

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: 8/20/2018**

**Document dates: 8/01/2018 – 8/08/2018**

**Set 1**

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

**Carnahan, David**

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**From:** Michael Hodos <mehodos@mac.com>  
**Sent:** Wednesday, August 08, 2018 7:11 AM  
**To:** Council, City  
**Subject:** Airplane Noise - Opportunity

City Council Members:

I urge you to add this item to the August 13 City Council Agenda.

At the current time Palo Alto has no official channel and therefore no voice with which to communicate with the SFO or the FAA. Consequently, Palo Alto must be proactive and communicate its position on the new flight path protocol to SFO at least a month before SFO submits its so-called "innovative approach requests" to the FAA in December. Please don't miss this first opportunity to influence a design that could reduce noise for Palo Alto residents.

Thank you!

Michael Hodos  
944 Bryant Street  
[mehodos@mac.com](mailto:mehodos@mac.com)

**Carnahan, David**

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**From:** Art Roose <artifacts\_photography@earthlink.net>  
**Sent:** Tuesday, August 07, 2018 11:26 PM  
**To:** Council, City  
**Subject:** Airplane Noise

Hello,

Please schedule the airplane noise issue for the August 13<sup>th</sup> Council meeting.

Thanks,

Art

Art Roose ([artifacts\\_photography@earthlink.net](mailto:artifacts_photography@earthlink.net))

**Carnahan, David**

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**From:** Ray Dempsey <rademps@aol.com>  
**Sent:** Wednesday, August 08, 2018 7:40 AM  
**To:** Council, City  
**Subject:** Per Council Member Lydia Kou's suggestion

I used to work for Eastern Airlines out of Boston and airplane “noise” isn’t noise to me. I rather like looking up to see beautiful planes flying overhead. Yet, I understand not everyone feels that way and, in any case, Palo Alto should have a voice about aviation in the Bay Area.

"Palo Alto must be proactive and communicate its position on GBAS to SFO at least a month before SFO submits their innovative approach requests to the FAA in December 2018. We hope that the City won’t miss this first opportunity to be proactive in influencing a design that could reduce noise for many Palo Alto residents, as well as, other residents in neighboring cities."

Ray Dempsey  
1036 Bryant St.  
Palo Alto, CA 94301

**Carnahan, David**

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**From:** Colleen Crangle <crangle@alumni.stanford.edu>  
**Sent:** Monday, August 06, 2018 12:26 PM  
**To:** Council, City  
**Subject:** animal care services

City Council:

I am writing to urge you to formalize the agreement at your Aug. 13 meeting for Pets In Need to provide animal care services for the City of Palo Alto. Pets In Need has a long and successful record of caring for our companion animals and it will be an asset to our city.

Colleen Crangle  
60 Kirby Pl

**Carnahan, David**

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**From:** Virginia Smedberg <virgviolin@hotmail.com>  
**Sent:** Monday, August 06, 2018 5:54 PM  
**To:** Council, City  
**Subject:** animal shelter and Pets in Need

Dear council members,

From what I have read, this partnership between the City and Pets in Need would be a wonderful arrangement, so I am writing to ask you all to please make this partnership official. I especially like their no-kill policy; and they have a proven track record, which is the kind of group we obviously would want to connect with. Please do this at your 13 August meeting. My pets have always been from shelters!

Sincerely,  
Virginia Smedberg  
441 Washington Ave  
PA 94301

**Carnahan, David**

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**From:** Gee Gee Lenhart <gee2mag@gmail.com>  
**Sent:** Sunday, August 05, 2018 12:13 PM  
**To:** Council, City  
**Subject:** charleston et al.

Whoever is responsible for all the changes on Charlelston should have his/her head examined. The "bulbouts" are insane! They will cause crashes where bicycles, cars and walkers will collide at the corners. I hate what Palo Alto is becoming. Leave well enough alone, we are full up and do not want to further ruin our quality of life.. Please stop the growth now. There are many other cities that need development for their economies to flourish. We do not. If you want to live in a big city please move. G. Lenhart

**Carnahan, David**

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**From:** wabrew@gmail.com on behalf of William Brew <wabrew2@gmail.com>  
**Sent:** Wednesday, August 01, 2018 5:56 PM  
**To:** Council, City  
**Subject:** follow up on airplane noise recommendations

I was at the city council meeting on May 7 (all the way to the end) where the council voted to have staff prepare plans and suggest steps that could help reduce the airplane noise.

When will the council follow up on these actions?

Thank you.

William Brew  
587 Greer Rd.  
Palo Alto CA 94303



**Carnahan, David**

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**From:** brian susan anuskewicz <basdesigns@icloud.com>  
**Sent:** Monday, August 06, 2018 3:48 PM  
**To:** Kniss, Liz (internal); Council, City; Mello, Joshuah  
**Subject:** Palo Alto traffic

Greetings to All,

In reading an email from a council member late last week I was both surprised and disappointed in some of the comments made by Mayor Kniss with regards to traffic in Palo Alto and in particular downtown. The only common viewpoint I can share with the mayor is that "if they [residents] find traffic to be a problem they could email her". In doing so I am not going to be able to make all points that need to be made, but this is a start of a conversation between those who believe that there is a problem, a serious problem, with traffic and those who don't.

Topic: Alma Street- downtown Palo Alto

Mayor Kniss's comment at council meeting: "I think some of our reports of traffic are really exaggerated. The same with Alma [street] I have not discovered this so if some of you have this experience recently ... you know, send me an email or something like that".

My response to both of these comments:

Having lived and worked on Alma Street for close to twenty years I see the traffic problems differently from the mayor. The mayor's traffic comments are taken from the perspective of being part of the traffic, part of the problem in not seeing traffic but driving in it. This is no way to make judgement on the proliferation of the massing of drivers attempting to get both into downtown and out. The mayor's comment of "And like you I drive a lot." does not help if all the same people massing on Alma Street have this same self attitude. This is what is making traffic congestion. So seeing traffic when one is 'in traffic' is not the way to observe traffic and make comments of the experience.

The way to observe traffic problems is to be stationary from the traffic. I have for years observed the traffic on Alma Street thru a nineteen foot tall living area window that looks both out and into the downtown area. From the deck you can see the northbound traffic coming to a complete halt from a traffic light over a block away. This backup is five days a week, morning and evening commutes, and has steadily grown to increase every year without any mitigation of traffic brainstorm, thus becoming a non-solution.

What makes traffic congestion today different from the past years:

1. The increase of single car occupants commuting. The fabrication of these people getting out of their cars to take 'alternative transportation' is unfounded on Alma Street.
2. The increase of commercial delivery services to the downtown businesses has grown to where most downtown streets are littered with the delivery trucks almost all day long. Years ago the Ace Hardware store would take delivery of propane tanks for sale maybe once or twice a week, today there is a six day delivery in place. And this is true for most businesses and services in the downtown area. Food delivery takes place almost round the clock [Whole Foods] with every daily delivery a 'specialty service'. This is completely unregulated, unnecessary and a foolish service that did not exist until recent years. You can run into tractor trailers on Alma Street which normally service warehouses outside the urban areas now delivering 'five cases of Coke' on many of the side streets making havoc of the flow of traffic.
3. The increase of Construction traffic adds congestion and pollution on Alma Street as these drivers may be heading downtown or be heading over to Menlo Park and Stanford construction sites. Construction sites don't start until 7am but on Alma Street they can be heard at 5:30am on making their way untethered by enforcement of traffic laws or transportation requirements of hauling debris from construction sites. The commercial trucks with tandem haulers are on Alma Street for most of the day driving in pods of four or six at a time. They drive without regard for laws or regulations. point this means the speed limit of 25

mph on Alma Street not being close to their speeds. The tandem haulers are equipped with a cover to keep their debris load from blowing out and down the local. This was true for the trucks running on Alma Street over the past few days to remove the debris from the two dealerships in Menlo Park that are currently being torn down. It is common knowledge that car service businesses are notorious for toxins in their building materials. But here they come on Alma Street with their covers tucked away. Their lack of concern noticed as they travel south untethered to the laws and regulations. Why does this need to persist?

Results: Alma Street has become a four lane Turnpike.

The only positive note from the mayor's comments on traffic in the Palo Alto area is that this may start a traffic conversation this city has not had with its informed residents.

With best regards,

Brian Anuskewicz  
Alma Street

brian anuskewicz  
[basdesigns@icloud.com](mailto:basdesigns@icloud.com)

**Carnahan, David**

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**From:** Sumita Vasudeva <sumita.vasudeva@gmail.com>  
**Sent:** Thursday, August 02, 2018 11:34 AM  
**To:** Council, City  
**Subject:** Partnership with Pets in Need

Dear council members,

Thanks so much for all your efforts for the city of Palo Alto. This is just a quick note to support the merger of our shelter with Pets in Need.

I hope that this will come to fruition soon.

Best,  
Sumita  
(916) 712-0846

**Carnahan, David**

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**From:** Debbie Nichols <debbiegailnichols@gmail.com>  
**Sent:** Tuesday, August 07, 2018 6:29 PM  
**To:** Council, City  
**Subject:** Pet Shelter

Dear Mayor Kniss and City Council, I encourage you to vote to partner Pets in Need with the Palo Alto Animal Shelter. We need to keep our animal shelter open.  
Thank you.

Debbie Nichols  
2070 Bryant Street  
Palo Alto, CA 94301

**Carnahan, David**

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**From:** JIM POPPY <jamespoppy@comcast.net>  
**Sent:** Monday, August 06, 2018 11:33 AM  
**To:** Council, City  
**Subject:** Please formalize agreement with Pets in Need

City Council,

The partnership between Palo Alto and Pets In Need would be a national model for the humane treatment of animals in public shelters. Please formalize the agreement with Pets in Need. The City stands to save money too!

Regards,

Jim Poppy

135 Melville Ave.

**Carnahan, David**

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**From:** Suzanne Keehn <dskeehn@pacbell.net>  
**Sent:** Tuesday, August 07, 2018 12:42 PM  
**To:** Council, City  
**Subject:** Please read and Consider when deciding what to build!

['Glut of Overpriced Apartments' Has Made Rents Fall for Rich, Soar for Poor in Cities Nationwide](#)



**'Glut of Overpriced Apartments' Has Made Rents Fall for Rich, Soar ...**

By Common Dreams

In some U.S. metro areas, rents for low-income residents have increased by more than 40 percent since 2011, new ...

Suzanne Keehn  
4076 Orme ST.  
94306

**Carnahan, David**

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**From:** Lorraine Brown <wordpress@castillejamasterplan.com>  
**Sent:** Monday, August 06, 2018 1:57 PM  
**To:** Scharff, Gregory (internal); Kniss, Liz (internal); DuBois, Tom; Filseth, Eric (Internal); Fine, Adrian; Holman, Karen; Kou, Lydia; Tanaka, Greg; Wolbach, Cory; Clerk, City; Council, City  
**Subject:** Please Support Castilleja

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

My name is Lorraine Brown and I live in Palo Alto, California. I am writing to you as a long time resident of Palo Alto and supporter of Castilleja School.

Castilleja was founded 110 years ago to equalize educational opportunities for women. Today, Castilleja seeks to close the female leadership gap by gradually adding students over four years. Making this opportunity available for more young women is central to furthering that mission.

As a Palo Alto resident, I am proud to have Castilleja in our city. The school has been an indispensable community partner and is committed to maintaining its neighbors' current quality of life. Castilleja has already implemented robust Traffic Demand Management initiatives, and has repeatedly pledged to neighbors not only to do more, but that the admittance of new students will be dependent on the continued success of the school's traffic programs.

Now more than ever, at a time when national politics has devolved into shouting matches and one-upmanship, Castilleja's mission of serving girls and young women from Palo Alto and other nearby cities is critically important.

Please do not let the loudest voices in the conversation obscure the robust support for Castilleja found throughout our wonderful city.

Sincerely,

Lorraine Brown  
lobrown170@gmail.com

**Carnahan, David**

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**From:** John or Mary Schaefer <jmschaefer8@comcast.net>  
**Sent:** Friday, August 03, 2018 12:13 PM  
**To:** Council, City  
**Subject:** Re: [CPNA] Mayor Kniss says traffic problems are exaggerated

Councilmember Liz Kniss and the Palo alto City Council

To say there is no traffic problem around University Avenue defies reality. If you do not live within the traffic nightmare you do not understand that the choices of other exits or entrances from 101 are not available if you can't get out of your driveway. The neighbors who live around University Avenue are stuck. Trapped in their homes.

Mary Carey Schaefer

**Palo Alto City Council Meeting July 30 2018**  
**Transcript of comments on traffic from Mayor Kniss**  
**TIME STAMP 2:58:30 – 2:59:50**

“OK I'm just going to make a couple of comments and one of them is about traffic.”

“And, like most of you I drive a lot. And one of the things that I found really puzzling is about a month ago when I needed to leave town and get out on the freeway and I've heard how often University is jammed or Oregon may be jammed, there are other routes you can take. I happened to take Channing. I took it at 5 o'clock one day and it was about the same as if I had taken it at 1 o'clock in the afternoon.”

“I think some of our reports of traffic are really exaggerated.”

"The same with Alma. I drive Alma...(addresses noise in the audience).. I have not discovered this so if some of you have this experience recently... you know, send me an email or something like that.”



“But I think if you are willing to try alternate routes - not go your normal route - I think you’ll find that the traffic is not as overwhelming as you might think.

We are here on the corner of Hamilton and Ramona and Forest as so forth. I seldom walk out and see any real traffic.”

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You received this message because you are subscribed to the Google Groups "Crescent Park PA" group.

To unsubscribe from this group and stop receiving emails from it, send an email to [crescent-park-pa+unsubscribe@googlegroups.com](mailto:crescent-park-pa+unsubscribe@googlegroups.com).

To post to this group, send email to [crescent-park-pa@googlegroups.com](mailto:crescent-park-pa@googlegroups.com).

Visit this group at <https://groups.google.com/group/crescent-park-pa>.

For more options, visit <https://groups.google.com/d/optout>.

**Carnahan, David**

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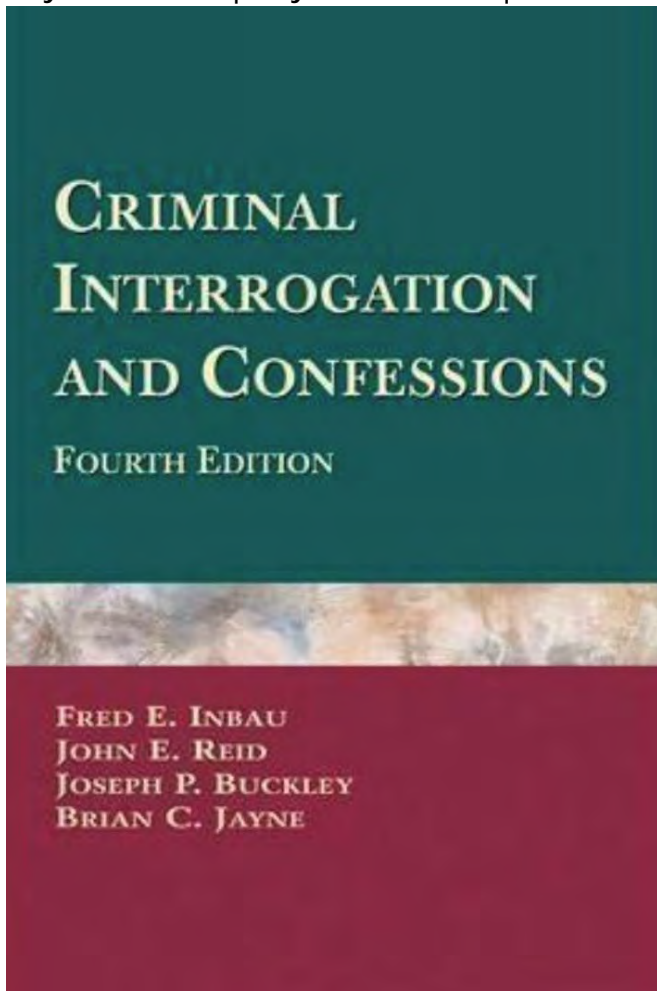
**From:** Palo Alto Free Press <paloaltofreepress@gmail.com>  
**Sent:** Sunday, August 05, 2018 10:50 AM  
**To:** Aram James  
**Cc:** Jonsen, Robert; Perron, Zachary; Binder, Andrew; dcbertini@menlopark.org; gkirby@redwoodcity.org; Council, City; council@redwoodcity.org; stevendlee@alumni.duke.edu; HRC; Cullen, Charles; chuckjagoda1@gmail.com; myraw@smcba.org; swagstaffe@smcgov.org; jrosen@da.sccgov.org; Stump, Molly; mdiaz@redwoodcity.org; Keene, James; Kniss, Liz (internal); molly.o'neal@pdo.sccgov.org; allison@padailypost.com; dprice@padailypost.com; acisneros@CApublicrecordslaw.com  
**Subject:** Re: Avoiding another Jorge Hernandez case—in Palo Alto—will the PAPD adopt best police practices- and abandon the imbou & reid interrogation techniques —tactics with a long history of leading to coerced false confessions and subsequent wrongful convic...

This interrogation room of the PAPD was initially refused.... through a CPRA...



Note the similarities as shown in the article....Years ago I was personally detained and questioned by PAPD Wagner and Bonilla using the aforementioned techniques.

This book sits prominently in my legal library....



Both Wagner and Bonilla are masters in deception and will make use of ALL of the about mentioned tactics of coercion to entrap you, and place you in a crime you did not commit. As well documented in the now infamous PAPD Jorge Hernandez case.....

Lessons learned? Never, never trust the police.....Especially this police chief! His truths of community deception, coercion, and false statements...are slowly, but surely, being revealed....through popcorn and lemonade stand propaganda... Masterfully done....diversion....

Mark

Sent from my iPhone

On Aug 5, 2018, at 1:26 AM, Aram James <[abjpd1@gmail.com](mailto:abjpd1@gmail.com)> wrote:

<https://www.themarshallproject.org/2017/03/07/the-seismic-change-in-police-interrogations>

Shared via the [Google app](#)

Sent from my iPhone

**Carnahan, David**

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**From:** Palo Alto Free Press <paloaltofreepress@gmail.com>  
**Sent:** Sunday, August 05, 2018 5:48 AM  
**To:** Aram James  
**Cc:** Jonsen, Robert; stevendlee@alumni.duke.edu; HRC; Kniss, Liz (internal); Council, City; fred124c41@gmail.com  
**Subject:** Re: Chief Robert Jonsen —please read- and then consider- Fred Smith's request( see his earlier email from yesterday) that Palo Alto implement a Safe Parking Program — and in the mean time- instruct your officers to back off citing RV dwellers —Thanks, A...

Compelling article Aram. Despite the decline in national unemployment numbers...BTW I was an analyst for the bureau labor statistics for...ATT.

Unfortunately, if you look at the short tract record of Mr. Jonson's, his priorities based on his tweets are:

1. Police Recruiting
2. Lemonade stands
3. Popcorn machines

This chief is completely out of touch with the trenches of the Palo Alto community, namely the impoverished and disenfranchised.

Those in our community who continue to resort to living in their vehicles...out of necessity I might add.... (Necessity defense)

Mark

Sent from my iPad

> On Aug 5, 2018, at 1:34 AM, Aram James <abjpd1@gmail.com> wrote:  
>  
> FYI: Dear Chief Robert Jonsen:  
>  
> Please read the below compelling piece re the Santa Barbara Safe Parking Program. Once you have read the article - please push the powers that be in Palo Alto—including the city council, city manager, city attorney, et al...to implement ASAP-a similar program in Palo Alto.  
>  
> Best regards,  
>  
> Aram James  
>  
> <https://www.rollingstone.com/culture/culture-news/the-sharp-sudden-decline-of-americas-middle-class-234917/amp/>  
>  
>  
> Sent from my iPhone

**Carnahan, David**

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**From:** Roberta Ahlquist <[roberta.ahlquist@sjsu.edu](mailto:roberta.ahlquist@sjsu.edu)>  
**Sent:** Wednesday, August 08, 2018 8:53 AM  
**To:** Stephanie Munoz  
**Cc:** Council, City; chuck jagoda; Court Skinner; Ruth Chippendale  
**Subject:** Re: Cities' responsibility to the residents.

Yes, write a letter adding these good ideas. We need they to stop ignoring the issue.

r

On Tue, Aug 7, 2018 at 4:30 PM, Stephanie Munoz <[stephanie@dslextrême.com](mailto:stephanie@dslextrême.com)> wrote:

Good, Roberta, good, good good.! I would like also to ask the city council to make all low income housing money go farther by 1)joining other cities to demand that the federal government offer housing on unused military [bases.to](http://bases.to) all veterans/ 2)spinning off single SS and SSI recipients into tiny (200 square foot) hotel rooms in Grade A buildings of several hundred under private ownership, which could turn a profit even at a rent of \$600 each, rent controlled, if there were enough of them ,and 3a) .renting city owned property to city employees, particularly teachers, 3b getting private employers, also, to rent workers' housing adjacent to their work. Plus, as you've recommended, saving low income existing homes.This would save the public subsidies for the most difficult to house, the minimum wage workers with families.Yours till the kitchen sinks, Stephanie

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**From:** "Roberta Ahlquist" <[roberta.ahlquist@sjsu.edu](mailto:roberta.ahlquist@sjsu.edu)>  
**To:** "Council, City" <[city.council@cityofpaloalto.org](mailto:city.council@cityofpaloalto.org)>  
**Sent:** Monday, August 6, 2018 2:08:03 PM  
**Subject:** Low-income housing fund

th3

Dear Council People:

We hope that you will rethink the needs of the community if the hotel tax passes. We need to start building a fund for low-income housing in the city. EPA has already committed a % of their incoming budget for LOW-INCOME housing.

Sincerely,

Roberta Ahlquist for the  
WILPF Low-income Housing Subcommittee  
Peninsula WILPF

**Carnahan, David**

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**From:** mark weiss <earwopa@yahoo.com>  
**Sent:** Friday, August 03, 2018 9:19 AM  
**To:** Moore, Brian  
**Cc:** Council, City; Brian Stretch; Nick Sturiale; Chris Strausser; Ztiburon Zlotnick; Noel Kidd; Todd Kjos; Hans Delannoy; Matt Maltz; Software995 Support; Caroline Camhy; Brian Evans; Matthew Porteus; AKIRA TANA; Ken Dauber; Michele Dauber; Eric Cohen; Cohen Steve; STEVEN BERNSTEIN; Terry Acebo Davis; Drekmeier, Peter; Brian Keith Evans; Jennifer Dziura  
**Subject:** Re: hs, mom, our heads

dude you realize you accidently copied city council on this ie its now a public record?  
mark

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**From:** "Moore, Brian" <BRIAN.MOORE@UCDENVER.EDU>  
**To:** mark weiss <earwopa@yahoo.com>  
**Cc:** City Council <city.council@cityofpaloalto.org>; Brian Stretch <brianjstretch@yahoo.com>; Nick Sturiale <nick@ignitionpartners.com>; Chris Strausser <strauss1@uw.edu>; Ztiburon Zlotnick <z\_tiburon@yahoo.com>; Noel Kidd <kidd@kiddcarr.com>; Todd Kjos <todd.kjos@gmail.com>; Hans Delannoy <hdelannoy@srvusd.net>; Matt Maltz <mattlmaltz@gmail.com>; Software995 Support <support@software995.com>; Caroline Camhy <cvc111@gmail.com>; Brian Evans <brianevans@gmail.com>; Matthew Porteus <mporteur@stanford.edu>; AKIRA TANA <akira@akiratana.com>; Ken Dauber <kenneth.dauber@gmail.com>; Michele Dauber <mldauber@gmail.com>; Eric Cohen <ericcohen911@gmail.com>; Cohen Steve <stevenjohncohen@gmail.com>; STEVEN BERNSTEIN <sexmob@rcn.com>; Terry Acebo Davis <terryacebodavis@yahoo.com>; Peter Drekmeier <pdrekmeier@earthlink.net>; Brian Keith Evans <evansbrian@fhda.edu>; Jennifer Dziura <jen@jenisfamous.com>  
**Sent:** Friday, August 3, 2018 8:39 AM  
**Subject:** Re: hs, mom, our heads

I agree that CTE and Alzheimer's must be somehow related as they both involve the accumulation of phosphorylated tau tangle aggregations in the brain. Exactly how the two diseases are related is still a mystery.

BEM

On Aug 3, 2018, at 8:16 AM, mark weiss <[earwopa@yahoo.com](mailto:earwopa@yahoo.com)> wrote:

I met a man last weekend who told me he had a son my age, named HS, who died recently, at age 50 or so. He said his son played three years of football for the local high school team, one year for university, had CTE and eventually suicided. I also went to high school, in 1981, with Krystin Wiggin, whose father coached at local Stanford University and she wrote an essay, in 1981, about the suicide of her father's teammate and friend [REDACTED]. When did this start? When and where does it stop?

Palo Alto also somewhat famously has a "suicide cluster" of young people perhaps stressed out by their job prospects or the fate of the planet. Besides HS, I am wondering if Palo Alto has a CTE cluster.

And if we do, so might you.

In my case, I played "flag football" at the local junior high. I was a guard on running plays and switched to flanker on pass plays. My mom would not let me play high school (tackle) football; she sent me to tennis camp instead of "double days". When George Seifert was a Stanford assistant (to Bill Walsh) he told my mom at a banquet that she did the right thing, but she said he said that I shouldn't play football unless I had a "killer instinct".

(My mom, ironically, died last week of [REDACTED] at 87 -- a separate but related problem: when did [REDACTED] start? Where and when does it end?)

Yahoo.



**Carnahan, David**

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**From:** MEGAN BARTON <megbarton@me.com>  
**Sent:** Monday, August 06, 2018 11:05 PM  
**To:** Kniss, Liz (internal)  
**Cc:** Maximilian Goetz; Council, City  
**Subject:** Re: Traffic in Palo Alto

So glad you're on board! Although I do think we need to wait for summer to be over for both PAUSD and Stanford to get a true sample size of traffic before we call in the press.

In the mean time I'm happy to meet with you any time (except this Thursday as we are going to Les Miserables in SF)- how about Friday Aug 10th? I'm also happy to have you over for tea on our front porch and we can watch the cut through Lincoln traffic.

Megan Barton

Please pardon any typos- Sent from my iPhone

On Aug 6, 2018, at 8:22 PM, Kniss, Liz (internal) <[Liz.Kniss@CityofPaloAlto.org](mailto:Liz.Kniss@CityofPaloAlto.org)> wrote:

Dear Megan

I like your idea of gathering late afternoon in the area that is heavily affected by the traffic.

I could be available this Thursday at 4:30 or the following Thursday at 4:30. In fact why don't we do

This Thursday at 4:30 on August 9. and see what the turnout is and try again the following Thursday if we haven't given sufficient Publicity.

We could notify the press, both the Weekly and the Post and I believe they would both be there.

Let me know what you think. It's a terrific idea and will draw attention to a very real problem.

Liz

Mayor, Palo Alto

On Aug 6, 2018, at 9:04 PM, MEGAN BARTON <[megbarton@me.com](mailto:megbarton@me.com)> wrote:

Dear Max,

Thank you for your reply and invitation. I do have a further question or suggestion- I propose we hold the meeting at 4:30 or 5:00 on a Thursday or Friday at the corner of University and Crescent or Hamilton and Lincoln. We could then walk to his Mr Tanaka on Hamilton. Would Councilman Tanaka be open to changing the day and location? I would like to make sure Mayor Kniss can also attend.

Please let me know and I can organize a facebook live from whatever street location works.

Best,  
Megan Barton

On Aug 6, 2018, at 5:37 PM, Maximilian Goetz  
<[max.goetz@gregtanaka.org](mailto:max.goetz@gregtanaka.org)> wrote:

Dear Ms. Barton,

My name is Max and I am a legislative aide for Councilman Tanaka. Thank you very much for reaching out to the council.

The council has received multiple emails on the issue of traffic . For that reason, Councilman Tanaka has decided to host a meeting with multiple constituents on the issue at his office hours. Will you be able to make it on Sunday, August 26th at 11:30 am? The meeting will be held at Councilman Tanaka's office, located at 3630 El Camino Real, Palo Alto, CA.

If you would like to attend, please confirm your attendance with me. You are welcome to invite others interested in the topic, and it would be well appreciated if they could confirm their attendance with me as well.

If you are unable to attend the meeting, we will be broadcasting the discussion on our Facebook Page. From there, viewers will be able to watch the discussion live, and ask questions by commenting on the video.

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

Best,

Max

**Maximilian Goetz** | Legislative Aide

Palo Alto City Council Member Tanaka's Office

W: [www.GregTanaka.org](http://www.GregTanaka.org) | D: (650) 665-9734 | E: [max.goetz@gregtanaka.org](mailto:max.goetz@gregtanaka.org)

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On Aug 6, 2018, at 4:14 PM, MEGAN BARTON  
<[megbarton@me.com](mailto:megbarton@me.com)> wrote:

Dear Mayor Kniss,

I'm saddened by your comments regarding traffic and parking in Palo Alto. You state you drive a lot like everyone else but then you say "I've heard how often University.. and Oregon may be jammed" Have you truly never experienced that??? You've only heard about it? That sounds like someone that never leaves the city limits. And please tell me why you would think it was advisable to send people through neighborhood streets to avoid traffic? These streets are not designed for commuting and are not safe for heavy traffic- and Channing only gets you so far, it does not connect to 101. I'm baffled by your comments as a 30 year resident of Palo Alto- unless you have been looking for traffic and parking before 7:45 am and after 8:00 pm. How could you possibly say there isn't congestion on all routes in and out of our town? Sometimes there is true gridlock at University and 101. More times than I can count I have waited over 20 minutes to move 4 blocks between Crescent and 101. We live in Professorville and I just Wazed the drive time to Ikea at 3:55 pm, 8/6/18 and it says 21 minutes for the fastest route (3.3 miles of driving) the shortest route is 26 minutes (1.6 miles away). I randomly picked Ikea because it is a major landmark on the other side of 101. The Four Seasons is 1.4 miles from my house and is listed as 16-17 minutes drive time with three different routes never crossing 101. Today is a slow summer Monday and I can walk to both of these locations faster than I can drive. Please let me know if you would ever like to drive with me when I am taking and picking up my children from their after school activities and you can show me these faster routes you know of. As a mother with four active children I could really use your expertise as I am increasingly spending more and more time getting from points A to B to C. Try making a left hand turn from Alma to Churchill to El Camino at 5PM during the school year.

Sincerely,  
Your Disappointed Constituant- Megan Barton

**Transcript of comments on traffic from Mayor Kniss**

**Palo Alto City Council Meeting July 30 2018**

**TIME STAMP 2:58:30 – 2:59:50**

“OK I'm just going to make a couple of comments and one of them is about traffic.”

“And, like most of you I drive a lot. And one of the things that I found really puzzling is about a month ago when I needed to leave town and get out on the freeway and I've heard how often University is jammed or Oregon may be jammed, there are other routes you can take. I happened to take Channing. I took it at 5 o'clock one day and it was about the same as if I had taken it at 1 o'clock in the afternoon.”

“I think some of our reports of traffic are really exaggerated.”

"The same with Alma. I drive Alma...*(addresses noise in the audience)*.. I have not discovered this so if some of you have this experience recently... you know, send me an email or something like that.”

“But I think if you are willing to try alternate routes - not go your normal route - I think you'll find that the traffic is not as overwhelming as you might think.

We are here on the corner of Hamilton and Ramona and Forest as so forth. I seldom walk out and see any real traffic.”

**Carnahan, David**

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**From:** MEGAN BARTON <megbarton@me.com>  
**Sent:** Tuesday, August 07, 2018 3:43 PM  
**To:** Greg Tanaka  
**Cc:** Maximilian Goetz; Kniss, Liz (internal); Council, City  
**Subject:** Re: Traffic in Palo Alto

Sorry for all the cell phone autocorrects. I would suggest doing the Press/Facebook live feed after Stanford starts, which is September 24th so we are collecting average day commuters.

Meg

On Aug 7, 2018, at 1:26 PM, MEGAN BARTON <[megbarton@me.com](mailto:megbarton@me.com)> wrote:

Thanks Greg. It's would be silly to do this before summer is over. I would suggest the doing this press/Facebook like after Stanford is in session, Sept 24th, otherwise we will be wasting our time.

Megan Barton  
415-309-4979

Please pardon any typos- Sent from my iPhone

On Aug 7, 2018, at 8:43 AM, Greg Tanaka <[greg@gregtanaka.org](mailto:greg@gregtanaka.org)> wrote:

I can't do this thurs, but could the following 8/16

On Mon, Aug 6, 2018 at 9:24 PM, Maximilian Goetz  
<[max.goetz@gregtanaka.org](mailto:max.goetz@gregtanaka.org)> wrote:

Dear Liz and Megan,

I will invite Councilman Tanaka to this event and hopefully he can attend.

Best,

Max

**Maximilian Goetz** | Legislative Aide

Palo Alto City Council Member Tanaka's Office

W: [www.GregTanaka.org](http://www.GregTanaka.org) | D: (650) 665-9734 | E: [max.goetz@gregtanaka.org](mailto:max.goetz@gregtanaka.org)

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

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message in error, please notify the sender and delete the message. Views I state are my own and may not represent those of this Office or the full Council.

On Aug 6, 2018, at 8:22 PM, Kniss, Liz (internal)

<[Liz.Kniss@CityofPaloAlto.org](mailto:Liz.Kniss@CityofPaloAlto.org)> wrote:

Dear Megan

I like your idea of gathering late afternoon in the area that is heavily affected by the traffic.

I could be available this Thursday at 4:30 or the following Thursday at 4:30. In fact why don't we do

This Thursday at 4:30 on August 9. and see what the turnout is and try again the following Thursday if we haven't given sufficient Publicity.

We could notify the press, both the Weekly and the Post and I believe they would both be there.

Let me know what you think. It's a terrific idea and will draw attention to a very real problem.

Liz

Mayor, Palo Alto

On Aug 6, 2018, at 9:04 PM, MEGAN BARTON

<[megbarton@me.com](mailto:megbarton@me.com)> wrote:

Dear Max,

Thank you for your reply and invitation. I do have a further question or suggestion- I propose we hold the meeting at 4:30 or 5:00 on a Thursday or Friday at the corner of University and Crescent or Hamilton and Lincoln. We could then walk to his Mr Tanaka on Hamilton. Would Councilman Tanaka be open to changing the day and location? I would like to make sure Mayor Kniss can also attend.

Please let me know and I can organize a facebook live from whatever street location works.

Best,

Megan Barton

On Aug 6, 2018, at 5:37 PM,

Maximilian Goetz

<[max.goetz@gregtanaka.org](mailto:max.goetz@gregtanaka.org)>

wrote:

Dear Ms. Barton,

**Carnahan, David**

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**From:** Jo Ann Mandinach <joann@needtoknow.com>  
**Sent:** Monday, August 06, 2018 3:34 PM  
**To:** Council, City; Kniss, Liz (internal); Filseth, Eric (Internal); DuBois, Tom; Fine, Adrian; Holman, Karen; Kou, Lydia; Scharff, Gregory (internal); tanaka@cityofpaloalto.org; Wolbach, Cory  
**Subject:** Save and fully fund the Palo Alto Animal Shelter at the 8/23 meeting.

Dear Council,

Please save and fully fund the Palo Alto Animal Shelter. Our animals are precious to us and the shelter has been used in your appeals and polls re raising taxes, esp. the higher hotel tax that will appear on the November ballot.

And thanks for the new Peers Park dog park. We need more resident-serving facilities like this and the

Awaiting your reply and your decision.

Most sincerely,  
Jo Ann Mandinach - a dog owner  
1699 Middlefield Road  
Palo Alto, CA 94301

Jo Ann Mandinach  
Need To Know Info Solutions  
<http://www.needtoknow.com>  
650 329-8655 or cell 650 269-0650  
Palo Alto, CA 94301

**Carnahan, David**

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**From:** Wayne Martin <wmartin46@yahoo.com>  
**Sent:** Tuesday, August 07, 2018 12:28 PM  
**To:** Council, City  
**Subject:** SB 1186 And Police Transparency

Emerging technologies offer police departments the opportunity for better investigation tools, and even preemptive tools to identify criminal activity before innocent people are victimized by criminals. But, loss of privacy can result from the use of these new technologies. A general lack of police transparency involving personal data becomes all-too-obvious after police misuse of our data is revealed.

Few disagree that greater police transparency is needed across the land. SB 1186, a bill addressing the need for the adoption of policies dealing with police use of surveillance technologies, has been introduced by Sen. Jerry Hill. This bill would seem to address the need for published policies by every police department in California (including the Highway Patrol and Department of Justice) regarding police use of this new technology—thereby increasing police transparency.

This bill rightly proposes that meetings where these policies are to be approved by each agency's governing body be publicly noticed, and all proposed policies posted on each agency's website for public review and comment.

Unfortunately, SB 1186 imposes a tremendous burden on the state's police organizations. To comply with this law, it would pay for regional police departments to collaborate on the policies intended for the use of surveillance technologies so that we residents are not subject to an unknowable hodgepodge of policies providing a legal framework for use of this, and other new technologies.

Most people treasure their privacy. Our police need to recognize this fact in their policies and actions.

Hopefully, the Palo Alto City Council will support the passage of SB 1186 with a resolution to that effect.

Wayne Martin

Palo Alto



**Carnahan, David**

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**From:** k jm <kjm1445@yahoo.com>  
**Sent:** Friday, August 03, 2018 3:32 AM  
**To:** Kniss, Liz (internal); Council, City  
**Subject:** Traffic in Palo Alto - it is real and stressful

Liz,  
The traffic in Palo Alto is terrible -and stressful - it negatively impacts the quality of life. How is it that you do not see it? I can not imagine it is anything other than wilful intent.

Now the City will probably allow Casti to expand with over a hundred events each year and ridiculously increased enrollment in the middle of a family residential district with all the additional traffic. What are you thinking?

We avoid going down University - so don't support any of those businesses. Why? Traffic and related parking. Please take a real look around. Get stuck in the University traffic or the Embarcadero traffic or Middlefield traffic. Your view will change.

The great qualities that brought my family to Palo Alto decades ago are slowly being eroded. Why support such?

[Sent from Yahoo Mail on Android](#)

**Carnahan, David**

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**From:** Mahendra Ranchod <mahen.ranchod@gmail.com>  
**Sent:** Monday, August 06, 2018 8:50 AM  
**To:** Kniss, Liz (internal)  
**Cc:** Council, City  
**Subject:** Traffic in Palo Alto

Dear Mayor Kniss,

While I was abroad, I was sent an excerpt of comments you made at a recent meeting of the Council regarding traffic in Palo Alto.

I would like to believe that your comments were taken out of context, and that you are as concerned as I am about the significant changes in vehicular traffic that have occurred in our city, changes that I think are directly related to the boom in construction of commercial buildings.

My wife and I have lived in Palo Alto for 46 years and we are very concerned about the way the increase in vehicular traffic has changed the quality of our lives. Every Palo Altan I have spoken to shares my concern about traffic and about the seemingly uncontrolled growth of commercial buildings. Do you not share these concerns?

I have voted for you in every election, City and County, so I would like clarification about where you stand regarding the two issues I have raised: growth of commercial space and traffic.

I know you are busy and that you may not be able to answer every email message you receive, but perhaps you could refer me to printed material that express your views.

Sincerely.

Mahendra Ranchod

**Carnahan, David**

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**From:** RICH STIEBEL <w6apz@comcast.net>  
**Sent:** Friday, August 03, 2018 9:41 AM  
**To:** Kniss, Liz (internal)  
**Cc:** Council, City  
**Subject:** Traffic is a Problem in Palo Alto 080318o

Mayor Kniss,

Regarding your comments about traffic at the July 30<sup>th</sup> meeting, I wish to inform you that traffic in Palo Alto IS a problem and is getting worse. Why? Three reasons:

1. The “traffic calming” efforts by our misguided traffic “engineers” have narrowed many streets making traffic back up where it used to flow smoothly.
2. Increased office space has brought more people into Palo Alto to work than when that space was used by retail businesses.
3. Stop lights in school areas that operate as though school were in session 24/7. This requires cars to stop unnecessarily when there is no cross traffic and no children present. These traffic lights also increase air pollution by requiring cars to stop, idle, and then start up again when the light changes.

It used to take me 5 to 6 minutes to go across Palo Alto on Charleston. It has recently taken me a half hour due to traffic. Cutting through neighborhoods becomes a necessity due to the traffic congestion.

Rich Stiebel

840 Talisman Drive

Palo Alto, CA 94303-4435



CITY OF PALO ALTO, CA  
CITY CLERK'S OFFICE

Shell Pipeline Company LP  
Greg Smith  
President-Shell Pipeline LP  
701 Poydras St., Suite 1000  
New Orleans, LA 70139

July 15, 2018

18 AUG -6 AM 9:59

Dear Sir or Madam:

As a public official, you are the key stakeholder to ensuring public safety. Shell Pipeline Company LP is sending you this supplemental safety message because we operate pipeline systems in your area.

**Please review the enclosed public awareness brochure. We also encourage you to provide this important safety information to other groups within your organization, especially public works, zoning/permitting, safety, training, emergency response and 911 dispatch.** The brochure tells how to use 811 or the One Call notification system, identifies the possible hazards associated with a release from a pipeline, the physical indications that such a release may have occurred, what steps should be taken in the event of a release, and how to report the release.

The map on the back of this letter provides a general location of the route of our pipeline systems in your area. If you would like more detailed pipeline locations, attributes or characteristics, please do not hesitate to call us and we will be happy to provide you with appropriate maps and information. You can also receive a list of all pipelines and their operators in your area by accessing the National Pipeline Mapping System (NPMS) on the Internet at [www.npms.phmsa.dot.gov](http://www.npms.phmsa.dot.gov).

You are probably aware of the importance of oil and gas pipeline facilities. You may not realize that pipelines transport approximately two-thirds of all the natural gas, crude oil, and petroleum products in the United States. These vital products heat homes, fuel cars and farm machinery, power businesses, airports, and military bases and are the components of thousands of products in daily use in our lives. To obtain more information about pipelines, visit [www.pipeline101.com](http://www.pipeline101.com). The Department of Transportation's Pipeline and Hazardous Materials Safety Administration has developed recommended practices to help in making decisions about what, where and how to build safely near transmission pipelines. You can access this information by visiting [https://primis.phmsa.dot.gov/comm/pipa/pipa\\_resources.htm](https://primis.phmsa.dot.gov/comm/pipa/pipa_resources.htm).

**If you plan to dig in the area of our pipeline systems, please call 811 or your local One Call Center at the toll free number listed on the brochure.** After receiving an excavation notification, Shell Pipeline will determine if a planned excavation activity has the potential to affect any of our pipeline systems. If so, we will contact the excavator, locate and mark our underground systems for them (at no cost to the excavator) and provide additional safety information so that they may dig safely. In addition, Shell Pipeline contacts and/or meets with public officials, excavators and emergency officials in your area annually to provide education and awareness information and to obtain an understanding of local government agencies response resources, capabilities and concerns. We will use these opportunities to discuss and answer any questions regarding pipeline safety, our operations, or our emergency response capability, plan, and procedures. These outreach meetings provide us with an opportunity to engage in discussions with you on how our organizations can plan and work together to respond to pipeline emergencies. If you are unable to attend the annual meeting but would like to meet with us, please contact us and we will be happy to arrange a more convenient date and time.

If you have any questions about our facilities or Shell Pipeline, please do not hesitate to contact us at **1-877-775-2622** (Monday - Friday 8:00am - 5:00pm Central Time) or e-mail us at **SPLC-One-Call-Center@shell.com**.

Thank you for your commitment to public safety.

Sincerely,

Greg Smith  
President-Shell Pipeline LP

Enclosures



Know what's below.  
Call before you dig.



**KEY**

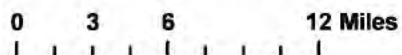


**Terminals**



**Pipelines**

**Pipe Diameter 10"- 12"**



To view the general location of  
pipelines in your community,  
visit the U.S. Department of  
Transportation's National Pipeline  
Mapping System at:

[www.npms.phmsa.dot.gov](http://www.npms.phmsa.dot.gov)





Shell Pipeline Company LP is providing you with the following supplemental information to promote your awareness about our pipelines in your community.





**Recently Shell Pipeline Company LP provided you with information to promote awareness about our pipelines in your community. The following supplemental information is being sent to you to explain our integrity management program and how we shall communicate with you during major construction and maintenance activities.**

### **Pipeline purpose and reliability...**

Over 200,000 miles of pipelines move crude oil and refined products from place to place across the United States each day. Transporting approximately two-thirds of all the crude oil and refined products, transmission pipelines and gathering lines provide a safe and reliable method to meet our Nation's growing economic and energy needs.

### **How do we manage the integrity of our pipelines...**

Shell employs an extensive process for managing the integrity of its pipeline network. Using a multi-dimensional procedure that includes the integration of data and information from numerous sources and the evaluation of performance of its maintenance and damage prevention activities, Shell verifies that its assets are operating safely and appropriately for the conditions along the pipeline route. Shell performs continuous risk and integrity assessments on each high consequence area segment to identify opportunities for improving the integrity of its pipelines. Preventive and mitigative measures are then implemented to address each of these opportunities. For more information about high consequence area designations or our integrity management program, please contact us.

### **What are "One Call" requirements...**

As a public official, you know that statistics indicate excavation activities are one of the leading causes of pipeline incidents in the United States. Without proper notification and coordination, excavation activities in the vicinity of underground pipelines may lead to dangerous public safety situations.

State law requires you to **call 811 or contact your local One Call Center directly**, no less than 48 hours (some States require 72 hours) before beginning any excavation, trenching, boring, or performing other soil disturbing activities. **There is no charge for this call.** The One Call Center will notify us that you wish to excavate and we will determine if your project is near our pipeline. If so, **we will send a representative to meet with you to mark the location and route of the pipeline** and provide safety information on how you can prevent damage. **There is no charge for this service.**

### **What you should do if you see suspicious activity near the pipeline or terminal...**

**Evacuate the area, immediately call 911.**

### **How can you tell where a pipeline is located? Look for these signs:**

- A.** Line markers located near roads, railroads and along the pipeline right-of-ways
- B.** Sign for pipeline patrol plane
- C.** Pipeline casing vent



Line markers also identify the pipeline operator, the product transported and an emergency phone number.

### **Before you dig, Call 811, or contact your local State One Call Center directly**



### **Do your part... spread the word in your community...**

#### **CALL BEFORE YOU DIG. IT'S THE LAW!**

- Call 811 or your local One Call Center
- Wait for the site to be marked
- Discuss markings with the Shell representative prior to digging
- Respect all markings
- Dig with care

**IN CASE OF AN EMERGENCY  
CALL 1-800-922-3459 (24-HRS)**

### **How do you find out about pipelines and pipeline operators in your area...**

For those interested in viewing the general location of pipelines in their community as well as other information, visit the U.S. Department of Transportation's National Pipeline Mapping System at:

[www.npms.phmsa.dot.gov](http://www.npms.phmsa.dot.gov)

or write:

U.S. Department of Transportation  
Pipeline and Hazardous Material Safety Administration  
1200 New Jersey Avenue SE, East Building  
Washington D.C. 20590

### **What prevention measures do we undertake...**

Shell is committed to operating its pipelines safely. In accordance with Federal and State regulations, Shell has a Damage Prevention Program to prevent excavation activities from harming, denting or scratching our pipelines. We also employ numerous prevention processes, such as valve inspections, equipment inspections, and right-of-way maintenance. We utilize several protective measures including cathodic protection systems to deter corrosion, sophisticated tools or pressure tests to detect potential anomalies, and electronic surveillance systems to monitor operations. Additionally, we conduct frequent ground and aerial surveys along the right of way to observe any excavation activity or ground discoloration.

### **What is our process for communicating with you prior to major maintenance or planned construction activities...**

Shell representatives will notify affected landowner, businesses, public officials and others along our pipeline right-of way when we are planning to conduct major maintenance or planned construction activities. If you wish to know more information about our communication process, please contact us.

### **Why do unauthorized encroachments on a pipeline right-of-way pose a safety risk...**

Unauthorized encroachments on a pipeline right-of-way inhibits our ability to conduct surveillance, carry out required Federal and State regulatory inspections and perform routine maintenance. A pipeline right-of-way free of unauthorized encroachments is essential to maintaining system integrity and safety. Effective zoning and land use requirements and restrictions to protect existing pipeline rights-of-ways should be considered when making land use decisions.

### **For more information about Shell Pipeline Company LP...**

Visit [www.shell.us/pipeline](http://www.shell.us/pipeline) or contact us at **1-877-775-2622** (Monday - Friday 8:00am – 5:00pm Central Time) or e-mail us at **SPLC-One-Call-Center@shell.com**.





**SIGHT**



**SOUND**



**SMELL**

### ***How do you recognize and respond to a leak...***

**SIGHT** - Liquid pools, discolored or abnormally dry soil/vegetation, continuous bubbling in wet or flooded areas, an oily sheen on water surfaces, and vaporous fogs or blowing dirt around a pipeline area can all be indicative of a pipeline leak. Dead or discolored plants in an otherwise healthy area of vegetation or frozen ground in warm weather are other possible signs. Natural gas is colorless, but vapor and "ground frosting" may be visible at high pressures. A natural gas leak may also be indicated by bubbles in wet or flooded areas, distinct patches of dead vegetation, dust blowing from a hole in the ground or flames if the leak is ignited.

**SOUND** - Volume can range from a quiet hissing to a loud roar depending on the size of the leak and pipeline system.

**SMELL** - An unusual smell, petroleum odor, or gaseous odor will sometimes accompany pipeline leaks. Natural Gas and Highly Volatile Liquids are colorless, tasteless and odorless unless commercial odorants or Mercaptan is added. Gas transmission/gas gathering pipelines are odorless, but may contain a hydrocarbon smell.

**Evacuate the area, immediately call 911 and notify us at 1-800-922-3459.**

### ***What actions will we take during an emergency...***

We will immediately dispatch personnel to the site to help handle the emergency and to provide information to public safety officials to aid in the response to the emergency. We will also take the necessary operating actions – such as closing and opening valves and similar steps – to minimize the impact of the leak. **Public safety personnel and others unfamiliar with the pipeline should not attempt to operate any of the valves on the pipeline.** Improper operation of the pipeline valves could make the situation worse and cause other accidents to happen..

**As a Public Official,** you know to take whatever steps you deem necessary to safeguard the public in the event of a pipeline emergency. The following suggestions are offered for your consideration:

- Secure the area around the leak to a safe distance. This could include the evacuation of people from homes, businesses, schools, and other locations, as well as the erection of barricades to control access to the emergency site and similar precautions.
- If the pipeline leak is not burning, take steps to prevent ignition. This includes prohibiting smoking, rerouting traffic and shutting off the electricity.
- If the pipeline leak is burning, try to prevent the spread of fire but do not attempt to extinguish it. Burning petroleum products will not explode. If the fire is extinguished, gas or vapor will collect and could be reignited by secondary flames.
- Contact the company as quickly as possible. Pipeline marker signs show the company name, emergency telephone number and pipeline contents.

**IN CASE OF EMERGENCY 1-800-922-3459 (24-HRS)**



Shoulder

To

Shoulder

ROLES IN PIPELINE EMERGENCY RESPONSE



Watch the Shoulder to Shoulder video series at  
[shoulder2shoulder.tv](http://shoulder2shoulder.tv)





This brochure provides key information for emergency responders and is meant to supplement the "Shoulder to Shoulder: Roles in Pipeline Emergency Response" video series. We encourage you to watch the series in its entirety at [shoulder2shoulder.tv](https://shoulder2shoulder.tv)

Pipelines are everywhere, and likely are in your community. Pipeline incidents are rare but can have significant consequences to lives, property and the environment. Emergency responders and pipeline operators will work shoulder to shoulder as part of a pipeline emergency response.

### Video 1: Pipeline Overview

- More than two million miles of pipelines deliver oil, oil products and natural gas
- Pipelines are an important part of our nation's infrastructure
- Operators have numerous programs to ensure the safety of the network
- Every day, operators are committed to monitoring and safely operating their pipelines

### Video 2: Natural Gas Pipelines & Hazards of Natural Gas

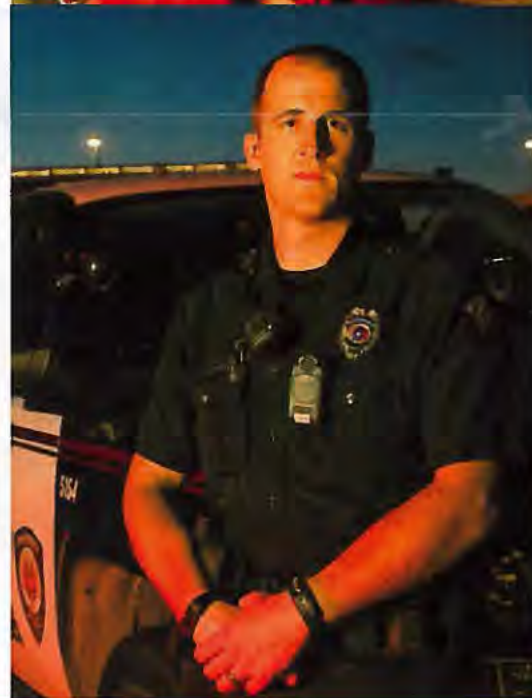
#### *Typical warning signs of a natural gas pipeline release*

- Whistling or hissing sound
- Distinctive, strong odor, often compared to rotten eggs (some lines may be unodorized)
- Dense fog, mist or white cloud
- Bubbling in water, ponds or creeks
- Dust or dirt blowing up from the ground
- Discolored or dead vegetation above the pipeline right of way
- Loud roaring or explosive sound
- Very large flames and loud roaring noise

### Video 3: Liquids Pipelines & Hazards of Liquids

#### *Warning signs of a liquids pipeline release*

- Dead or discolored vegetation
- Sheens on water or flat surfaces
- Pools of liquid not usually present along the right of way (ROW)
- Vapor cloud or mist
- Dirt being blown into the air
- Fire coming from the ground
- Presence of construction equipment near the ROW
- Distinctive hydrocarbon odor
- Hissing or roaring sound







## WHAT TO DO IF THERE IS A PIPELINE EMERGENCY

- Immediately evacuate the area
- Do not start or turn off motor vehicles or electrical equipment
- Move far enough away from the noise until you can have a normal conversation
- Discourage others from entering the area
- From this safe location, call 911 (if they have not already been contacted)
- Notify the operator of the pipeline
- Do not attempt to operate any pipeline valves or equipment

## Video 4: Preparation & Resources

*Preparing and planning in advance of pipeline emergency is critical to safe and effective response.*

- Know the pipeline operators and how to contact them
- Know the type of pipeline, product transported and associated risks
- Know the route of pipelines and facility locations within your jurisdiction

Educate yourself with free training and resources

- Online training at [pipelines.training](https://pipelines.training)
- Maps of pipelines at [npms.phmsa.dot.gov](https://npms.phmsa.dot.gov)





#### Video 5: Emergency Response Roles

- **9-1-1 dispatcher:** Gathers and relays critical information
- **Firefighter:** Secures the area
- **Pipeline operator:** Controls release of product
- **Law enforcement:** Assists in site security and evacuation
- **Emergency medical services:** Provides medical aid
- **Emergency management:** Coordinates community response

#### Video 6: Incident Management Best Practices

##### *Effective incident management tools*

- Emergency Response Guidebook (ERG) [phmsa.dot.gov](http://phmsa.dot.gov)
- Incident Command Structure/National Incident Management System (ICS/NIMS) [training.fema.gov](http://training.fema.gov)

Watch the Shoulder to Shoulder video series at  
**[shoulder2shoulder.tv](http://shoulder2shoulder.tv)**

[ingaa.org/emergencyresponse](http://ingaa.org/emergencyresponse)  
[aopl.org/emergencyresponse](http://aopl.org/emergencyresponse)  
[api.org](http://api.org)  
[phmsa.dot.gov](http://phmsa.dot.gov)





## HAZARDOUS MATERIAL QUICK GUIDE

| PRODUCT  | LEAK TYPE | VAPORS   | HEALTH HAZARDS  |
|--|-----------|--|---|
| Highly Volatile Liquids [such as: butane, propane, ethane, propylene, and natural gas liquids (NGL)] | Gas       | Initially heavier than air, spread along ground and may travel to source of ignition and flash back.   | Will be easily ignited by heat, sparks or flames and will form explosive mixtures with air. Vapors may cause dizziness or asphyxiation without warning and may be toxic if inhaled at high concentrations. Contact with gas or liquefied gas may cause burns, severe injury and/or frostbite. Fire may produce irritating and/or toxic gases.             |
| Natural Gas  | Gas       | Lighter than air and will generally rise and dissipate.  | Will be easily ignited by heat, sparks or flames and will form explosive mixtures with air. Vapors may cause dizziness or asphyxiation without warning and may be toxic if inhaled at high concentrations. Contact with gas or liquefied gas may cause burns, severe injury and/or frostbite.   |
| Flammable Gases [such as: acetylene, butadiene, and ethylene]  | Gas       | Vapors from liquefied gas are initially heavier than air, spread along ground and may travel to source of ignition and flash back.   | Will be easily ignited by heat, sparks or flames and will form explosive mixtures with air. Vapors may cause dizziness or asphyxiation without warning and may be toxic if inhaled at high concentrations. Contact with gas or liquefied gas may cause burns, severe injury and/or frostbite. Fire may produce irritating and/or toxic gases.             |
| Carbon Dioxide (CO <sub>2</sub> )  | Gas       | Vapors from liquefied gas are initially heavier than air and spread along ground.  | Product is a simple asphyxiant and non-flammable. Vapors may cause dizziness or asphyxiation without warning and may be toxic if inhaled. Contact with gas or liquefied gas may cause burns, severe injury and/or frostbite.  |
| Nitrogen   | Gas       | Initially heavier than air and spread along ground.  | Product is a simple asphyxiant and non-flammable. Vapors may cause dizziness or asphyxiation without warning and may be toxic if inhaled.   |
| Ammonia  | Gas       | Vapors are lighter than air and will generally rise and dissipate. In presence of moisture, vapors become heavier than air and may spread along ground.  | Vapors are toxic and may be fatal if inhaled, ingested or absorbed through skin. Vapors are extremely irritating and corrosive. Contact with gas may cause burns, severe injury and/or frostbite.   |
| Hazardous Liquids [such as: crude oil, diesel fuel, jet fuel, gasoline, and other refined products]  | Liquid    | Initially heavier than air and spread along ground and collect in low or confined areas. Vapors may travel to source of ignition and flash back. Explosion hazards indoors, outdoors or in sewers. | Inhalation or contact with material may irritate or burn skin and eyes. Fire may produce irritating, corrosive and/or toxic gases. Vapors may cause dizziness or suffocation. Runoff from fire control or dilution water may cause pollution.   |
| Methanol   | Liquid    | Vapors from liquefied gas are initially heavier than air, spread along ground and may travel to source of ignition and flash back.   | Toxic, may be fatal if inhaled, ingested or absorbed through skin. Inhalation or contact will irritate or burn skin and eyes. Fire will produce irritating, corrosive and/or toxic gases. Vapors may cause dizziness or suffocation. Runoff from fire control or dilution water may cause pollution. Runoff to sewer may create fire or explosion hazard. |
| Carbon Monoxide  | Gas       | Vapors from liquefied gas are initially heavier than air and spread along ground. Vapors may travel to source of ignition and flash back.  | Toxic, may be fatal if inhaled, ingested or absorbed through skin. Contact may cause burns, severe injury and/or frostbite. Fire will produce irritating, corrosive and/or toxic gases. Flammable, may be ignited by heat, sparks or flames. Runoff from fire control may cause pollution.  |

\* Source: U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration 2016 Emergency Response Guidebook.

The U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA) provides a free, mobile web app of its Emergency Response Guidebook 2016 (ERG). This web app provides firefighters, police and other emergency responders' hazardous material response information, evacuation tables and standard response procedures for gas and liquid pipeline incidents.

Links to download this software are available from the Apple iTunes website at [ERG 2016 for iPhone](#) and from the Google Play website at [ERG 2016 for Android](#). In addition, a version of the ERG is available in NLM's Wireless Information System for Emergency Responders ([WISER](#)) application. An instructional video for learning how to use the ERG2016 is also available on PHMSA's website ([www.npms.phmsa.dot.gov](http://www.npms.phmsa.dot.gov)).





### GUIA BREVE DE MATERIAL PELIGROSO

| PRODUCTO   | TIPO DE FUGA | VAPORES  | PELIGROS PARA LA SALUD  |
|--|--------------|--|---|
| Líquidos Altamente Volátiles [Tales Como: Butano, Propano, Etano, Propileno y Líquidos de Gas Natural (NGL)]                         | Gas          | Inicialmente es más pesado que el aire, se esparce en el suelo y puede viajar hasta la fuente de incendio y causar un retroceso de llamas. El Producto no tiene color, sabor ni olor.  | Son muy fáciles de incendiarse con el calor, chispas o llamas y forman una mezcla explosiva con el aire. Los vapores pueden causar mareos o asfixia sin dar ningún aviso y pueden ser tóxicos si se inhalan en concentraciones grandes. El contacto con gas o con gas líquido puede causar quemaduras, heridas graves y/o congelamiento. El fuego puede producir irritación y/o gases tóxicos.  |
| Gas Natural  | Gas          | Es más liviano que el aire y generalmente se eleva y se disipa. Se puede acumular en espacios confinados y viajar hasta fuentes de encendido.  | Son muy fáciles de incendiarse con el calor, chispas o llamas y forman una mezcla explosiva con el aire. Los vapores pueden causar mareos o asfixia sin dar ningún aviso y pueden ser tóxicos si se inhalan en concentraciones grandes. El contacto con gas o con gas líquido puede causar quemaduras, heridas graves y/o congelamiento.  |
| Gases Inflamables [Tales Como: Acetileno, Butadieno y Etileno]   | Gas          | Los vapores de los gases licuados son inicialmente más pesados que el aire y se propagan cerca del suelo.  | Son muy fáciles de incendiarse con el calor, chispas o llamas y forman una mezcla explosiva con el aire. Los vapores pueden causar mareos o asfixia sin dar ningún aviso y pueden ser tóxicos si se inhalan en concentraciones grandes. El contacto con gas o con gas líquido puede causar quemaduras, heridas graves y/o congelamiento. El fuego puede producir irritación y/o gases tóxicos.  |
| Bioxido de Carbono (CO <sub>2</sub> )  | Gas          | Inicialmente es más pesado que el aire y se esparce en el suelo.   | El producto es un simple asfixiante y no es inflamable. Los vapores pueden causar mareos o asfixia sin dar ningún aviso y pueden ser tóxicos si se inhalan. El contacto con gas o con gas líquido puede causar quemaduras, heridas graves y/o congelamiento.  |
| Nitrógeno  | Gas          | Inicialmente es más pesado que el aire y se esparce en el suelo.   | El producto es un simple asfixiante y no es inflamable. Los vapores pueden causar mareos o asfixia sin dar ningún aviso y pueden ser tóxicos si se inhalan.   |
| Amoniaco   | Gas          | Los vapores son más livianos que el aire y generalmente se elevan y se disipan. Cuando hay humedad presente, los vapores se convierten más pesados que el aire y se pueden esparcir a lo largo del suelo o hasta las áreas bajas donde estos pueden ocasionar riesgos al ser expuestos.    | Los vapores son tóxicos y pueden ser fatales si se inhalan, ingieren o si son absorbidos por la piel. Los vapores son extremadamente irritantes y corrosivos. El contacto con gas puede ocasionar quemaduras, lesiones graves y/o congelación de la piel.   |
| Líquidos Peligrosos [Tales Como: Petróleo Crudo, Combustible Diesel, Combustible Para Aviones, Gasolina y Otros Productos Refinados] | Líquido      | Inicialmente es más pesado que el aire, se esparce en el suelo y se acumula en lugares bajos y confinados. Los vapores pueden viajar hasta la fuente de incendio y causar un retroceso de llamas. Peligro de explosión en interiores, exteriores o en alcantarillados.                     | La inhalación o el contacto con esta materia pueden irritar o quemar la piel y los ojos. El fuego puede producir gases irritantes, corrosivos y/o tóxicos. Los vapores pueden causar mareos y asfixia. Los residuos del fuego controlado o del agua diluida pueden causar contaminación.  |
| Metanol  | Líquido      | Inicialmente es más pesado que el aire, se esparce en el suelo y se acumula en lugares bajos y confinados. Los vapores pueden viajar hasta la fuente de incendio y causar un retroceso de llamas. Peligro de explosión y de envenenamiento en interiores, exteriores o en alcantarillados. | Tóxicos y pueden ser fatal si es inhalado, ingerido o absorbido a través de la piel. La inhalación o el contacto pueden irritar o quemar la piel y los ojos. El fuego puede producir gases irritantes, corrosivos y/o tóxicos. Los vapores pueden causar mareos y asfixia. Los residuos del fuego controlado o del agua diluida pueden causar contaminación. Los residuos que llegan hasta los alcantarillados pueden crear un peligro de fuego o de explosión. |
| Monóxido de Carbono  | Gas          | Los vapores de los gases licuados son inicialmente más pesados que el aire y se propagan cerca del suelo. Los vapores pueden llegar hasta las fuentes de encendido y ocasionar que el fuego retroceda.   | Son tóxicos, pueden ser fatales si se inhalan, ingieren o si son absorbidos por la piel. El contacto puede ocasionar quemaduras, lesiones graves y/o congelación de la piel. El fuego puede producir gases irritantes, corrosivos y/o tóxicos. Son inflamables, se pueden incendiar con el calor, chispas o con llamas. Los residuos descartados por el control de fuegos pueden causar contaminación.  |

\* Fuente: U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration 2016 Emergency Response Guidebook.

La Administración de Seguridad de Materiales Peligrosos y de Líneas de Tuberías ("PHMSA" por sus siglas en inglés) del Departamento de Transporte de los Estados Unidos ofrece una aplicación web gratis de su Guía de Respuesta de Emergencias 2016 ("ERG" por sus siglas en inglés). Esta aplicación web proporciona a los bomberos, la policía y a otros respondedores de emergencias información de respuesta de materiales peligrosos, tablas de evacuación y procedimientos estándares de respuesta a incidentes en las líneas de tuberías de gas y de líquidos.

Los enlaces para descargar este programa (software) están disponibles en el sitio web de Apple iTunes en [ERG 2016 para iPhone](#) y desde el sitio web de Google Play en [ERG 2016 para Android](#). Además, una versión del ERG está disponible en la aplicación del Sistema de Información Inalámbrico para los Respondedores de Emergencias ("WISER" por sus siglas en inglés). También hay disponible un video de instrucciones para aprender a utilizar el ERG 2016 en el sitio web de PHMSA ([www.npms.phmsa.dot.gov](http://www.npms.phmsa.dot.gov)).



CITY OF PALO ALTO, CA  
CITY CLERK'S OFFICE  
18 AUG -7 AM 9:43

Dear City Council members,

My name is Jacqueline  
[REDACTED] & i'm in fifth grade  
soon-to-be-castilleja-student.  
When I first heard about the  
debate to whether or not let  
castilleja increase its enrollment  
& the underground parking,  
I really wanted to help out.  
So I decided to make a letter  
to you supporting castilleja's  
proposal. Anyway here it is!

Castilleja. Only all-girls middle  
-school & high-school in the bay  
area. Underground parking. Increasing  
enrollment. These changes shouldn't  
matter to the people other than  
the school. It's ok for the neighbors  
but the pressure from outside the  
neighborhood, that's way too  
much. This school has been  
standing for over 110 years. The  
school needs to have its right  
to get these new things as

Well as a new building to cover the buildings that the classrooms are in to make the new building stand for 100+ years more. I think you should let Castilleja do this because, the number of car trips will stay the SAME, they are not eliminating as many trees as you think they are, & people are making it harder & saying that Casti is not doing the things they were supposed to do to be able to do this.

I think that Casti should be able to make its changes throughout the school. My first reason is that the number of car trips will stay the same. If the enrollment goes up, the car trips will stay the same & not a lot of traffic. The cars will be out of sight underground & will not go in the way of the neighborhoods members. Also, every single student does not get driven by car, lots



of students choose to be picked up by the bus that can take them to school. I don't know why this is a problem for people, because some cars will be in the underground parking & out of sight & some kids get driven by car.

I think casti should be allowed to make its changes throughout the school because they are not eliminating as many trees as you think they are. Some people have said "Castilleja is moving 168 trees!" which is NOT true. Castilleja is not moving or damaging 168 trees! Their plan is to move only 6 TREES! They are also adding 20 NEW trees! How is helping the environment bad? They want to keep the rest of the trees untouched except for the 6 trees they are moving & the 20 they are adding.

I think that Castilleja should be allowed to make its

Changes throughout the school. My last reason is that people are making it harder for castilleja, that castilleja is not doing the things they are supposed to do, to do these transitions. First of all, they DID engage the community about this & held more than 30 community meetings since 2012. People are also saying "If they want to increase their enrollment then they should split their campus." After more than 100 years in its current location, that's not a viable option because splitting will be the least environmentally sustainable option, adding traffic in the neighborhood & around Palo Alto. The neighborhoods suggestions are gonna cause more traffic not prevent it.

Lastly, I think that you should let castilleja do its changes for the school. Because the number of cartrips will stay



the same, they are not moving  
as many trees as you think they  
are, & people are saying they  
are not doing the things  
they are supposed to do. They  
really earn it. Give them a chance  
please.

Best, Jacqueline

