finance Committee on May 16, 2018, a verbal update will be provided to address the Finance Committee’s questions and comments. Questions included discussion over additional hours at certain locations, the relative circulation and spend rates for electronic content versus print materials.

Public Works Department – Urban Forest Master Plan Funding Request

The Finance Committee on May 16th, 2018, approved a tentative motion to place the Public Works Department General Fund budget in the ‘parking lot’ pending a recommended offset to the addition of ongoing funding for the implementation of the Urban Forest Master Plan on an ongoing basis. Staff has assessed the progress of the tree trimming cycle and determined it has been completed more efficiently than initially anticipated. (Effectively achieving a better than 7-year cycle). Therefore, staff recommends reducing the funding allocated for the tree trimming contract by \$150,000 while maintaining the 7 year trimming cycle and reallocate this funding on an ongoing basis to fund the Urban Forest Master Plan.

OTHER FUNDS

Vehicle Maintenance & Replacement Fund – electric vehicles & vehicle inventory

The Finance Committee on May 16th, 2018, approved a tentative motion to place the Vehicle Fund budget in the ‘parking lot’ pending additional information on the current list of vehicles up for replacement and a cost comparison of electric vehicles (EV) to conventional vehicles. Staff has determined that there is not yet sufficient information on the total cost of operating and owning EVs to provide a comprehensive comparison within the City’s replacement policies.

The City’s vehicle replacement policy specifies that electric vehicles are provided whenever possible as replacements occur. Fully supported and warrantied electric vehicles are now available in the passenger sedan vehicle class. Non-police sedans and sport utility vehicles make up 60 of the fleet’s approximately 370 vehicles (the total for vehicles and equipment is 558). Approximately 16 passenger sedan vehicle replacements are planned over the proposed five-year plan. Staff anticipates striving to replace all of these with electric vehicles including the potential leasing of vehicles as a consideration too. Fleet staff have not identified fully supported electric options for compact or heavier duty trucks, which make up about 180 fleet vehicles. However, as an additional step towards comprehensively evaluating the use of electric vehicles, a pilot for electric compact pickup trucks is anticipated to be conducted in FY 2019.

Lastly, attached is the vehicle replacement list that outlines the tentative plan for the five-year capital improvement plan for replacement activities (Attachment B).

Staff Recommended Changes to Operating Budget

GENERAL FUND

Federal Transit Administration Grant

This action recognizes anticipated grant funding from the Federal Transit Administration (FTA) of \$780,000 and a corresponding increase in the appropriation expense in the City Manager's Office in the General Fund. This grant provides funding for a research project to evaluate approaches to reducing single occupancy vehicle trips. This funding provides the budgetary authority for this grant project, which includes significant collaboration with local partners including Prospect Silicon Valley, the San Francisco Bay Area Planning & Urban Research Association (SPUR), and technological innovators in the commuter management sphere. More information on this grant, including the individual contract agreements, will be brought forward to City Council as the grant progresses. The first contractual agreements are anticipated to be ready for City Council review and approval before the end of FY 2018; necessary appropriation actions for FY 2018 will be brought forward at that time as appropriate.

Planning Division Staffing Reorganization

This action recommends the reorganization of the Planning Division of the Planning & Community Environment Department. This division of approximately 15.0 full-time positions has historically struggled in recruiting and retaining staff as well as providing succession planning. The following net-zero realignment is recommended after a study was completed with the Human Resources Department:

- Delete 1.0 Planning Manager and add 1.0 Planning Division Manager
- Delete 1.0 Senior Planner and add 1.0 Principal Planner
- Delete 2.0 Senior Planner and add 2.0 Associate Planner
- Change the title of Chief Planning Official to Planning Division Manager in the Management & Professionals Compensation Plan

Ultimately, the objective of this reorganization is to 1) enable recruitment of a high level planning division manager to fill a long-vacant position on the department's leadership team, and 2) create a structure that allows new managers to develop their skills as Principal planners before rising higher in the leadership team. Below looks at the current and proposed staffing levels:

Planning Division Staffing Reorganization

	Current Authorized Staffing	Proposed Staffing	Change
Planning Division Manager ¹	1.00	2.00	1.00
Planning Manager/Principal Planner ²	2.00	2.00	0.00
Senior Planner	7.00	4.00	(3.00)
Planner	4.00	4.00	0.00
Associate Planner	1.00	3.00	2.00
Total	15.00	15.00	0.00

¹ Current classification/title is "Chief Planning Official." Recommended to be retitled to "Planning Division Manager."

² Eventually the intent is that all "Planning Manager" positions be reallocated to "Principal Planner" classifications through attrition.

VARIOUS FUNDS

Utilities Department – Fiscal Impact of the Electric and Water Rate Changes

Subsequent to the development of the FY 2019 Proposed Operating Budget, revised rate adjustments to the Finance Committee for Water on April 17th, 2018 and for Electric on May 15th, 2018 were approved. For more information on these proposed rate changes from FY 2018 to FY 2019, see City Manager Report #9158 reviewing the Electric rates and City Manager Report #9143 reviewing the Water rates. The fiscal impact of these changes in FY 2019 was discussed with the Finance Committee on May 15th, 2018 and is summarized below. Staff evaluated both the implications on the enterprise funds as a customer of the utility services. No adjustment to Utility User Tax revenue estimates and estimated costs for electric and water services are recommended at this time, however, will be monitored during the year and adjustments brought forward as necessary.

City Manager Report #9158: <https://www.cityofpaloalto.org/civicax/filebank/documents/64921> City Manager Report #9143: <https://www.cityofpaloalto.org/civicax/filebank/documents/64557>

- **Electric Fund:** Revenue estimates included in the FY 2019 Proposed Operating Budget for the Electric Fund were based on 8% rate increase from FY 2018 to 2019. Subsequent to the production of the Proposed Budget, Utilities staff indicated that an increase of 6% is more appropriate. This lower increase is due mainly to revisions and reductions in estimates for ongoing operations costs. Primary factors for the recommended increase from FY 2018 to FY 2019 include rising transmission access charges, the cost of new renewable electricity purchases, and capital improvement project costs. With this lower increase, the overall revenue is expected to decrease by 1.9%, or approximately \$2.5 million from the Proposed Operating Budget of the Electric Fund.
- **Water Fund:** Revenue estimates included in the FY 2019 Proposed Operating Budget for the Water Fund were based on a 4% rate increase from FY 2018 to 2019. Utilities staff has subsequently revised their rate adjustment down to 3%. This lower increase is recommended based on revised purchase cost estimates from the San Francisco Public Utilities Commission and greater use of reserve fund balances to help smooth rate increases over time. Overall, the year-to-year increase is mainly due to increasing costs of several near-term capital projects, including the rehabilitation of storage reservoirs and tanks, as well as upgrades to customer metering. With this lower increase, the overall revenue is expected to decrease by 1.0% or approximately \$0.4 million from the Proposed Operating Budget of the Water Fund.

Staff Recommended Chages to the Capital Improvement Budget

VARIOUS CAPITAL IMPROVEMENT FUNDS: Reappropriations

As described in the Proposed Capital Budget document and discussed during the Finance Committee Budget Hearings, the City Council approved change in the method for accounting for capital budget reappropriations is included in the 2019-2023 Proposed Capital Budget Improvement Program (CIP). Previously, any unspent capital funds carried forward from one fiscal year to the next automatically, as long as the project was active. As a result of the October 2014 change to the Municipal Code, City Council authorization is now required for reappropriations. The FY 2019 budget process continues this process with the current FY 2019 Proposed Capital Budget including approximately \$36.6 million in reappropriated funds for project expenditures, across all funds.

In the time since the Proposed Budget figures were developed (early spring of 2018), departments have re-reviewed current year estimates and the reappropriation amounts built into the proposed CIP. Additional reappropriation adjustments are recommended as part of this wrap-up memorandum in order to update the FY 2019 Capital Budget with current, more refined estimated activity levels in Fiscal Year 2018.

Cumulatively, this re-review of projects has resulted in staff's recommendation to increase the Fiscal Year 2019 Proposed Capital Budget by a net total of \$11.1 million, from \$211.7 million to \$222.8 million, and are recommended in the following funds:

Fund	Recommended Fiscal Year 2019 Funding Adjustment
Capital Improvement Fund	\$7,560,500
Cubberley Infrastructure Fund	-\$370,000
Electric Fund	\$3,502,000
Gas Fund	\$150,000
Technology Fund	\$200,000
Vehicle Replacement Fund	-\$565,000
Wastewater Treatment Fund	-362,000
Water Fund	\$971,000
Total All Funds	\$11,086,500

These adjustments, as outlined by project in Attachment [C], combined with those outlined in the Proposed Capital Budget will ensure that funds are available at the onset of Fiscal Year 2019 for projects that have experienced delays in the current year and will reduce the Fiscal Year 2019 Proposed budget for projects that experienced higher than anticipated expenditure levels within Fiscal Year 2018. In total, reappropriations of an estimated \$47.7 million remain below those assumed in the FY 2018 Adopted Capital Budget of \$60.9 million.

FY 2019 Municipal Fee Schedule

Subsequent to the finalization of the FY 2019 Proposed Municipal Fee Schedule Staff Report (CMR #9210), staff discovered that one of the changed fees was inadvertently omitted from the report. Staff alerted the Finance Committee of this omission during the May 16th meeting, and the details of that particular fee are included below.

- **Comprehensive Plan Maintenance Fee:** This fee was evaluated and updated as part of the Development Services Department's Fee Study in FY 2018. Based on the recommendation from the Fee Study, staff proposes to change this fee to align with that study.
 - FY 2018 Adopted rate: \$0.55 per \$1,000 of construction valuation
 - FY 2019 Proposed rate: \$1.08 per \$1,000 of construction valuation

Additionally, the Finance Committee requested fee-based General Fund revenue data during the Municipal Fee discussion at the May 16th meeting. The Finance Committee specifically asked to examine the level of revenue adjustments programmed into the FY 2019 Proposed Budget in the General Fund as

a result of fee changes. Overall, fee-based revenue for FY 2019 is approximately \$31.6 million. This represents an increase of 11% or approximately \$3.0 million from FY 2018 with the primary driver of that increase assuming the renovated golf course will be open for 12 months during FY 2019.

4) SUMMARY OF FINANCE COMMITTEE REVIEW OF FY 2019 PROPOSED BUDGET (ACTIONS, REFERENCE, & REFERRALS)

Finance Committee Tentative Motions & Materials Distributed (actions & reference materials) Action Minutes to the Finance Committee Hearings can be found on the City's webpage here: <http://www.cityofpaloalto.org/gov/agendas/finance/default.asp>. In addition, throughout the Finance Committee Budget Hearings, various memorandums were distributed "At Places" in order to respond to inquiries made by the Committee or provide additional pertinent information at staffs behest. In addition, summary presentations were given at each hearing providing high level overviews of each item. Specific meetings and reference links to materials are outlined below.

May 15, 2018 Finance Committee

Action Minutes: pending

Presentations: <https://www.cityofpaloalto.org/civicax/filebank/documents/65147>

Video: <http://midpenmedia.org/finance-committee-50-2-2-2-2-3/>

At Places Memorandums:

- Retiree Healthcare Plan Actuarial Valuation:
<https://www.cityofpaloalto.org/civicax/filebank/documents/65134>
- Proposed Electric Utility Rate Changes:
<https://www.cityofpaloalto.org/civicax/filebank/documents/65105>
- Proposed Gas Utility Rate Changes:
<https://www.cityofpaloalto.org/civicax/filebank/documents/65106>

May 16, 2018 Finance Committee

Action Minutes: pending

Presentations: <https://www.cityofpaloalto.org/civicax/filebank/documents/65148>

Video: <http://midpenmedia.org/finance-committee-50-2-2-2-2-2/>

- At Places Memorandums: Storm Drain Fund Budget:
<https://www.cityofpaloalto.org/civicax/filebank/documents/65108>

Future Follow-up Items (potential referrals)

During the Finance Committee hearings, the Committee voted to refer a few items for further staff follow-up at a later date with the Committee. The list below is reflective of referral items from the Finance Committee to the City Council for direction to Staff to complete and return to the Finance Committee at a later date.

1. Direct Staff to return to Finance with a discussion of the Fees discussed during this Agenda Item. Examples include but are not limited to the review of activities the City currently regulates and evaluate if it is necessary to continue to regulate such activities and review special events fees and policies

2. Direct Staff to bring to the Finance Committee by August 2018 a policy discussion on the strategy for prioritizing Capital Improvement Project criteria

Various discussions arose around more in depth review of or summary information regarding topics or service delivery changes not currently included in the FY 2019 Proposed Budget. Staff has noted these items and anticipates that information could be brought forward for consideration in the near term. These topics include but are not limited to:

- Review of risk, cost, and compliance of replacing pool cars with ridesharing reimbursement
- Review of risk, cost, and compliance of moving from purchasing to leasing vehicles
- Review of costs and benefits to the City of the Print and Mail Fund
- Review of parking garage security camera options
- Comprehensive parking funding sources and fund structure guide

5) LIST OF ATTACHMENTS

Attachment A: Planning & Transportation Committee Review

Attachment B: FY 2019-2023 Tentative Vehicle Replacement Schedule

Attachment C: FY 2019 Capital Reappropriation Budget Adjustments

DEPARTMENT HEAD:



LALO PEREZ
Director, Administrative Services/CFO

CITY MANAGER:



JAMES KEENE
City Manager

ATTACHMENT A

May 22, 2018

Honorable City Council
C/O City of Palo Alto 250
Hamilton Avenue
Palo Alto, CA 94301

RE: Review of 2019-2023 Proposed Capital Improvement Projects (CIPs)

The Planning and Transportation Commission (PTC) reviewed the 2019-2023 proposed Capital Improvement Plan on Tuesday, May 22, 2018 and determined that, based on staff representation, all of the new Capital Improvement Projects included in the 2019-2023 Capital Budget are consistent with the adopted Comprehensive Plan and recommended forwarding this finding to the City Council Finance Committee and the City Council.

Respectfully submitted,


Ed Tawing, Chair
Planning and Transportation Commission

Attachment
**Recommendations/Comments for Inclusion in Next Year's
Capital Budget**

- Highway 101 Pedestrian/Bike Overpass Project (PE-11011): This project is not realizing promised cost savings from the redesign. If outside parties will guarantee the City and County cost at \$15M, then proceed. Otherwise reconsider for cost reasons and because East Palo Alto is building a nearby bike overpass.
- Downtown Parking Management and System Implementation (PL-16002): The project it is not aligned with latest PTC and CC direction.
- Embarcadero Rd at El Camino Improvements (PL-15001): This project needs further review in light of public responses to Ross Road and Embarcadero/Middlefield changes.
- El Camino Real Pedestrian Safety and Streetscape Project (PL-18000): The project needs to consider schedule coordination with potential Alma Street closures for Caltrain construction.
- New Downtown Parking Garage (PE-15007) and New California Avenue Parking Garage (PE-18000): Recommend proceeding with project but also recommend a special assessment in the Parking Assessment Districts to recover the cost difference between in lieu fees and final per-space costs.
- Advanced Water Purification Facility (WQ 19003): Construct business plan for delivery of advanced treatment water (RO) output before committing to the project; the payback maybe 100 years, but we don't know.
- Wood Pole Project (EL-19004): Review the sensibility of investing in the replacement of wood poles with the undergrounding of utilities.
- Scheduled Vehicle and Equipment Replacement (VR-23000): Reevaluate the car replacement program and consider alternative approaches to provide vehicles for staff use, such as using rental fleet.
- Include a new CIP item for the capital budget to assess the feasibility of improving bicycle and pedestrian access from East Bayshore Road to West Bayshore Road with improvements such as signage, curb ramps, pedestrian crossing and landscape maintenance.

ATTACHMENT B

Vehicle Replacement List_FY-2019

Unit#	Year	Miles/Hrs	Make/Model	Class	Dept
1243	2005	1857hr	Clark TMX 25 Electric Forklift	20E-Forklift Electric	ASD
2381	2000	71023	Ford F-250 P/U	05X-Dumps <11,001 GVWR	Parks
2426	2004	97116	Ford F-150 P/U CNG	05C-Truck/Van 6-11K CNG	Parks
2430	2001	96119	Ford F-150 P/U	05-Truck/Vans<6-11K	Parks
2482	1997	2117 H	John Deere Turf Gator	23D-Small Construction	Parks
2483	1997	1600 H	John Deere Turf Gator	23D-Small Construction	Parks
3173	2003	875hr	Caterpillar Vibration Roller	23D-Small Construction	Parks
3177	2003		MQ/Essick Roller	24G01- Essick Roller	PW
3217	2003	1588hr	Cimline Crack Sealer	24G- Trailer W/Engine & Electric Brakes	PW
3235	2001	85125	GMC "T" Series 4-Yard Patch Truck	08X-Dumps > 26,0001 GVWR	PW
3255	1999	4293hr	Zieman Thermo Unit	24GC- Trailer W/Engine & Air Brakes	PW
3349	2001	34,002	Peterbilt 8-Yard Dump Truck	08X-Dumps > 26,0001 GVWR	PW
3383	2003	49,034	Ford F-550 Utility Dump Truck	06X-Dumps > 11,001-15,000 GVWR	PW
3520	2001	53575	Ford F-550 w/ chipper body Truck	06X-Dumps > 11,001-15,000 GVWR	PW
3733	2003	72655	Ford Ranger P/U	04-Compact Truck/Van	PW
4203	2004	56,488	Chevy Trailblazer	04-Compact Truck/Van	Refuse
4212	2001	34,662	Ford F-250 P/U	05-Truck/Vans< 11K GVWR	Storm
4381	2003	77,179	Ford Ranger P/U	04-Compact Truck/Van	Refuse
4477	2007	1048hr	Isuzu Nitehawk 3-Yard Sweeper	15S- Air Sweeper Small	Refuse
4486	2009	3118hr	Allied 636HS Parking Lot Sweeper	15S- Air Sweeper Small	Refuse
4601	2004	35,451	Honda Civic Sedan CNG	01-Subcompact Sedan CNG	WQCP
4712	2004	43,513	Ford F-150 P/U CNG	05C-Truck/Van 6-11K CNG	Storm
4723	2004	52,274	Ford F-150 P/U CNG	05C-Truck/Van 6-11K CNG	Storm
4989	2004	110,050	Ford F-150 P/U CNG	05C-Truck/Van 6-11K CNG	Fleet
5136	2014	53129	Chevrolet Caprice Patrol	03- PD Marked All	PD
5213	2014	49709	Chevrolet Caprice Patrol	03- PD Marked All	PD
5227	2014	38247	Chevrolet Caprice Patrol	03- PD Marked All	PD
5259	2014	46570	Chevrolet Caprice Patrol	03- PD Marked All	PD
5321	2014	41913	Chevrolet Caprice Patrol	03- PD Marked All	PD
5322	2014	48700	Chevrolet Caprice Patrol	03- PD Marked All	PD
5323	2014	42147	Chevrolet Caprice Patrol	03- PD Marked All	PD
6045	2011	45,760	Chevrolet G4500 Ambulance	12- Ambulance	Fire
6046	2011	53,724	Chevrolet G4500 Ambulance	12- Ambulance	Fire
7121	2003	68,642	Ford Ranger Ext Cab	04-Compact Truck/Van	Utilities
7257	2000	67,603	Ford F250 W/Utility Body	05X-Dumps <11,001 GVWR	Utilities
7451	2004	93675	Ford F-150 P/U CNG	05C-Truck/Van 6-11K CNG	Utilities
7630	2004	55,435	Honda Civic Sedan CNG	01-Subcompact Sedan CNG	Utilities Pool
7640	2004	93,956	Ford F-150 CNG	05C-Truck/Van 6-11K CNG	Utilities
7675	2004	61,685	Ford F-150 CNG	05C-Truck/Van 6-11K CNG	Utilities
7831	2004	34,875	Ford F-150 CNG	05C-Truck/Van 6-11K CNG	Utilities
NEW			GMC Terrain	04-Compact Truck/Van	Fire

Vehicle Replacement List_FY_2020

Unit	Year	Mileage	Model	Class	Dept
1254	2002	25,120	Chevrolet Astro Cargo Van	04-Compact Truck Van	IT
1421	2004	49,952	Ford-Ranger P/U	04-Compact Truck Van	Planning
1423	2004	51,118	Ford-Ranger P/U	04-Compact Truck Van	Planning
1433	1996	60,790	Ford Taurus GL Sedan	01- Automobile	Planning
1434	2003	35,491	Ford-Ranger P/U	04-Compact Truck Van	Pool MSC
1435	2007	44,119	Ford-Ranger P/U	04-Compact Truck Van	Planning
1436	2008	45,170	Ford-Ranger XLT P/U	04-Compact Truck Van	Planning
2433	2004	33,232	Ford-F150 P/U	05- Truck Van < 11K GVWR	Parks
2487	2005	62,129	Ford-F350HD 2-Yard DumpTruck	05X-Dumps < 11,000K	Parks
2488	2005	64,350	Ford-F350HD 2-Yard DumpTruck	05X-Dumps < 11,000K	Parks
2701	2000	50,120	Ford Windstar P Van	04-Compact Truck Van	Parks
2736	1998	1100 H	John Deere Turf Gator	23D-Small Construction	Parks
2754	2001	33,880	Ford-F350HD 2-Yard DumpTruck	05X-Dumps < 11,000K	Parks
2756	2001	28,210	Ford F450 HD Truck	06F-15,000K GVWR	Parks
2758	2002	n/a	Club Car Electric	23D-Small Construction	Parks
2770	2003	38,240	Ford-F550 HD Flatbed Truck	06X2-Dumps 11- 15K	Parks
3129	2000	76,712	Ford-F550 HD Truck	06X -Dumps 11- 15K	PW
3155	2000	76,882	Isuzu - FRR W/C/Body	07- Trucks 15-26K	PW
3357	2000	42,897	Ford F450 HD Truck	06F-15,000K GVWR	PW
3720	2000	35,265	Ford-Ranger Xcab P/U	04-Compact Truck Van	PW
4650	2000	51,390	Chevrolet-C2500 P/U	05- Truck Van < 11K GVWR	WQCP
4715	2004	48,520	Ford - F250 P/U	05- Truck Van < 11K GVWR	Storms
5293	1999	57,546	Ford Ranger P/U	04-Compact Truck Van	PD
5465	2005	65,142	Honda Accord Sedan	02- Police Unmarked	PD
5469	2006	57,332	Chevy Impala Sedan	02- Police Unmarked	PD
5614	2004	38,820	GO-4 Interceptor Parking Enforcement	16A- AVT-Utility Vehicle	PD
5616	2004	41,120	GO-4 Interceptor Parking Enforcement	16A- AVT-Utility Vehicle	PD
6176	2001	15,250	Ford F450 HD Truck	06F-15,000K GVWR	Fire
6185	2000	23,119	Ford-F550 HD Truck	05X-Dumps < 11,000K	Fire
7434	2000	61,052	Ford F-250 P/U/W/U/B	05- Truck Van < 11K GVWR	Utilities
7507	2001	85,638	Ford Ranger P/U	04-Compact Truck Van	Utilities
7524	1996	35,819	Ford-Ranger Xcab P/U	04-Compact Truck Van	Utilities
7542	1996	108,142	Ford-F150 P/U	05- Truck Van < 11K GVWR	Utilities
7668	1991	na	Standard Pole/Cable Trailer	26C- One Axle Trailer Req CHP	Utilities
7669	1991	na	Standard Pole/Cable Trailer	26C- One Axle Trailer Req CHP	Utilities
7704	2003	na	Sauber 3-Reel Cable Trailer	26C- One Axle Trailer Req CHP	Utilities
7713	2000	18,913	Ford F-550 HD Truck W/Aerial	05X-Dumps < 11,000K	Utilities
7719	2001	70,854	Ford-Ranger Xcab P/U	04-Compact Truck Van	Utilities
7759	1987	na	Magline Utrailer	26- One Axle Trailer	Utilities
8321	2001	43,660	Ford F-350 HD Truck W/UB	05X-Dumps < 11,000K	Utilities
8326	2001	59,814	Ford F-350 HD Truck W/UB	05X-Dumps < 11,000K	Utilities
4204	2007	37625	Ford F-150 P/U	05- Truck Van < 11K GVWR	Utilities

Vehicle Replacement List_FY_2021

Unit	Year	Mileage	Model	Class	Dept
2445	1995	na	Turfco Top Dresser	26- One Axle Trailer	Parks
2496	1999	na	Ditch Witch Trencher	99- Ditch Witch Trencher	Parks
2792	1993	na	Jacobsen Utility Trailer	26- One Axle Trailer	Parks
2828	1998	52,658	Chevy C-2500 P/U	05-Truck/Vans< 11K GVWR	Parks
3179	2000	36,569	Ford F-550 Saw Truck	06- Trucks 11-15K GVWR	PW
3210	1999	na	Ziemer Trailer	28- Trailer > 10K	PW
3245	1999	na	NPK Hydraulic Hammer	99- Attachments	PW
5103	2007	8,970	Ford Fusion Sedan	02- Police Unmarked	PD
5210	2016	15,283	Ford Interceptor	03- PD Marked All	PD
5231	2016	27,195	Ford Interceptor	03- PD Marked All	PD
5242	2017	23,847	Ford Interceptor	03- PD Marked All	PD
5260	2016	29,700	Ford Interceptor	03- PD Marked All	PD
5465	2005	73,598	Honda Accord Sedan	02- Police Unmarked	PD
5469	2006	61,379	Chevy Impala Sedan	02- Police Unmarked	PD
5576	2016	18,291	Ford Interceptor	03- PD Marked All	PD
5608	1996	49,137	Ford Ranger P/U	04-Compact Truck/Van	PD
5722	2016	28,895	Ford Interceptor	03- PD Marked All	PD
6047	2013	34,628	Chevrolet G4500 Ambulance	12- Ambulance	Fire
6048	2013	50,334	Chevrolet G4500 Ambulance	12- Ambulance	Fire
6170	1995	na	Wells Cargo 14' Trailer	27-2 Axle Trailer	Fire
6216	2000	na	Wells Cargo 14' Trailer	27-2 Axle Trailer	Fire
6220	2000	na	Wells Cargo 14' Trailer	27-2 Axle Trailer	Fire
6545	2000	na	Wells Cargo 14' Trailer	27-2 Axle Trailer	Fire
7258	1999	40,800	Chevy Astro Van	04-Compact Truck/Van	Utilities
7474	1997	na	Condux Cable Pulling Trailer	24G-Trailer W/Engine & Electric Brakes	Utilities
7494	1983	na	Cable Trailer	26- One Axle Trailer	Utilities
7602	2004	11,674	Peterbilt 335 Digger Derrick	11- 26,001K BIT Aerial Inspection Diggers	Utilities
7645	2004	4,438	Peterbilt 357 Flatbed W/Crane Truck	11D10- 0355 30K Crane Truck	Utilities
7646	1977	na	Kinney Trailer Vacuum Pump	26- One Axle Trailer	Utilities
7648	1998	90,892	Ford Ranger P/U	04-Compact Truck/Van	Utilities
7697	1998	32,403	Freightliner FL-80Flatbed W/Crane	0355- 30K Crane Truck	Utilities
7705	1999	na	WAP Arrow Board	24E- Trailer MTD-Arrow Panel Electric	Utilities
7706	1996	na	Sauber Reel Cable Trailer	26- One Axle Trailer	Utilities
7710	1967	na	Stanford Utility Trailer	26- One Axle Trailer	Utilities
8390	1999	na	NPK Hydraulic Hammer	99- Attachments	Utilities
8391	1999	na	NPK Hydraulic Hammer	99- Attachments	Utilities

Re_Vehicle Replacement List_FY_2022

Unit	Year	Mileage	Model	Class	Dept
2301	2007	33,364	Honda Civic Sedan CNG	01-Subcompact Sedan CNG	Parks
2380	2001	58943	Ford F-250 P/U	05-Truck/Vans<11K GVWR	Parks
2382	2001	65448	Ford F-150 P/U	05-Truck/Vans<6-11K	Parks
2486	1996	n/a	Turf Sweeper	N/A Turf Sweeper	Parks
2737	1997	n/a	Befco Flex-Wing Mower	99- Attachments	Parks
3516	2001	51,059	Freightliner F70 Aerial	11- 26,001K BIT Aerial Inspection Diggers	PW
3517	2001	48,358	Freightliner F70 Aerial	11- 26,001K BIT Aerial Inspection Diggers	PW
3521	2001	43,285	Ford F-550	06- Trucks 11-15K GVWR	PW
3730	1997	79,133	Ford E-350 Cargo Van	05C-Truck/Van 6-11K CNG	PW
5146	2017	200	Ford Interceptor	03- PD Marked All	PD
5149	2017	4,275	Ford Interceptor	03- PD Marked All	PD
5150	2017	2,358	Ford Interceptor	03- PD Marked All	PD
5151	2017	4,210	Ford Interceptor	03- PD Marked All	PD
5152	2017	1,335	Ford Interceptor	03- PD Marked All	PD
5240	2017	2,385	Ford Interceptor	03- PD Marked All	PD
5243	2017	3,094	Ford Interceptor	03- PD Marked All	PD
5450	2006	72,956	Toyota Camry Sedan	02- Police Unmarked	PD
5752	2007	26,486	Honda Civic Sedan CNG	01-Subcompact Sedan CNG	PD
6003	2012	49,467	Honda Civic Sedan CNG	01-Subcompact Sedan CNG	Fire
6242	2001	n/a	Magnum Trailer	26- One Axle Trailer	Fire
6453	2007	18992	Honda Civic Sedan CNG	01-Subcompact Sedan CNG	Fire
7163	2007	36,571	Honda Civic Sedan	01-Subcompact Sedan	Utilities Pool
7204	2007	25,364	Honda Civic Sedan	01-Subcompact Sedan	Utilities Pool
4250	2006	34182	Ford Escape Hybrid	01H-Automobiles Hybrid	Refuse
4982	1993	26514	GMC C3500HD HD Truck	05-Truck/Vans<6-11K	PW
4984	1997	38411	GMC C3500HD HD Truck	05-Truck/Vans<6-11K	PW
6217	2007	n/a	Wells Cargo Trailer	27-2 Axle Trailer	Fire
7152	2007	13842	Honda Civic Sedan CNG	01-Subcompact Sedan CNG	Utilities Pool
7283	2011	30,422	Ford F-250 P/U	05-Truck/Vans<11K GVWR	Utilities
7591	2001	40,635	Ford Ranger P/U	04-Compact Truck/Van	Utilities
7603	2005	7,643	Peterbilt335 Digger Derrick	11- 26,001K BIT Aerial Inspection Diggers	Utilities
7735	2002	45,500	Ford F-250 P/U	05-Truck/Vans<6-11K	Utilities
7820	2000	41,655	Ford Ranger P/U	04-Compact Truck/Van	Utilities
8230	2000	49,250	Ford F-450 HD Truck	06F-15,000K GVWR	Utilities
8721	2010	39,838	Ford F-150 P/U	05-Truck/Vans<6-11K	Utilities
8753	2007	n/a	Wells Cargo Trailer	27-2 Axle Trailer	Utilities
8792	2007	23,854	FreightInr M2-106	08X - Trucks >26,001K	Utilities

Vehicle Replacement List_FY_2023

Unit	Year	Mileage/Hrs	Model	Class	Dept
1244	2005	2255hr	Clark TMX 25 Electric Forklift	20E-Forklift Electric	ASD
2769	1997	n/a	Jacobsen Tilt Trailer	26- One Axle Trailer	Parks
3143	2008	23,707	Peterbilt 12-14 Yard Dump Truck	08X - Dumps >26,001K	PW
3232	2006	746hr	Wirtgen Pavement Milling Machine	17- Large Construction	PW
3715	2006	42,266	Ford Freestar Cargo Van	04-Compact Truck/Van	PW
5200	2017	0	Ford Interceptor	03- PD Marked All	PD
5206	2017	0	Ford Interceptor	03- PD Marked All	PD
5207	2017	0	Ford Interceptor	03- PD Marked All	PD
5208	2017	0	Ford Interceptor	03- PD Marked All	PD
5300	2017	0	Ford Interceptor	03- PD Marked All	PD
5301	2017	0	Ford Interceptor	03- PD Marked All	PD
5302	2017	0	Ford Interceptor	03- PD Marked All	PD
5563	2005	45,359	BMW Motorcycle	30-Motorcycle	PD
5565	2006	43,484	BMW Motorcycle	30-Motorcycle	PD
6050	2016	24,531	Chevrolet G4500 Ambulance	12- Ambulance	Fire
6051	2016	32,160	Chevrolet G4500 Ambulance	12- Ambulance	Fire
6121	2010	22,608	Wildland Pumper	13S-Fire Truck Seasonal	Fire
6540	1999	n/a	Cargo Trailer	26- One Axle Trailer	Fire
6541	1999	n/a	Cargo Trailer	26- One Axle Trailer	Fire
6542	1999	n/a	Cargo Trailer	26- One Axle Trailer	Fire
6543	1999	n/a	Cargo Trailer	26- One Axle Trailer	Fire
6544	1999	n/a	Cargo Trailer	26- One Axle Trailer	Fire
7249	2008	23,213	Peterbilt 10-12 Yard Dump Truck	08X - Dumps >26,001K	Utilities
7281	2003	54,880	Chevrolet Astro Cargo Van	04-Compact Truck/Van	Utilities
7520	2003	82,891	Ford Ranger Ext Cab P/U	04-Compact Truck/Van	Utilities
7521	2003	42,378	Ford Ranger Ext Cab P/U	04-Compact Truck/Van	Utilities
8296	2003	49,072	GMC 6-Yard Dump Truck	08X - Dumps >26,001K	Utilities
8384	1996	97,444	Ford F-250 P/U W/U/B	05-Truck/Vans< 11K GVWR	Utilities
8392	1999	n/a	NPK Hammer	99- Attachments	Utilities
8818	1998	1661hr	Towable Light Tower	23D-Small Construction	Utilities

ATTACHMENT C

CAPITAL BUDGET REAPPROPRIATIONS

Project ID	Project Title	FY 2019 Funding: Proposed Capital Budget Document	FY 2019 Funding Adjustment	FY 2019 Revised Funding: Proposed Capital Budget Document
Capital Improvement Fund				
PD-14000	Internal Alarm System Replacement	\$ 78,000	\$ (43,500)	\$ 34,500
PE-15020	Civic Center Waterproofing Study and Repairs	\$ -	\$ 455,000	\$ 455,000
PE-17008	City Hall Floor 4 Remodel	\$ 1,039,099	\$ 445,000	\$ 1,484,099
PE-18000	New California Avenue Area Parking Garage	\$ 45,278,537	\$ (375,000)	\$ 44,903,537
PF-18000	Parking Lot J Elevator Modernization	\$ 700,000	\$ (700,000)	\$ -
PL-00026	Safe Routes to School	\$ 128,354	\$ 121,000	\$ 249,354
PL-04010	Bicycle and Pedestrian Plan Implementation Project	\$ 2,261,921	\$ 2,000,000	\$ 4,261,921
PL-05030	Traffic Signal and Intelligent Transportation System	\$ 1,088,219	\$ 200,000	\$ 1,288,219
PL-14000	Churchill Avenue Enhanced Bikeway	\$ -	\$ 750,000	\$ 750,000
PL-15001	Embarcadero Road at El Camino Real Improvements	\$ 1,229,966	\$ 4,480,000	\$ 5,709,966
PL-15002	Downtown Automated Parking Guidance Systems, Access Controls, and Revenue Collection Equipment	\$ 1,227,734	\$ 64,000	\$ 1,291,734
PL-15003	Residential Preferential Parking	\$ 111,612	\$ 54,000	\$ 165,612
PL-16000	Quarry Road Improvements	\$ -	\$ 110,000	\$ 110,000
Total Capital Improvement Fund		\$ 53,143,442	\$ 7,560,500	\$ 60,703,942
Cubberley Infrastructure Fund				
CB-16002	Cubberley Roof Replacement	\$ 700,711	\$ (220,000)	\$ 480,711
CB-17001	Cubberley Repairs	\$ 458,999	\$ (150,000)	\$ 308,999
Total Cubberley Infrastructure Fund		\$ 1,159,710	\$ (370,000)	\$ 789,710
Electric Fund				
EL-04012	Utility Site Security Improvements	\$ 50,000	\$ 60,000	\$ 110,000
EL-10006	Rebuild Underground District 24	\$ -	\$ 585,000	\$ 585,000
EL-11003	Rebuild Underground District 15	\$ 380,000	\$ 95,000	\$ 475,000
EL-11008	Rebuild Underground District 19	\$ -	\$ 115,000	\$ 115,000
EL-11010	Underground District 47-Middlefield, Homer, Webster, Addison	\$ -	\$ 500,000	\$ 500,000
EL-12001	Underground District 46 - Charleston/El Camino Real	\$ 600,000	\$ 785,000	\$ 1,385,000
EL-13002	Relocate Quarry/Hopkins Substation 60Kv Lin (A&B)	\$ 100,000	\$ (100,000)	\$ -
EL-13007	Underground Distribution System Security	\$ 300,000	\$ 300,000	\$ 600,000
EL-13008	Upgrade Electric Estimating System	\$ -	\$ 75,000	\$ 75,000
EL-14000	Coleridge/Cowper/Tennyson 4/12Kv Conversion	\$ 470,000	\$ 50,000	\$ 520,000
EL-14004	Maybell 1&2 4/12kV Conversion	\$ -	\$ 50,000	\$ 50,000
EL-14005	Reconfigure Quarry Feeders	\$ 506,616	\$ 75,000	\$ 581,616
EL-16000	Rebuild Underground District 26	\$ 50,000	\$ 99,000	\$ 149,000
EL-16001	Underground System Rebuild	\$ 50,000	\$ 245,000	\$ 295,000
EL-16003	Substation Security	\$ 500,000	\$ (200,000)	\$ 300,000
EL-17000	Rebuild Underground District 23	\$ 150,000	\$ 50,000	\$ 200,000
EL-17001	East Meadows Circles 4/12Kv Conversion	\$ -	\$ 48,000	\$ 48,000
EL-17003	VA Hospital Customer Load Requirements	\$ 600,000	\$ 100,000	\$ 700,000
EL-17005	HCB Pilot Wire Relay Replacement	\$ 167,000	\$ 185,000	\$ 352,000
EL-17007	Facility Relocation for Caltrain Modernization Project	\$ 2,600,000	\$ 385,000	\$ 2,985,000
Total Electric Fund		\$ 6,523,616	\$ 3,502,000	\$ 10,025,616

CAPITAL BUDGET REAPPROPRIATIONS

Project ID	Project Title	FY 2019 Funding: Proposed Capital Budget Document	FY 2019 Funding Adjustment	FY 2019 Revised Funding: Proposed Capital Budget Document
Gas Fund				
GS-13002	Gas Equipment and Tools	\$ 400,000	\$ 150,000	\$ 550,000
	Total Gas Fund	\$ 400,000	\$ 150,000	\$ 550,000
Technology Fund				
TE-09000	Public Safety Computer-Aided Dispatch Replacement	\$ 208,000	\$ 200,000	\$ 408,000
	Total Technology Fund	\$ 208,000	\$ 200,000	\$ 408,000
Vehicle Replacement Fund				
VR-17000	Scheduled Vehicle and Equipment Replacement - Fiscal Year 2017	\$ 1,206,031	\$ (565,000)	\$ 641,031
	Total Vehicle Replacement Fund	\$ 1,206,031	\$ (565,000)	\$ 641,031
Wastewater Treatment Fund				
WQ-19002	Plant Repair, Retrofit, and Equipment Replacement	\$ 4,272,232	\$ (362,000)	\$ 3,910,232
	Total Wastewater Treatment Fund	\$ 4,272,232	\$ (362,000)	\$ 3,910,232
Water Fund				
WS-07000	Water Regulation Station Improvements	\$ -	\$ 345,000	\$ 345,000
WS-08001	Water Reservoir Coating Improvements	\$ -	\$ 330,000	\$ 330,000
WS-11003	Water Distribution System Improvements	\$ 354,000	\$ 146,000	\$ 500,000
WS-13001	Water Main Replacement - Project 27	\$ 7,025,000	\$ 150,000	\$ 7,175,000
	Total Water Fund	\$ 7,379,000	\$ 971,000	\$ 8,350,000
GRAND TOTAL		\$ 74,292,031	\$ 11,086,500	\$ 85,378,531