

Special Meeting
January 20, 2015

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The City Council of the City of Palo Alto met on this date in the Council Chambers at 6:06 P.M.

Present: Berman, Burt, DuBois, Filseth, Holman, Kniss, Scharff, Schmid, Wolbach

Absent:

Study Session

1. Palo Alto Bicycle Boulevard Program Summary.

Jaime Rodriguez, Chief Transportation Official, reported in 2010 the City began the process of updating its Bicycle and Pedestrian Transportation Plan (Plan). A Plan was needed to qualify for regional funding sources. The community wanted a pedestrian component to the Plan. The Plan was a vision of where facilities should be located; however, those locations could always be changed. Concept Plan Lines were the first attempt to locate facilities. A dozen projects were in progress. Staff wanted to address concerns of the community in developing the Plan. The community wanted more east-west connections. The City received a grant to consider trail connections across Matadero Creek; however, the community was not interested in that project. As a result, Staff created the Matadero Midtown Project. There were significant corridor projects along Charleston-Arastradero Road. The City needed to improve infrastructure in order to encourage the employees of private partners to ride to work. Google funded many projects in south Palo Alto. For community outreach, Staff organized weekend bicycle ride-alongs, staffed a table at the farmer's market in the spring, launched online GIS interactive mapping tools, and held traditional meetings. Community interest determined which projects Staff refined and which projects Staff dropped. The goal of the Bicycle Boulevard Program in 2015 was to present Concept Plan Lines for all 24 projects to the Council for consideration and approval. Once the Council approved Concept Plan Lines, Staff would invest many resources in turning them into designs.

Grants were available for shovel-ready projects, meaning the City had to complete the engagement process and environmental studies and have plans ready to build. Staff would present a Concept Plan Line for the Charleston-Arastradero Project in February 2015 to the Planning and Transportation Commission (P&TC) and in March or April to the Council. The City had secured \$9 million in grant funds for the Adobe Creek-Highway 101 Bike Bridge. That would probably be the largest single project over the next five years. The Churchill Avenue Project would qualify for the Active Transportation Program; therefore, Staff was investing resources to ensure that project was ready for the competition.

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Residents living along Matadero Creek were interested in the Matadero Creek Trail Project. Staff worked with Midtown residents to develop a Citizens Advisory Committee (CAC) who would help shape the project and identify design alternatives. The Planning Director would review CAC applications in the next weeks and name committee members. In 2014, the Bikeways Bill stated that a project with an engineering stamp could be implemented if the governing body adopted a resolution of design guidelines other than the State standards. The National Association of City Transportation Officials had developed a different design policy for pedestrian and bicycle facilities. Staff would present a Resolution to the Council for adoption in the spring. The Concept Plan Line for Middlefield Road would extend bicycle lanes to the southern border of Mountain View. Staff had identified significant capital improvements and potential real estate improvements needed for that project. Staff was identifying capacity improvements at Cubberley and Montrose in order to add left-turn lanes into those facilities in response to community comments. Staff did not want to remove parking, but space was needed to add bike lanes. Staff was reviewing areas to highlight green bicycle lane facilities to identify conflict zones. The Concept Plan Lines were not 100 percent engineering detailed, but they provided enough detail that people could understand the concepts. If the Council approved those Concept Line Plans, then the City would invest hundreds of thousands of dollars to turn them into true design plans that were shovel-ready for grant competitions. The Safe Routes to School Program drove the need for change in the Bicycle Boulevard Program. Walk and Roll Maps for every school in Palo Alto were used to prioritize Bicycle Boulevard Projects. Palo Alto utilized more experimental bike materials than any other city in the region. Staff invited vendors to propose new products so that Staff could understand the lifecycle benefit costs of materials and select materials that would provide the longest cost-benefit impact. The City was a leader in the design and deployment of bicycle corral parking around the region. Some of the first bicycle traffic signal facilities were installed at Alma Street and Lytton Avenue. By having those materials and facilities, the community could see and understand them and provide input. Many times programmatic work in education was much more effective than building facilities.

Staff adopted a national approach in providing consist messages to cyclists. The City partnered with the Silicon Valley Bicycle Coalition to develop ads, which were showing up in other parts of California. The City did not have technology to track bicycle and pedestrian activity within the community. People physically counted cyclists and pedestrians and sometimes cars at intersections. The City received a \$100,000 grant to pay for bicycle and pedestrian video-based counters which would be cost effective for deployment around the City.

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First, new technology would be utilized to count bicycles and pedestrians. The next generation of software would be able to count vehicles. In 2015, all 24 Concept Plan Line Projects would be presented to the Council for approval. The Churchill Avenue Project was funded through the design phase. The Maybell Project did not have design funding at the current time. Engaging the community for all 24 projects simultaneously would not be productive; therefore, Staff would choose key projects to move forward. Greer Road was a great project to consider advancing to a bicycle boulevard design phase. Within Barron Park, residents were concerned about the lack of safe facilities for pedestrians. South Palo Alto was a prime location for designing with partners. Northern Palo Alto needed east-west connections, beginning with the Homer-Channing Enhanced Bike Lane.

Council Member Kniss asked if the glass beads were the same as those used in the sidewalk on California Avenue.

Mr. Rodriguez advised that the beads were not glass, but preformed thermoplastic.

James Keene, City Manager, clarified that beads used in sidewalks along California Avenue were completely different from those used in bike projects.

Council Member Kniss asked if the beads had sharp edges.

Mr. Rodriguez answered no, because they were located in the roadway.

Council Member Kniss noted that continuous streams of bicyclists did not stop at stop signs along Churchill Avenue in the morning, and asked Mr. Rodriguez to comment on that.

Mr. Rodriguez recognized that bicyclists did not always obey stop signs. Staff discovered that a critical mass of cyclists often did not stop. The Police Department enforced and issued citations for failure to stop. The Police Department also recognized it was more unsafe for a large group of cyclists to try to stop. Staff attempted to identify corridors where relaxed enforcement was needed. Most residents knew which streets to avoid by time of day.

Council Member Kniss mentioned that some residents along Bryant Street did not want colors on the street.

Mr. Rodriguez explained that Staff felt there would be value in having a consistent look and feel for bicycle boulevards around town; however, the community did not support that concept.

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Residents in the Old Palo Alto part of Bryant Street did not want greenback sharrows. Staff had removed them from the project.

Vice Mayor Schmid liked the ten-step plan for projects. While some people did not want road markings, they did make people aware of bicyclists. Integration of the Plan with the infrastructure program would provide the Plan with a long-term funding source. The Staff Report stated numbers were increasing, but there were no numbers. Staff would obtain counts with the use of new technology. It would be nice to have a sense of the impact bike projects made. He did not find many pedestrian features in the Plan, and questioned whether elements should reflect the needs of walkers and joggers. The map contained a great deal of information. Perhaps maps could be segregated by completed projects, projects in progress, and future projects.

Council Member DuBois encouraged Staff to be sensitive to context when placing sharrows or markings in neighborhoods. He inquired about the process for determining the number and location of signs.

Mr. Rodriguez indicated the process varied by corridor. Concept Plan Lines did not state where every sign would be placed. In the design phase, Staff would consolidate signs and place them in highly visible areas.

Council Member DuBois requested the current status of the Matadero Creek Project.

Mr. Rodriguez reported the CAC application deadline was the prior week. The Planning Director would review recommended applications in the next few weeks. In February, Staff would begin meeting with the CAC to educate them on projects and background. He hoped the CAC would assist Staff with sharing presentations for and shaping information with the community.

Council Member DuBois commented that the City needed to balance the needs of cars with bikes; some residents held the perception that Staff was worsening traffic on purpose. He could not locate Middlefield on the bike lane map, and asked if it was part of the Plan. It would be more logical to keep bikes on Ross Road and Bryant Street rather than Middlefield Road.

Mr. Rodriguez advised that Staff was closing gaps and extending bike lanes in the corridor and planned to extend bike lanes to Mountain View. Staff did their best to balance the needs of vehicles with bikes and considered all perspectives in plans.

MINUTES

Council Member DuBois stated the City could not legally keep bicycles off streets. Perhaps the City could designate some streets for primarily vehicle use. The City should alert people to bike boulevards and their location, so they could stay off dangerous streets.

Mr. Rodriguez explained that each project was greatly individualized. The City did not have a strong signage network yet, but was implementing signage in pieces. Staff could institute simple fixes immediately, but could not sign a project until the facility was in place. Progress was more important than perfection.

Council Member DuBois suggested moving a section of the Plan from Alma Street to a less busy street. He requested more information regarding the pedestrian/bike counting technology. He was interested in new technologies to measure vehicle traffic, specifically cut-through traffic at more locations.

Mr. Rodriguez indicated Staff's vision was to tie individual projects to other programs. Any project had to provide an open data source so that data could be collected and shared. The City needed community support to begin moving projects forward.

Council Member Wolbach remarked that Staff was moving from experimentation to data collection to mass implementation. He inquired whether data indicated sharrows were ready for mass implementation. Both consistency and context were important.

Mr. Rodriguez was utilizing a common sense approach. A sharrow was an approved traffic control device. He wanted to collect data over a year's time with respect to greenback sharrows. As long as the City had engineering approval and a resolution adopting nontraditional California Design Center policies, Staff could implement and were implementing tools. Staff was working on a Resolution to present to the Council in the spring. Some projects should be submitted to an experimental phase before implementation.

Council Member Wolbach noted Boulder, Colorado, had 3 percent more bicycle commuters than Palo Alto. He asked if the City could emulate any of Boulder's programs to increase the number of bicycle commuters.

Mr. Rodriguez did not want to compare Palo Alto to other cities, but wanted other cities to compare themselves to Palo Alto.

Council Member Wolbach encouraged the Council and Staff to notice what was occurring in other cities and to discuss whether projects from other cities could be translated to Palo Alto.

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The Plan and Safe Routes to School were closely integrated. He inquired whether increasing adult bike use for commuting to work was important in the Plan.

Mr. Rodriguez reported an average of 40-45 percent bike ridership for kids to school. Those numbers translated to cars not on the road. He would rather sacrifice someone's commute for 2 minutes to ensure student pedestrians and bicyclists were safe.

Council Member Wolbach wanted to know how the City could increase biking to work as a parallel component to biking to school.

Mr. Rodriguez felt the City needed to lead with more transportation demand strategies. Development of a Transportation Management Agency (TMA) was a good opportunity to change the development of projects. Getting kids to bike would lead to adults biking.

Mr. Keene added that another component was communicating and imprinting the network as it evolved so that users knew how to use it. The City had a public communications campaign for implementing projects. Most bike commute cities were college towns. The City was on the cusp of having moms and commuters using bikes.

Council Member Burt commented that while Palo Alto was a college town, Stanford University was not included in the City's data. On the other hand, Palo Alto's climate and topography was much better than Boulder's. Palo Alto should be more bike-friendly. Copenhagen was a better city for comparison with Palo Alto, and Copenhagen had a bike commute rate of 50 percent. If 20 percent of commuters in Palo Alto shifted to bicycles, it would have a drastic impact on traffic and parking. He suggested Staff utilize a metric of the types of favorable impacts on traffic and parking resulting from milestones in mode shift. Shifting away from car use would benefit the entire community. Without the Safe Routes to School Program, the commute hour would be gridlock. Biking was an essential method for maintaining a high quality of life in the community. Mr. Rodriguez and others supporting him deserved a great deal of credit for being extremely productive. The Council and Staff should respond to community input and attempt to identify solutions. The City lacked off-road biking corridors and paths. The Matadero Creek Project had challenges, but it would be important as an alternative to bike travel on busy streets.

The Plan map should be legible and include definitions of facility classes. While grant funding did not drive projects, it did enable projects. The health benefits of biking were important. Biking was often faster than taking a car.

MINUTES

Council Member Filseth inquired about literature regarding measurement of the impact of sharrows.

Mr. Rodriguez could provide studies regarding the effectiveness of sharrows if the Council was interested. Sharrows were not detrimental as an extra measure of guidance. There was not a quantifiable number indicating sharrows were safer than other measures or safer than the lack of signage. Studies did indicate some safety benefit from the use of sharrows.

Council Member Filseth inquired about the strategy for Alma Street/El Camino Real relative to bikes.

Mr. Rodriguez reported Staff's goal was to improve parallel routes on Park Boulevard and Bryant Street and direct people to those routes. In the prior 4 1/2 years, the City had received \$19 million in grants for projects. If the City did not invest in design, then it could not compete for grants.

Council Member Filseth was surprised by the amount of discussion of sharrows. If Staff could provide studies demonstrating their effectiveness, it could change public opinion.

Council Member Scharff noted Google had partnered with the City regarding bike infrastructure. He inquired whether Staff had contacted Facebook regarding the trail to Menlo Park. That trail would be a good commute route.

Mr. Rodriguez advised that outreach to Facebook had diminished since Facebook moved away; however, Staff could resume contact with Facebook.

Council Member Scharff felt an off-road trail along Matadero Creek would be great for the community. He preferred the off-road trail along Churchill Avenue, but access to it from Alma Street was awkward. He asked if that could be corrected.

Mr. Rodriguez explained that Alma Street was a challenge. He hoped the City and Caltrain could make grade-separation improvements along Alma Street. Any project there would have to include Caltrain.

Council Member Scharff liked the contraflow lane from the Homer tunnel. Projects were innovative and actual improvements.

Council Member Berman was impressed by Staff's community outreach efforts and response to community input. Success of the Plan would improve the quality of life for all Palo Alto residents by decreasing the amount of traffic.

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He was also impressed by the use of technology to obtain data. He inquired whether Staff had any plans to encourage cyclists to utilize bike lanes rather than sidewalks.

Mr. Rodriguez explained that the Vehicle Code was contradictory in stating that cyclists 12 years old and younger were allowed to ride on sidewalks and that cyclists over 12 years of age could ride on sidewalks if they were uncomfortable riding in the street. Staff had been experimenting with different types of messages to encourage cyclists to walk their bikes on sidewalks. Giving cyclists an alternative to riding on sidewalks was important.

Council Member Berman agreed the Vehicle Code was ambiguous. He asked if experimental materials were provided free of charge to the City.

Mr. Rodriguez answered yes. The City paid for the cost of traffic control to deploy materials.

Council Member Berman felt the projects would provide positive impacts.

Mayor Holman was pleased Staff was experimenting with improvements. She asked if Concept Plan Lines would be presented to the Parks and Recreation Commission.

Mr. Rodriguez reported Staff would present select projects to the Parks and Recreation Commission in an effort to streamline the outreach process. The Parks and Recreation Commission had supported the Plan overall and provided a great deal of input to the Plan.

Mayor Holman asked if the green color of sharrows was universal or if the community could provide input.

Mr. Rodriguez advised that the color complied with Federal Highway Administration standards. A different shade or color could be used if the community and the Council preferred.

Rob Robinson indicated the packs of bicyclists were regulated by train traffic. Park Street carried 50 percent more bicycle traffic than Bryant Street. The bicycle counts were amazing.

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Special Orders of the Day

2. Recognition of Mitchell Park Library and Community Center Grand Opening Volunteers.

Eric Howard, Library Assistant Director, read a message from the Library Director. The Grand Opening was a success with at least 5,500 people attending. Of the 77 volunteers, 45 were teens and 32 were adults, and all worked a total of approximately 345 hours. Volunteers would be needed for the opening of Rinconada Library on February 14, 2015. He showed a video of the Grand Opening festivities. He thanked the volunteers for their efforts.

Council Member Berman was impressed by the enthusiasm of the volunteers and their offers of assistance at the Grand Opening.

Mayor Holman noted the volunteers encouraged attendance at the Grand Opening. Approximately 1,000 new library cards were issued prior to the Grand Opening and more than 300 at the Grand Opening. She appreciated the volunteers' efforts and support.

Mr. Howard invited the public to attend the reopening of Rinconada Library.

James Keene, City Manager, added the reopening was scheduled for February 14, 2015.

Mayor Holman understood Rinconada Library would be another success in the Library Program.

Mr. Howard reported the ceremony would begin at 11:00 A.M. and activities would extend until 4:00 P.M. with closing scheduled for 6:00 P.M.

City Manager Comments

James Keene, City Manager, announced the City's Mobile Emergency Operations Command Center (MEOCC) would be the featured exhibit at the Western Region Conference of Association of Public Safety Communications Officials in April 2015. The State Department of Housing and Community Development certified the City's Housing Element as compliant with State law earlier in the day. As part of Our Palo Alto, Peter Kageyama would speak about ways to engage the community and to celebrate Palo Alto on February 19 and 20, 2015.

Mayor Holman inquired about the time and location for Mr. Kageyama's talk.

Mr. Keene advised that almost all events would occur at Mitchell Park Community Center.

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Mayor Holman thanked Planning Director Gitelman and Staff Member Tim Wong for their work on the Housing Element.

Oral Communications

Ken Horowitz advised that Hudson Pacific Properties placed bids for more than 3 million square feet of commercial space. The Council needed to know this information in relation to the Mayor's concerns about retail space converting to office space.

Winter Dellenbach was heartened by Supervisor Simitian's proposal regarding Buena Vista Mobile Home Park. Supervisor Simitian was interested in discussing the long-term viability of the mobile home park as deed-restricted affordable housing. The City should be involved in discussions.

Daniel Gold discovered the need for affordable housing in Palo Alto through participation in Airbnb.com. The City should not enforce its cease and desist letter to him while the City was discussing issues related to Airbnb rentals.

Cybele LoVuolo-Bhushan was pleased the City would most likely be retaining Buena Vista Mobile Home Park.

Bob Moss believed the City should reevaluate the need for hiring consultants. The lack of Staff time or experience was not a sufficient reason.

Don Anderson congratulated Supervisors Simitian and Cortese for their proposal of \$8 million for the purchase of Buena Vista Mobile Home Park. The City Council should also propose funds.

Consent Calendar

Herb Borock spoke regarding Agenda Item Number 5. He remarked that Emily Renzel had expressed concern about the proper procedure being followed. The following week's Agenda contained an item for approval of a grant that would pay part of the contract. The environmental section of the Staff Report seemed to be in progress. He recommended the Council remove Agenda Item Number 5 from the Consent Calendar and direct Staff to delay the implementation of the contract until the Council had reviewed the entire project.

Vice Mayor Schmid stated several public comments concerned paving of the sailing station parking lot. He inquired whether the Council would vote on that.

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James Keene, City Manager, explained that Agenda Item Number 5 pertained to a general contract related to a range of asphalt and construction components. He would not recommend removing the item from the Consent Calendar. As Mr. Borock noted, components of the project could be eliminated. City Staff would not proceed with the sailing station component until questions were resolved.

MOTION: Council Member Kniss moved, seconded by Vice Mayor Schmid to approve Agenda Item Numbers 3-7 including City Manager comments relating to the section of the contract on Agenda Item Number 5 pertaining to the Sailing Station Parking Lot.

Mayor Holman asked if Staff would have a process for Agenda Item Number 5 for the following week's discussion.

Mr. Keene believed that information would be available and could respond to public comment.

3. Resolution 9486 entitled "Resolution of the Council of the City of Palo Alto to Authorize the City Manager or his Designee to Purchase Greenhouse Gas Allowances to Satisfy the City's Cap-and-Trade Compliance Obligations for the Gas Utility in an Amount Not to Exceed \$4,000,000 per Year and for the Electric Utility in an Amount Not to Exceed \$250,000 per Year."
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MOTION PASSED: 9-0

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Action Items

8. Approval of Concept Plan Line and Implementation Plan for the Maybell Avenue Bicycle Boulevard and Churchill Avenue Enhanced Bikeway Projects.

Jaime Rodriguez, Chief Transportation Officer, reported that Maybell Avenue had been designated as a bicycle boulevard for several years. The goal of the Maybell Avenue Bicycle Boulevard Project was to extend the bicycle boulevard and connect it to other facilities. Staff wanted to extend the bicycle boulevard across El Camino Real onto El Camino Way to East Meadow Drive and to improve connections along Georgia Avenue and Donald Drive. Staff held four community meetings for the Maybell Avenue Project. Overall, the community supported the project, because the proposed facilities aligned with the vision of the Barron Park neighborhood. Community members preferred green facilities be located on El Camino Way, but not on Georgia Avenue and Donald Drive. El Camino Way contained a combination of residences and commercial spaces. Staff proposed the use of greenback sharrows. A bicycle lane could be added to the southbound approach without removing parking. On Maybell Avenue, the existing bike lane could be preserved, and sharrows could be utilized for the other direction. Staff was not proposing removal of any existing all-way stops along Maybell Avenue. Some areas of bicycle/pedestrian/automobile interaction could be improved; therefore, Staff proposed creating an intersection table. Barron Park did not have any sidewalk facilities, and community members indicated a desire for pedestrian and bicycle space. Existing pavement space could be stamped or colored to designate space for pedestrians and bicyclists. Marking that space would be determined in the design phase. Sharrows were a near-term option, and texturing or coloring pavement and raising the intersection were long-term options. At Georgia Avenue and Donald Drive, Staff heard concerns about speeding. Staff proposed traffic calming measures including speed tables and use of white sharrows. Staff proposed removing fences along and widening or realigning the Gunn High School spur path to make it safer. At Churchill Avenue, Staff proposed extending the existing Embarcadero Trail from Castilleja Avenue to El Camino Real and improvements at Castilleja Avenue where the bicycle boulevard intersected with Churchill Avenue to eliminate confusion at the El Camino Real intersection.

There was a great deal of community interest in safety for pedestrians, specifically implementing turn restrictions at key intersections. The community suggested increasing intersection visibility, moving bicyclists from the bike lane on Churchill Avenue to the trail behind Palo Alto High School, and adding crosswalks as traffic calming devices across Churchill

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Avenue. Beginning with the El Camino Real intersection, Staff envisioned extending streetscape improvements. This project would connect to the Stanford University Perimeter Trail Project at the Churchill Avenue intersection. Staff wanted to add a crosswalk on the north side of the El Camino Real intersection. The community was happy to learn one option was a new right-turn lane from Alma Street onto north El Camino Real. Staff wanted to ensure the Council concurred with that type of capacity approach. The City would need approval from Palo Alto Unified School District (PAUSD), Stanford University, and the California Department of Transportation (Caltrans) for that turn lane. At the intersection of Palo Alto High School and Castilleja Avenue, Staff proposed removing the crosswalk on the east side because of morning traffic congestion turning into Palo Alto High School. The bike lane would remain, but bicyclists would exit the bike lane ahead of the intersection. Staff proposed two new crossing guards to manage traffic at the intersection of Castilleja Avenue and Churchill Avenue. Because the community wanted to ensure crosswalks were highly visible, Staff proposed pedestrian-activated flashing beacon systems. Staff also proposed time-of-day parking restrictions along the frontage of Churchill Avenue between Castilleja Avenue and Mariposa Avenue. Staff also proposed a low, decorative rail along the north side of Churchill Avenue to restrict dangerous bicycle movements. The community suggested installing lighting. Sharrows could be added to El Camino Way in the next few months. The bicycle lane could also be added over the summer. Along Maybell Avenue, specific time-of-day parking restrictions could be implemented in the next few months. Along Churchill Avenue, the bike ramp exit to accommodate westbound bicyclists could be constructed for \$5,000-\$7,000 in 2015. Time-of-day parking restrictions along the south side of the street could also be implemented quickly. Staff requested the Council's approval for the projects. The Churchill Avenue Project was funded 100 percent through the design phase. With Council approval, Staff would begin discussions with Caltrans and begin larger design details. The Maybell Avenue Project was funded through the Concept Plan Line only. With Council approval, Staff would like to return in one to two months with a contract to complete design of the Maybell Avenue Bicycle Boulevard. Staff would begin the environmental assessment process for projects.

Mayor Holman interrupted the discussion for recognition of two guests.

Council Member Wolbach recognized Daniel and Nico, two Scouts who were earning merit badges.

Council Member DuBois indicated El Camino Way was heavily parked almost all day long. The street was narrow with cars parked on both sides. Removing parking there would force people to park in neighborhoods.

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He inquired whether children could be allowed to bike on the sidewalk for that block. He did not see any crosswalk updates at the end of El Camino Way.

Mr. Rodriguez reported the City had built a crosswalk with bulb-outs to extend the sidewalk into the street and installed a pedestrian-activated flashing beacon system at El Camino Way and James Road. At the El Camino Way and Meadow Drive intersection, Staff proposed significant improvements.

Council Member DuBois was referring to the intersection with El Camino Real.

Mr. Rodriguez stated Staff would texture and improve crosswalk facilities at the El Camino Way and Meadow Drive intersection.

Council Member DuBois remarked that the El Camino Way to El Camino Real crosswalk seemed very similar to the one at Churchill Avenue and El Camino Real.

Mr. Rodriguez explained that if the Council approved the Concept Plan Line, then Staff would immediately enter into contract negotiations with Caltrans to improve the intersection. Staff wanted to design that intersection with the intersection at Charleston/Arastradero Road.

Council Member DuBois requested Staff respond to public comment regarding the crosswalk at Gunn High School.

Mr. Rodriguez noted hundreds of kids used the crossing at Georgia Avenue to the Gunn Spur Path daily. A raised crosswalk would reduce speeds of both cars and bicyclists.

Council Member DuBois asked if side paths along Churchill Avenue were located on PAUSD property.

Mr. Rodriguez answered yes. The City would need PAUSD approval to encroach on its property.

Council Member DuBois inquired whether improvements could be refined or changed after implementation.

Mr. Rodriguez advised that changes would occur in the design phase. The City could change striping and signage after construction. Curb and gutter changes were more costly and harder to change after the design phase.

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Council Member Filseth asked if El Camino Way was sufficiently wide to add a bike lane.

Mr. Rodriguez believed a bike lane could be added if the travel lane and the parking lane were reduced. That would also force cars to drive slower.

Council Member Filseth inquired about the width of travel lanes if a bike lane was added.

Mr. Rodriguez indicated existing travel lanes would be reduced from 12-13 feet to 9 1/2 feet.

Council Member Filseth asked if El Camino Way would consist of a parking lane, a bike lane, and 9 1/2-foot travel lanes.

Mr. Rodriguez replied yes. Some time-of-day parking restrictions existed on El Camino Way between James Road and El Camino Real. During the design phase, Staff would study the ramifications of extending those time-of-day parking restrictions to Meadow Drive.

Council Member Filseth felt moving the crosswalk and the right cutoff into Palo Alto High School at the intersection with Churchill Avenue was a great idea.

Council Member Scharff asked if Staff was seeking Council approval to proceed with the Maybell Avenue Bicycle Boulevard and the Churchill Avenue Enhanced Bikeway Projects. He requested clarification of preliminary environmental assessment for the Maybell Avenue Bicycle Boulevard Project through Concept Plan Line development only.

Mr. Rodriguez sought Council feedback on the Concept Plan Lines. The Churchill Avenue Project was more refined than the Maybell Avenue Project because Staff needed time to develop a specific design for the Maybell Avenue Project. Staff proposed two options for the Maybell Avenue Project: sharrows only or stamped or colored asphalt. The Council could choose one of those options or direct Staff to return with different proposals.

Council Member Scharff inquired whether the City had funding for the Churchill Avenue Project.

Mr. Rodriguez responded no.

Council Member Scharff asked if Staff wanted Council approval of the near-term improvements.

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Mr. Rodriguez advised that Staff could install near-term improvements over the summer if the Council liked them.

Council Member Scharff requested Staff reiterate near-term improvements for the Churchill Avenue Project.

Mr. Rodriguez replied construction of the bicycle exit ramp and parking restrictions on the south side of Churchill Avenue between Castilleja Avenue and Mariposa Avenue.

Council Member Scharff stated other improvements would be designed as shown even though funding had not been identified. He asked if there were near-term improvements for the Maybell Avenue Project.

Mr. Rodriguez proposed either the sharrows option or a southbound green bike lane for the El Camino Way section.

Council Member Scharff reiterated the Council's policy choices for near-term improvements on Maybell Avenue were 1) doing nothing, 2) install sharrows, or 3) implement a southbound bike lane.

Mr. Rodriguez clarified those near-term improvements would be installed on El Camino Way. The other near-term improvement for the Maybell Avenue Project could be selective time-of-day restrictions for use by bicyclists and pedestrians only.

Council Member Scharff felt the Council could approve the Churchill Avenue Project near-term improvements. Community concerns regarding improvements for the Maybell Avenue Project were unclear. He inquired whether it was too early to implement parking restrictions.

Mr. Rodriguez explained that Staff would begin community outreach if the Council approved parking restrictions. If there was strong opposition, Staff would not implement parking restrictions. In the design phase Staff would report why they did not implement the parking restrictions to the Council. Staff needed time to refine the design concept and work on hours of restrictions with the community.

Council Member Scharff liked Staff's proposals for the Churchill Avenue Project. He requested the location of the smooth transition to the trail at the intersection of Churchill Avenue and Palo Alto High School.

Mr. Rodriguez advised that a bicyclist traveling from Alma Street would take the exit ramp and loop back.

Council Member Scharff stated no one would do that.

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Mr. Rodriguez remarked that the ramp was a community concern as well. Staff could construct a second ramp closer. Staff proposed a paved section that would connect back towards Embarcadero Road.

Council Member Scharff felt that would be a better alternative.

Mr. Rodriguez could do that over the summer if the Council approved it.

Council Member Kniss believed the green line on the map was the new bike route.

Mr. Rodriguez explained that would be the route for traveling east toward Alma Street.

Council Member Kniss asked if there would be dual bike lanes.

Mr. Rodriguez clarified that an existing bike lane was located on the north side of the street. The proposal would add a bike lane.

Council Member Kniss inquired whether a right-turn lane was proposed at El Camino Real.

Mr. Rodriguez answered yes.

Council Member Kniss asked if Caltrans funded improvements to El Camino Real.

Mr. Rodriguez reported Caltrans did not pay for anything. If the City wanted an improvement, the City had to design and fund it.

Council Member Kniss felt many streets would benefit from crossing lights, and asked how residents could request crossing lights.

Mr. Rodriguez was always interested in new crosswalks or lights to enhance existing crosswalks. Residents could contact the Transportation Division and make a request. The City set aside funds annually for improvements such as flashing beacons.

Council Member Kniss inquired whether State law designated a crosswalk without markings as a crosswalk.

Mr. Rodriguez replied yes. A crosswalk at an intersection did not have to be marked to be defined as a legal crosswalk. From a cost perspective, flashing beacons were difficult to apply across the City.

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Council Member Kniss asked if the County of Santa Clara (County) would fund City improvements in the County's jurisdiction.

Mr. Rodriguez commented that the County was easy to work with.

Council Member Burt recalled Mr. Rodriguez's comment that Staff needed to engage the community regarding time-of-day restrictions in the Churchill Avenue Project. He inquired whether the City could reduce the width of a parking strip as an alternative to a time-of-day restriction on parking.

Mr. Rodriguez reported that was a policy decision.

Council Member Burt encouraged Staff to consider that as an alternative for the north side of Churchill Avenue as the bike lane was narrow. During the commute hour along Churchill Avenue, vehicles often pulled into and blocked the bike lane to receive traffic citations. That was a dangerous situation for bicyclists. He suggested moving curbs back to create bike lanes. He inquired about the importance of greenback sharrows versus white sharrows on Maybell Avenue and whether that issue would be part of community outreach.

Mr. Rodriguez was not recommending greenback sharrows.

Council Member Burt found strategic signage to be valuable. Signage proliferation was bordering on pollution. Overall the projects were exciting.

Penny Ellson suggested sharrows be placed along Maybell Avenue from Thain Way to Donald Drive. The shared-use path also needed sharrows in both directions. Student cyclists exiting the Palo Alto High School driveway turned left onto the existing multiuse trail which placed them on the wrong side of the road at the Alma Street intersection. She liked the Castilleja Avenue intersection striping as it would encourage bicyclists to properly exit the driveway.

Robert Neff remarked that the proposed treatments on Churchill Avenue were appropriate for bicyclists leaving Palo Alto High School. The City should work with PAUSD to redesign the driveway. The proposal was a better way for bicyclists to move along El Camino Way towards Gunn High School.

Bob Moss believed adding a bike lane or sharrows to El Camino Way would make it difficult to share the street with vehicles. Vehicles would find it difficult to pass bicyclists with the requisite 3 feet of clearance along Maybell Avenue. He suggested Staff conduct traffic counts of bikes, pedestrians, and

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vehicles prior to installing improvements and during a six-month trial period of improvements.

Council Member Berman requested Mr. Rodriguez respond to Ms. Ellson's comments.

Mr. Rodriguez advised that proposals did not address the multiuse pathway. He agreed that signage was needed so that bikes and pedestrians were in the correct location. Sharrows next to that was a good idea, and Staff could include that in the design.

Council Member Berman asked if Staff had received community feedback concerning that. The side of the street without sharrows seemed to be mostly commercial space.

Mr. Rodriguez reported the curb-to-curb width of El Camino Way was 40 feet. The cross section contained 7-foot parking lanes, two 10-foot travel lanes, and a 6-foot bike lane.

Council Member Berman felt the changes along Churchill Avenue were good, and asked if the changes would take some of the PAUSD property.

Mr. Rodriguez clarified that the property was owned by Stanford University. Staff would negotiate with both Stanford University and PAUSD.

Council Member Berman inquired whether Staff had funding for Churchill Avenue improvements but not for Maybell Avenue improvements.

Mr. Rodriguez replied yes. The Maybell Avenue Project was funded through the Concept Plan Line stage. Staff could negotiate a contract for full design and present it to the Council for approval.

Council Member Berman asked if that would occur through the Budget process or a Budget Amendment Ordinance.

Mr. Rodriguez proposed utilizing funding from the Bicycle Program. The Council funded that with \$1.2 million per year for five years.

Council Member Berman encouraged Staff to return to the Council quickly for funding.

Mr. Rodriguez remarked that children on bikes typically remained in a designated bike lane rather than riding in the roadway or on sidewalks. Vehicles also respected a bike lane. Hopefully changes would alter students' behavior.

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Vice Mayor Schmid noted some public letters mentioned removal of parking spaces on Maybell Avenue in front of the handicap school, and asked if that was part of the proposal.

Mr. Rodriguez proposed time-of-day parking restrictions west of Amaranta Avenue which would not affect operations at the school.

Vice Mayor Schmid inquired whether those restrictions would interfere with cars in the right lane dropping off kids.

Mr. Rodriguez advised that people would not be able to park there to load and unload kids.

Vice Mayor Schmid believed cars attempting to move from the center to the restricted parking area would have to compete with kids on bikes.

Mr. Rodriguez explained that that was happening at the current time. If restrictions were instituted, Staff would work with PAUSD to ensure parents used other driveways to drop off students.

Vice Mayor Schmid asked if a crossing guard would be needed at that intersection to assist bicyclists with crossing the street.

Mr. Rodriguez stated a crossing guard was not assigned to the Amaranta Avenue crossing, but Staff could include that as part of the project.

Vice Mayor Schmid felt a bike lane would assist child bicyclists along El Camino Way during the commute hours. Data could be helpful in making a decision for that improvement. The Bus Rapid Transit (BRT) proposal would create bus stops just past intersections. He inquired whether BRT buses would restrict the right-turn flow such that traffic would back up into kids trying to cross streets.

Mr. Rodriguez reported the BRT project could support implementation of improvements across both Charleston Road and El Camino Way. The Santa Clara Valley Transportation Authority (VTA) committed to working with Staff to design and implement improvements. The bus stop would be on the far side of the intersection, so it would not block right turns off El Camino Real. It could block turns onto El Camino Real. Staff would need to work that out as part of the design.

Mayor Holman understood there would be dedicated bike access onto Castilleja Avenue from Churchill Avenue, and requested Mr. Rodriguez described improvements at that intersection.

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Mr. Rodriguez proposed a bulb-out on the southwest corner of the intersection. The sidewalk space where pedestrians waited to cross the street would be bumped out. There would be more green space, landscaping. On the other side of the street, Staff proposed only ramp improvements. A flashing beacon was proposed across Churchill Avenue.

Mayor Holman mentioned that Castilleja Avenue was more narrow than El Camino Way. She asked if Castilleja Avenue could tolerate a bulb-out at that corner. She suggested improvements be presented to the Parks and Recreation Commission for comment prior to finalization. She asked if Staff considered recommending one street for bicyclists as opposed to other streets.

Mr. Rodriguez would present the Park Boulevard Bicycle Boulevard to the Parks and Recreation Commission, because it would travel along the frontage of Peers Park. Some of the improvements Mayor Holman referenced were part of the Park Boulevard Bicycle Boulevard Project which would be presented to the Council in the spring. Staff was considering extending and widening the park as part of the Park Boulevard Bicycle Boulevard Project.

Mayor Holman supported the judicious use and placement of signage. She inquired whether any of the improvements would be implemented on a trial basis.

Mr. Rodriguez indicated any of the near-term improvements could be considered as trial projects. They could be changed if the Council or the community was not happy with them.

MOTION: Council Member Scharff moved, seconded by Council Member Kniss to approve the Maybell Avenue Bicycle Boulevard Project and the Churchill Avenue Enhanced Bikeway Concept Plan Lines and Implementation Plans and to move forward with near-term improvements to Churchill Avenue, near-term improvements to Maybell Avenue and additional near-term improvements to facilitate access to the bike trail from Churchill Avenue as bicyclists cross Alma Street.

Council Member Scharff believed both projects were good. He was hesitant about implementing time-of-day parking restrictions, but Staff indicated they would not implement that if the community opposed it.

Vice Mayor Kniss agreed Staff would notify the Council if improvements were not appropriate. Staff had been responsive to community feedback.

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Council Member DuBois requested his Colleagues propose an Amendment to capture the concerns along El Camino Way. He expressed concern about reducing the width and limiting parking.

Mayor Holman referenced the statement in the Staff Report regarding time-of-day parking restrictions on Maybell Avenue with additional outreach to affected residents, and asked if that addressed Council Member DuBois' concerns.

Council Member DuBois was concerned about El Camino Way. He inquired about options should the community oppose that proposal.

Mr. Rodriguez was not proposing an immediate implementation of parking restrictions on El Camino Way. Staff recommended striping changes. In the design phase, Staff could determine whether the community was interested in a trial period for time-of-day parking restrictions. He confirmed there were no recommendations to remove the parking on El Camino Way.

Council Member Berman suggested an Amendment to add sharrows on the Maybell Avenue Project from El Camino Real to Amaranta Avenue going west. He believed the community requested having sharrows going in both directions.

Mr. Rodriguez clarified that public comment was to extend sharrows from El Camino Real to Donald Drive.

Council Member Berman noted sharrows were already proposed from Amaranta Avenue to Donald Drive.

Mr. Rodriguez explained those were sharrows without textured or colored asphalt for pedestrians.

Council Member Berman wanted sharrows in both directions from El Camino Real to Donald Drive in addition to the shared pathway.

INCORPORATED INTO THE MOTION WITH THE CONSENT OF THE MAKER AND SECONDER to add consideration for sharrows going in both directions on Maybell Avenue from El Camino Real to Donald Drive.

Council Member Burt would support the Motion. Over the last 20 years, the City had had a significant increase in the percentage of students who biked to school, and a significant decrease in the percentage of students who drove to school.

Vice Mayor Schmid proposed an Amendment

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INCORPORATED INTO THE MOTION WITH THE CONSENT OF THE MAKER AND SECONDER to add to the Motion "giving special attention to options on El Camino Way".

Mr. Rodriguez interpreted that language to mean if Staff proceeded with other options, then they would consider impacts in a future phase.

AMENDMENT: Council Member DuBois moved, seconded by Council Member XX to remove sharrows in both directions on Maybell Avenue.

Council Member Scharff understood that before adding sharrows, Staff would perform outreach. If the community opposed sharrows, they would not be installed.

Council Member DuBois felt it was overly specific to direct Staff to install sharrows in both directions, and preferred Staff conduct outreach prior to deciding whether or not to install sharrows in both directions

AMENDMENT FAILED DUE TO THE LACK OF A SECOND

Mr. Rodriguez reported the near-term options proposed for Maybell Avenue would not include sharrows. Staff needed more outreach and community input. There was plenty of time to conduct outreach before completing design of the project.

Mayor Holman inquired whether Staff wanted the Motion to include language regarding community outreach.

Mr. Rodriguez answered no.

MOTION AS AMENDED PASSED: 9-0

9. Adoption of Procedure to Vote Before Holding Closed Sessions.

Council Member Scharff stated typically the Council did not have an opportunity to think about its reasons for moving into Closed Session. The proposal allowed the Council to have a contemplative moment and decide whether to move into Closed Session. All Council Members would be present on the dais to consider moving into Closed Session. The Policy and Services Committee reached a split vote on the issue.

Herb Borock agreed with the proposal. Currently the Council had to vote not to move into Closed Session. The proposal would change the meaning of a tie vote. The Council could delay moving into Closed Session in order to obtain an objective Staff Report of the history of an item. The public could have that Staff Report in order to advise the Council.

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Vice Mayor Schmid remarked that the proposal forced each Council Member to take a public position of whether he had sufficient information to move into a Closed Session. The Mayor should have the prerogative to impose a time limit of 1 minute for Council Member comments.

MOTION: Council Member Kniss moved, seconded by Council Member Scharff to amend Council Procedures to require that Council vote before going into Closed Sessions.

Council Member Kniss felt the proposal was a good idea. Council Member Berman and she had not voted on any item regarding John Arrillaga.

Council Member Burt advised that the proposal would cause the Council to be thoughtful and affirmative before moving into Closed Session. He expected it would result in fewer Closed Sessions.

James Keene, City Manager, added that the proposal would be an improvement of current practice and another advance in the City's focus on open government. The City of San Francisco was the only other jurisdiction requiring a vote to move into Closed Session.

Mayor Holman inquired whether a vote for Closed Session and the Closed Session be on the same Agenda.

Molly Stump, City Attorney, replied yes. The Closed Session Agenda Item would state vote to go into Closed Session. Normally that would occur with no comment and in less than 1 minute.

Mr. Keene presumed the majority of the time the Closed Session would be held in the same meeting as the vote.

MOTION PASSED: 9-0

10. Policy and Services Recommendation to Adopt an Ordinance Increasing Council Salary From \$600/Month to \$1,000/Month Effective January 1, 2017.

Council Member Kniss reported nearly 15 years had passed since the Council gave itself a raise. Council Members performed an enormous amount of community service for little compensation. The public seemed to believe that Council service required members to be retired, wealthy, self-employed, or single. The amount of time required for Council service had caused Council Members to resign. For women in particular, service on the Council was difficult.

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Kathy Shen, People Strategies and Operations Director, advised that Mountain View changed its Council salary from \$600 to \$1,000 a month at the election in November 2014.

Council Member Kniss asked if Palo Alto residents could have voted on a similar item.

Molly Stump, City Attorney, indicated the Council could have put a compensation increase measure on the ballot. She believed the Policy and Services Committee considered that and decided to explore an Ordinance.

Council Member Kniss reported Council salaries for other local jurisdictions. If the Motion was not approved, the Council should consider placing the item on the ballot in 2016.

MOTION: Council Member Kniss moved, seconded by Council Member Burt to adopt the attached Ordinance increasing Council salaries, effective January 1, 2017, from \$600 per month to \$1,000 per month.

Council Member Kniss noted the salary increase would not affect many of the current Council Members.

Council Member Burt stated this was a modest step to democratize further Council participation. The salary increase would occur in 2017, so it would coincide with the reduction of Council Member seats and proportionally greater workload. This would have virtually no impact on gender participation on the Council. He supported the Motion.

Council Member Wolbach clarified that reduction of Council Member seats would occur in 2019. This would be an increase for several current Council Members. Reducing the number of Council seats would mean more work for all Council Members. Currently Council Members earned minimum wage based on a conservative estimate of hours worked per week. It would be appropriate to have a salary increase coincide with the reduction of Council Member seats.

AMENDMENT: Council Member Wolbach moved, seconded by Council Member XXX to change the implementation date to January 1, 2019.

AMENDMENT FAILED DUE TO THE LACK OF A SECOND

Council Member Kniss preferred to retain the effective date of 2017 to encourage candidates in 2016. She asked if Council Member Wolbach referred to the County of Santa Clara or the federal minimum wage.

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Council Member Wolbach indicated the minimum wage was approximately \$10 per hour.

Vice Mayor Schmid would support the Motion. A cost of living increase was allowed under State guidelines. As an economist, he assumed there would be a marginal increase in the number of moderate income people who might consider running for the Council.

Council Member Scharff would not support the Motion. It was difficult to deny 5-percent raises to employees if the Council gave itself a 40 percent increase. People wished to serve on the Council as a form of public service.

Council Member Filseth was inclined not to support the Motion. The current compensation limited the pool size of candidates for the Council. However, the proposed increase was not likely to make a significant difference in the pool size of candidates. Health insurance benefits provided to Council Members constituted a raise in compensation.

Council Member Berman would support the Motion. Raising Council Member salary to minimum wage was logical. Larger measures could better ensure more people campaigned for the Council.

Council Member DuBois largely agreed with comments of Council Members Scharff and Filseth. Increasing Council Member salary was not a good idea.

Council Member Wolbach requested the rationale to make the effective date January 1, 2017. If an increase was effective in 2019, the existing Council would be voting an increase for future Council Members.

Molly Stump, City Attorney, advised that the time was partly a legal issue. There needed to be some Council Member stand for election or reelection between the time the proposal was made and it became effective. 2017 was the earliest time the proposal could take effect.

Mayor Holman had supported some type of increase for quite a while. The proposal was a feasible and reasonable action to ensure diversity of the Council. The current hourly rate for Council Members was \$3.49. She did not support full-time paid positions for the Council, but neither should service be a hardship. Council Members were not required to accept compensation from the City. The Ordinance did not address a compensation increase for the Mayor and Vice Mayor.

Ms. Stump reported compensation for the Mayor and Vice Mayor could be found in two sections of the Municipal Code.

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Ms. Shen explained a City Council Protocol document listed additional compensation for the Mayor and Vice Mayor. That amount was different from the amount contained in the Ordinance. Staff would not include compensation for the Mayor and Vice Mayor in the Ordinance, but indicate that compensation in a Resolution.

Ms. Stump indicated the proposed Ordinance eliminated the contradictory language and provided the stipend would be determined by Resolution.

James Keene, City Manager, added that that would be a separate action.

Ms. Shen stated the stipend for the Mayor was \$150 per month and for the Vice Mayor \$100 per month.

Mayor Holman remarked that that would not affect the current Mayor.

MOTION PASSED: 6-3 DuBois, Filseth, Scharff no

Council Member Questions, Comments and Announcements

Council Member DuBois attended the California League of Cities' New Mayor and Council Member Academy the prior week with Council Member Filseth. They received ethics training and met many Bay Area Council Members. Palo Alto was used as an example for good social media communications.

Council Member Kniss was serving on the Employee Relations Committee of the California League of Cities. The Bay Area Air Quality Management District had had a stretch of Spare the Air Days.

Council Member Burt attended the Senior Summit led by Staff and the Human Relations Commission. The Summit was productive and impressive. As a result of the Summit, agencies would have stronger collaboration and synergies.

Mayor Holman also attended the Senior Summit and concurred with Council Member Burt's impression of the event. She also attended the Day of Service honoring Martin Luther King, Jr. sponsored by Youth Community Services and the City of Palo Alto Recreation Department.

Adjournment: The meeting was adjourned at 10:31 P.M.

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ATTEST:

APPROVED:

City Clerk

Mayor

NOTE: Sense minutes (synopsis) are prepared in accordance with Palo Alto Municipal Code Sections 2.04.180(a) and (b). The City Council and Standing Committee meeting tapes are made solely for the purpose of facilitating the preparation of the minutes of the meetings. City Council and Standing Committee meeting tapes are recycled 90 days from the date of the meeting. The tapes are available for members of the public to listen to during regular office hours.