

**Presentations from the**

**June 19, 2018**

**City Council Meeting**

# Rail Program Management Services

Palo Alto City Council Meeting

06.19.18

**RAIL MEETING**

06/19/2018

Received Before Meeting

**1**

# Roles

- The City of Palo Alto is the lead for public involvement.
- The Caltrain Joint Powers Board owns and operates the rail line and is a partner in the screening effort.
- The Palo Alto community and businesses are encouraged to participate as users and neighbors of the proposed grade separations



# Community Outreach Plan Goals

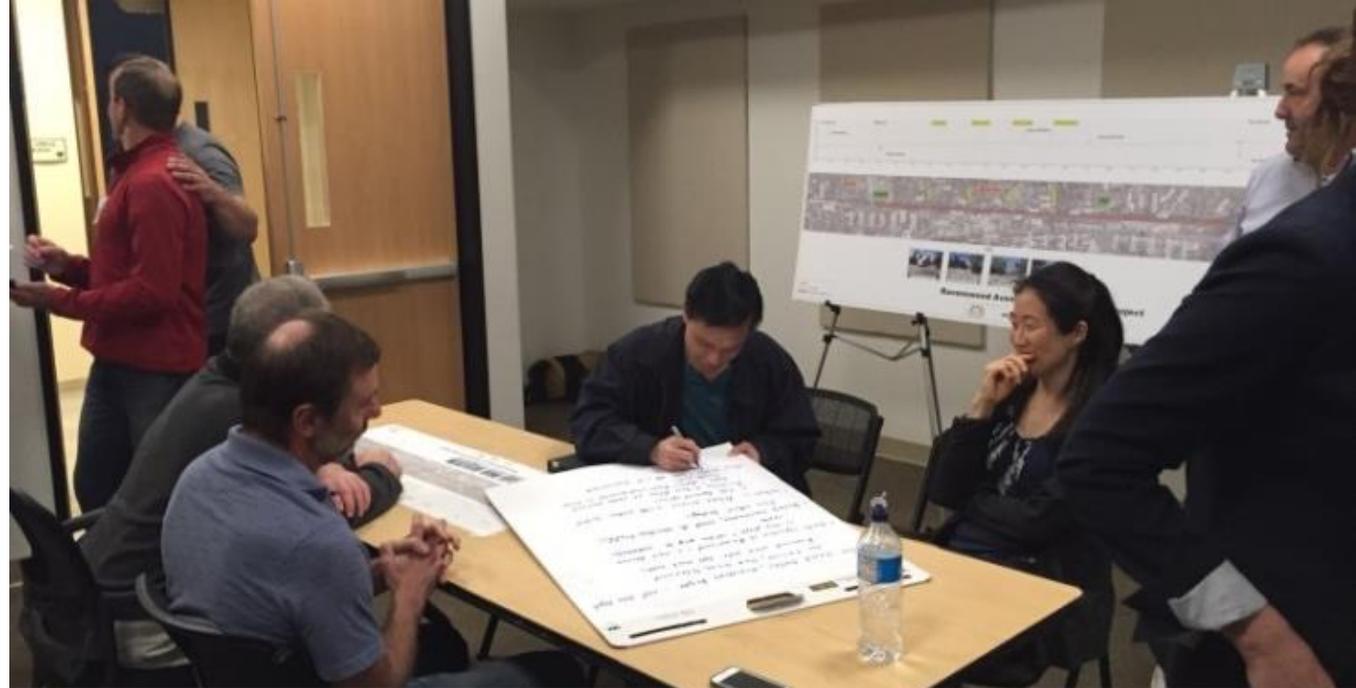
## The goals for the outreach effort include:

- The Community would understand and agree to the problem that the ultimate preferred solution would solve
- The Team proposing the ideas, alternatives to study and ultimate solution is the correct group to do so
- The process was fair and transparent
- The trade-offs were understood and that all parties were acknowledged and considered
- The Community would understand the funding constraints and opportunities related to the preferred solution and other ideas
- Community members, businesses and all stakeholders would partner with the Team to gather information and ideas to develop grade separation ideas that satisfy multiple interests; and
- Process would develop partnerships for future funding opportunities.

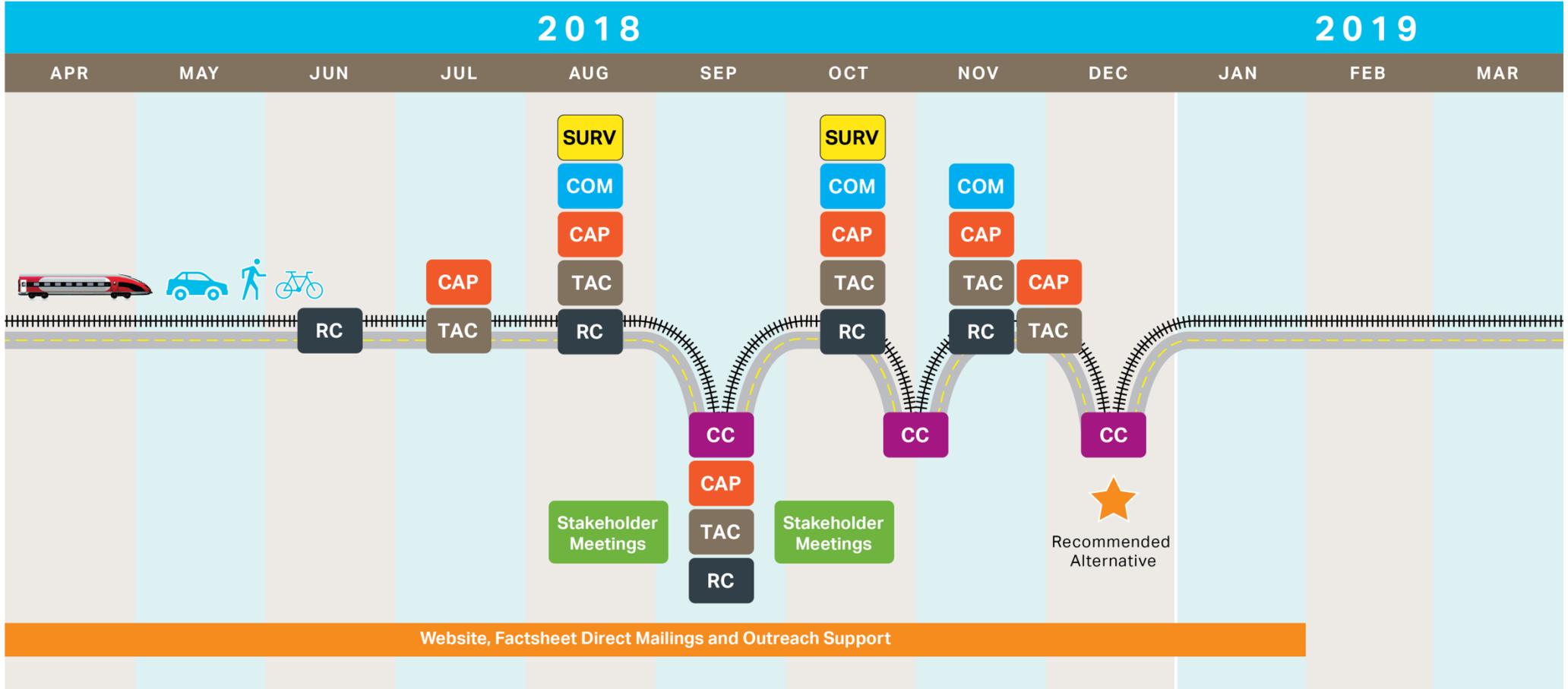
# Meetings

## Various public participation opportunities and community engagement strategies:

- Three Stakeholder Meetings (3)
- Three Community-wide Meetings (3)
- City Council Meetings (3)
- Rail Sub-Committee Meetings (5)
- Community Advisory Panel Meetings (6)



# Community Engagement Schedule



- COM City Community Meeting
- CAP Community Advisory Panel Meeting
- TAC Technical Advisory Committee
- RC Rail Subcommittee Meeting
- CC City Council Meeting
- SURV Community Survey
- ★ Recommended Alternative— Advance to Environmental Clearance

# Community Advisory Panel (CAP)

**Community Advisory Panel (CAP) of up to a dozen (12) community members to advise the Project Team on Project ideas and outreach opportunities.**

This group is anticipated to begin meeting in July and would meet up to six (6) times during the process.

Meetings would be held on weekday afternoons from 3-5:30 pm at City Hall.

## **The CAP ideally would:**

- Be project liaisons
- Collaborate with the Project Team
- Contribute to the successful delivery of the Preferred Solution
- Build an understanding of the project
- Regularly attend CAP meetings •
- Come prepared to the CAP meetings by reading project materials ahead of the meetings when requested
- Provide honest feedback

## **Specific Tasks would include**

- Receive briefings on technical areas
- Receive project updates
- Review and suggest edits to Project Outreach materials
- Disseminate accurate information

**Act as conduits for information to community at large**

# Stakeholder Meetings

**Stakeholder meetings (up to 3) will gather comments about the project ideas, including right-of-way issues and constraints.**

The Consultant Team will work with City Staff develop the format, materials and questions for up to three stakeholder meetings.



**These meetings could be held with the following established groups:**

- Palo Alto Chamber of Commerce
  - Leadership Palo Alto
  - Palo Alto Real Estate agent group
  - Stanford University
  - Palo Alto neighborhood leaders and/or similar organized
- Specific Tasks would include
- Receive briefings on technical areas
  - Receive project updates
  - Review and suggest edits to Project Outreach materials
  - Disseminate accurate information

**The Consultant Team will work with City Staff to best determine the most efficient means to reach these stakeholders.**

# Community Meetings (3)

- **Community Meeting #1 August 23, 2018 6:00 - 8:00 pm:**  
Introduction to Project and First Screening of the Universe of ideas to 10 alternatives that Council approved May 29, 2018: During this community meeting, participants will have the opportunity to learn about the Project's purpose and need and screen various remaining ideas. The Project Team will show video of existing grade crossing issues such as long gate downtown, traffic back-ups and un-safe behaviors. The ideas still under consideration will be explained and screened at the meeting. It is hoped that the screening could be a survey with people logging in responses via cell phone technology that would be immediately available for view. It is also hoped that the first responders would participate in the meeting to help inform the public to their view of the various ideas as first responders.
- **Community Meeting #2 October 2018 6:00 -8:00 pm:**  
Continued feedback will be taken on the refined project ideas. Participants will have an opportunity to comment on each of the remaining project ideas and help develop pros and cons for each design. Traffic impacts, construction staging and site specific 3-D simulations will be available for public review. This meeting would also have some portion where a survey is taken to gather feedback through cell phone technology.
- **Community Meeting #3 November 2018 6:00 - 8:00 pm:**  
Participants will have the opportunity to learn about the Study findings/refinements in the preferred solution as well as the next steps in the process including funding and financing options and ideas for consideration. Refined 3-D visuals will be presented at the meeting.

# Additional Outreach Tools

- **Project Fact Sheet:**

- A project Fact Sheet will be developed that describes the purpose of the effort, the project schedule, and opportunities for input from the community.
- It is assumed that two rounds of updates will be made during the duration of the project as alternatives are developed and screened.
- A mailed version of the first fact sheet is recommended as on one of the four project mailings.

- **Meeting Notices/City event e-blast/Press Releases:**

Notices will be distributed by the project web page, the City's City Events email, gov-delivery, through each City's Twitter and Facebook accounts, NextDoor, the City's list of elected and appointed officials, and posting on the Friends of Caltrain blog, CAARD blog, Stanford newspapers, Palo Alto Weekly and other web outlets. Any mailings for public outreach will be prepared and distributed by the City through their public information office.



# Additional Outreach Tools

- **Two Surveys:**

- At the first and second community meetings the team will ask for in person feedback through cell phone feedback voting and similar on-line versions could be developed to capture feedback as well.
- Mailers would also be sent to send people to the website to take the on-line survey and announce the community meetings. It should be noted that the on-line surveys will be relatively simple in nature and probably focused on choosing between some options only, as tallying open-ended questions are beyond the scope of the effort.

- **Four Direct Project Mailings:**

- 1) mail out of the project fact sheet and reminder of web page address;
- 2) mail out of push to use on-line survey round one and first community meeting date,];
- 3) mail out for second on-line survey and second community meeting; and
- 4) Last community meeting date and/or proposed preferred solution.

# Additional Outreach Tools

- **Database:**

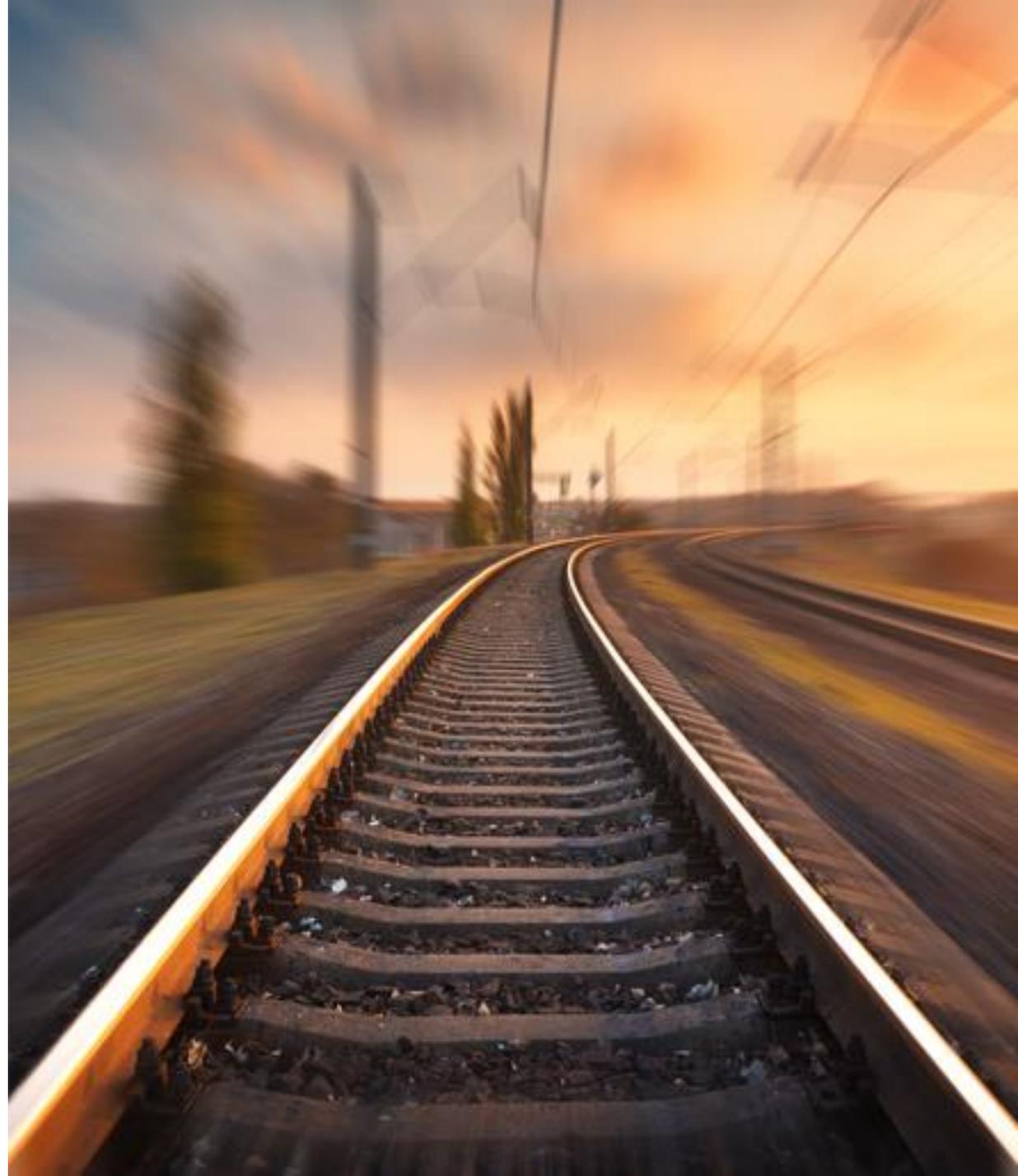
Contact information from Community Meeting attendees and web page signups will be compiled into the existing project database. This database will be utilized to inform the community about upcoming public participation opportunities and meetings.

- **Hotline to Project Team:**

The City phone number going straight to an answering machine will be the first contact for questions about the project and the City Project Manager will maintain and share a log of these encounters. The AECOM team can be available to assist with technical information or to review wording of responses.

# Summary Report

Summary report at the end of the process to document all of the outreach conducted during this phase



A green-tinted photograph of a railway track. In the foreground, a set of crossing gates is visible, partially open. The tracks lead into the distance, curving slightly to the right. The background shows a blurred view of the tracks and some structures. The word "Questions?" is written in large, white, bold, sans-serif font in the center of the image.

**Questions?**

# Rail Program Management Services Review Grade Separation Recommended Ideas

Palo Alto City Council Meeting

06.19.18

<b>RAIL MEETING</b>	<b>2</b>
06/19/2018	
<input checked="" type="checkbox"/> Received Before Meeting	

# Rail Committee Recommended Ideas

Type of Separation (Alphabetical Order)	Citywide	Palo Alto 2017 ADT (vehicles/day) = 16,200 (+ 550 bikes)	Churchill 2017 ADT (vehicles/day) = 9,200 (+ 1,020 bikes)	Meadow 2017 ADT (vehicles/day) = 8,900 (+ 900 bikes)	Charleston 2017 ADT (vehicles/day) = 17,900 (+ 240 bikes)
Closure		 Palo Alto Ave Closed, Add Improvements (PCX)	 Churchill Ave Closed, Add Improvements (CAX)		
Hybrid (Road over Rail)			 Churchill Ave Reverse Hybrid (CAR)	 Meadow + Charleston Reverse Hybrid, Loma Verde Bike/Ped (MCR)	
Hybrid (Road under Rail)		 Palo Alto Ave Hybrid and/or Viaduct (PAH)	 Churchill Ave Hybrid (CAH)	 Meadow + Charleston Hybrid, Loma Verde Bike/Ped (MCL)	
No Build / Do Nothing					
Rail under Road (Trench)				 Meadow + Charleston Trench or Tunnel (MCT)	
Rail under Road (Tunnel)	 City-Wide Tunnel within Palo Alto (WBP)				
Rail over Road (Berm/Viaduct)				 Meadow + Charleston Viaduct (MCV)	
Road Over Rail					
Road under Rail					

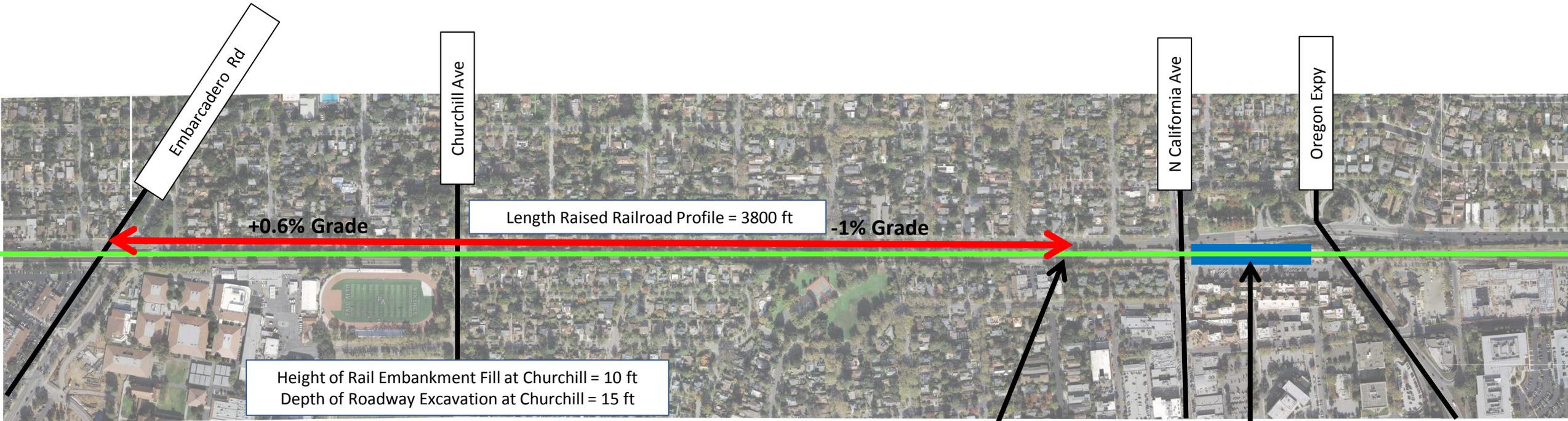
# Ideas to Review

- Churchill Avenue Hybrid (CAH)
  - A "hybrid" option that would partially lower the road and partially elevate the tracks
- Churchill Avenue Reverse Hybrid (CAR)
  - The "reverse hybrid" option with a partially elevated road and partially lowered tracks
- Palo Alto Hybrid (PAH)
  - A "hybrid" option that would partially lower the road and partially elevate the tracks





# Churchill Avenue Hybrid (CAH)

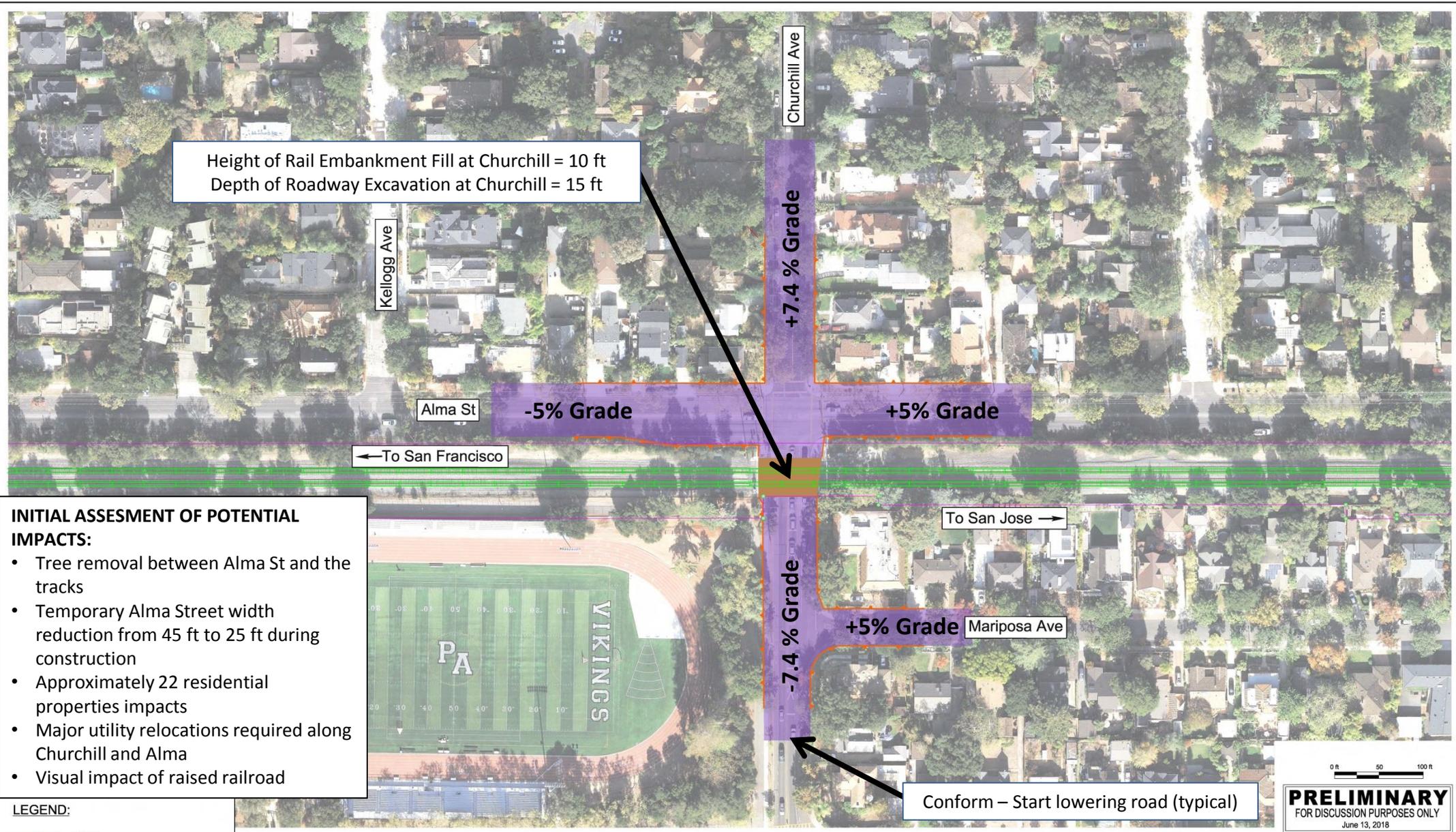


## Constraints:

- California Ave Caltrain Station Platform at south end
- Embarcadero Underpass at north end
- Maintaining Caltrain Operations During Construction
  - Operating Envelop for Construction Limits

Construction Limits based on Caltrain Operating Envelop

No Impact to California Ave Caltrain Station Platform



Height of Rail Embankment Fill at Churchill = 10 ft  
 Depth of Roadway Excavation at Churchill = 15 ft

- INITIAL ASSESMENT OF POTENTIAL IMPACTS:**
- Tree removal between Alma St and the tracks
  - Temporary Alma Street width reduction from 45 ft to 25 ft during construction
  - Approximately 22 residential properties impacts
  - Major utility relocations required along Churchill and Alma
  - Visual impact of raised railroad

**LEGEND:**

	Track
	Retaining Wall
	Right-of-Way
	Limits of Roadway Modifications
	Structure

**CAH - Churchill Ave Roadway under Railroad Hybrid**

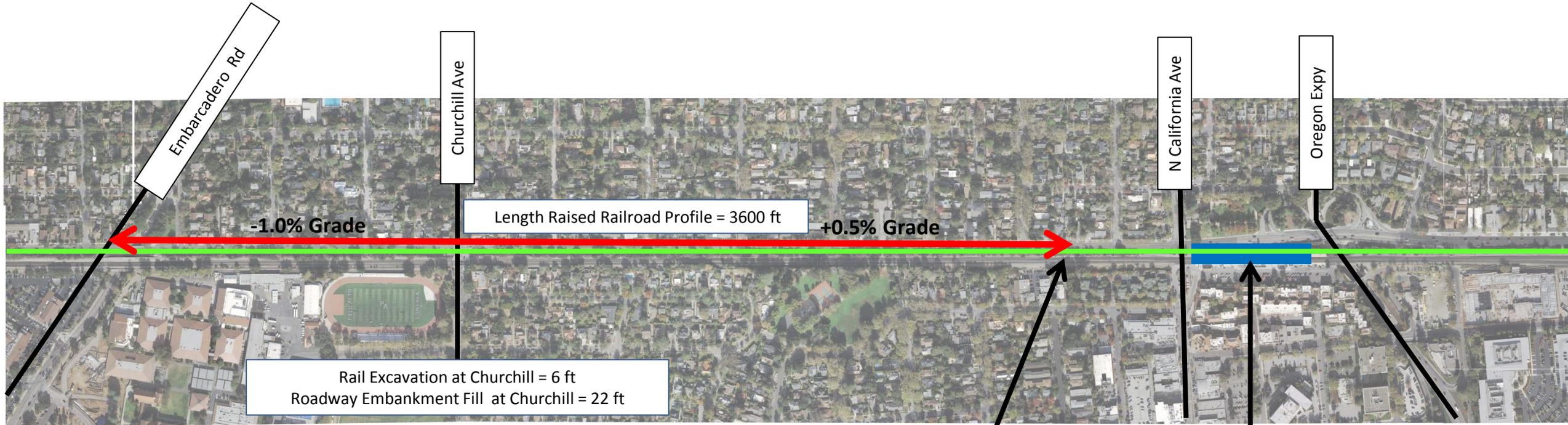


**AECOM**

**PRELIMINARY**  
 FOR DISCUSSION PURPOSES ONLY  
 June 13, 2016



# Churchill Avenue Reverse Hybrid (CAR)

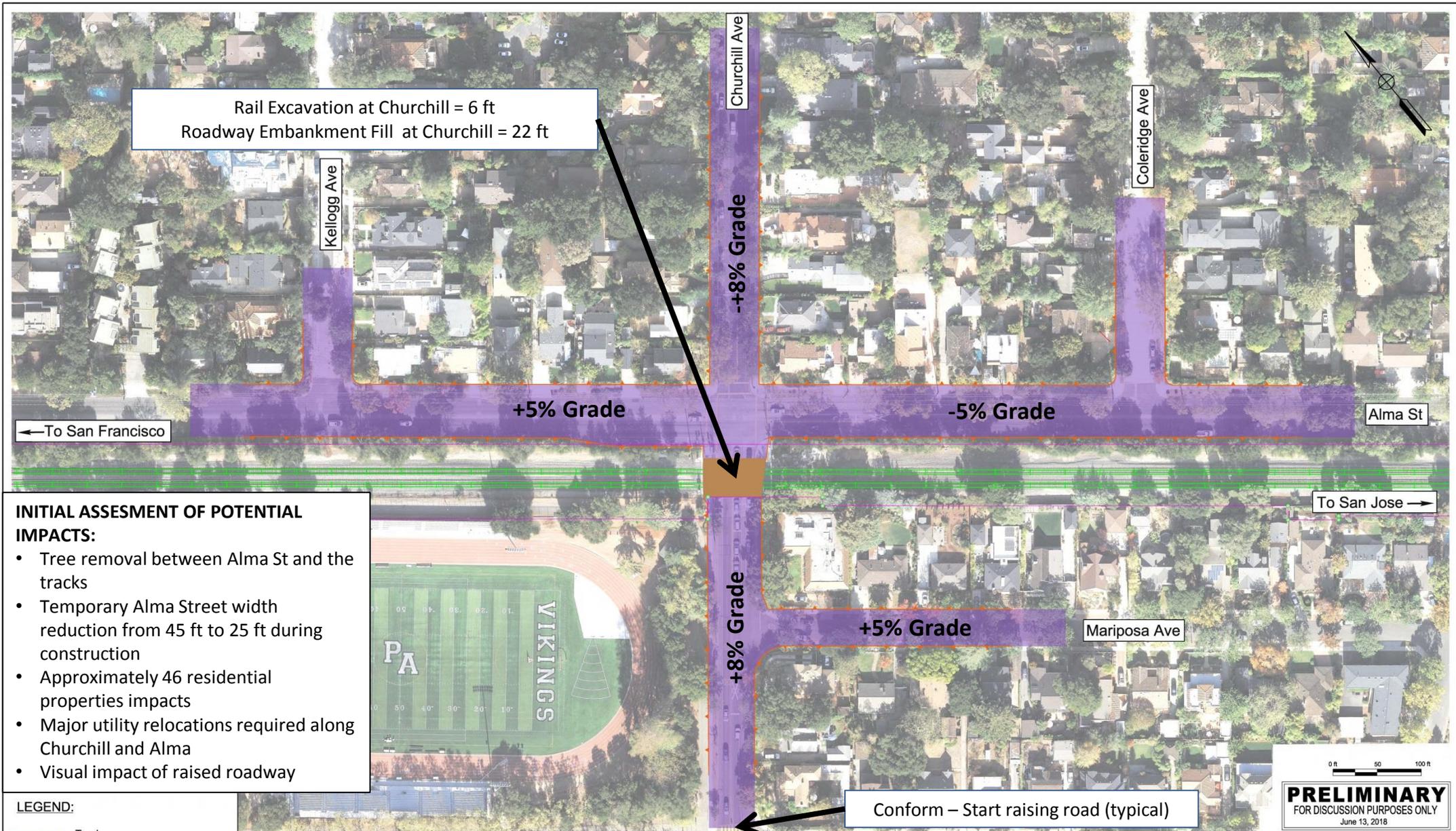


## Constraints:

- California Ave Caltrain Station Platform
- Embarcadero Underpass at north end
- Maintaining Caltrain Operations During Construction
  - Operating Envelop for Construction Limits

Construction Limits based on  
Caltrain Operating Envelop

No Impact to California Ave  
Caltrain Station Platform



**INITIAL ASSESMENT OF POTENTIAL IMPACTS:**

- Tree removal between Alma St and the tracks
- Temporary Alma Street width reduction from 45 ft to 25 ft during construction
- Approximately 46 residential properties impacts
- Major utility relocations required along Churchill and Alma
- Visual impact of raised roadway

**LEGEND:**

- Track
- Retaining Wall
- Right-of-Way
- Limits of Roadway Modifications
- Structure

**CAR - Churchill Ave Roadway Overpass**

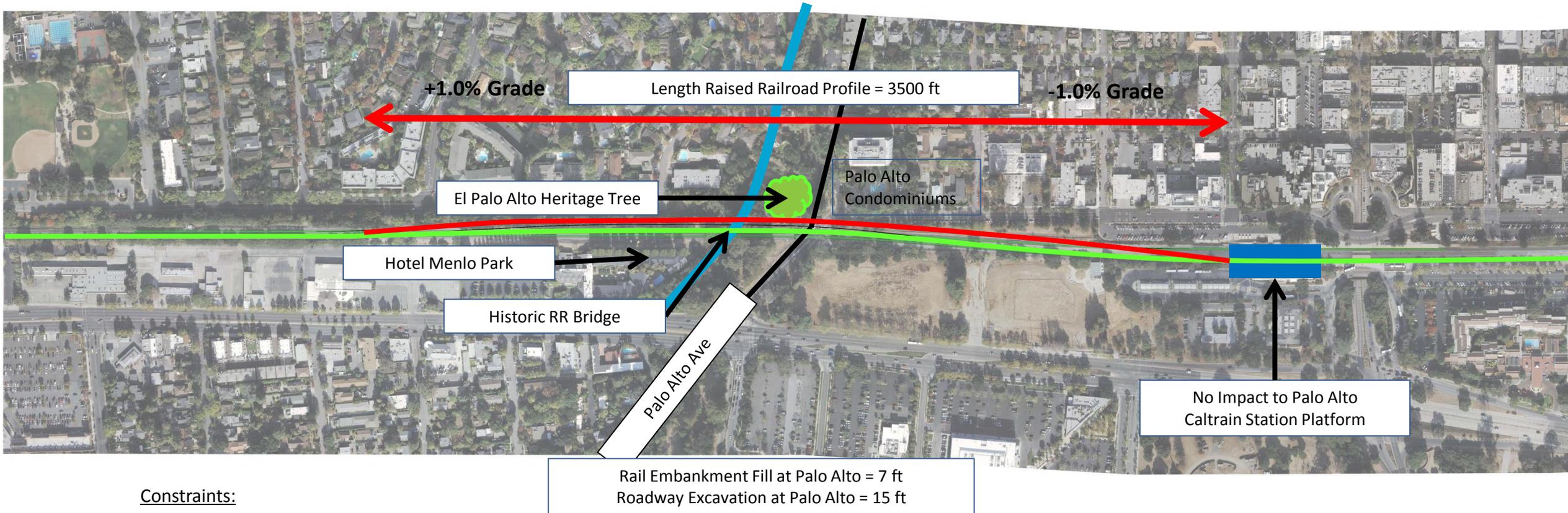


**AECOM**

**PRELIMINARY**  
FOR DISCUSSION PURPOSES ONLY  
June 13, 2018

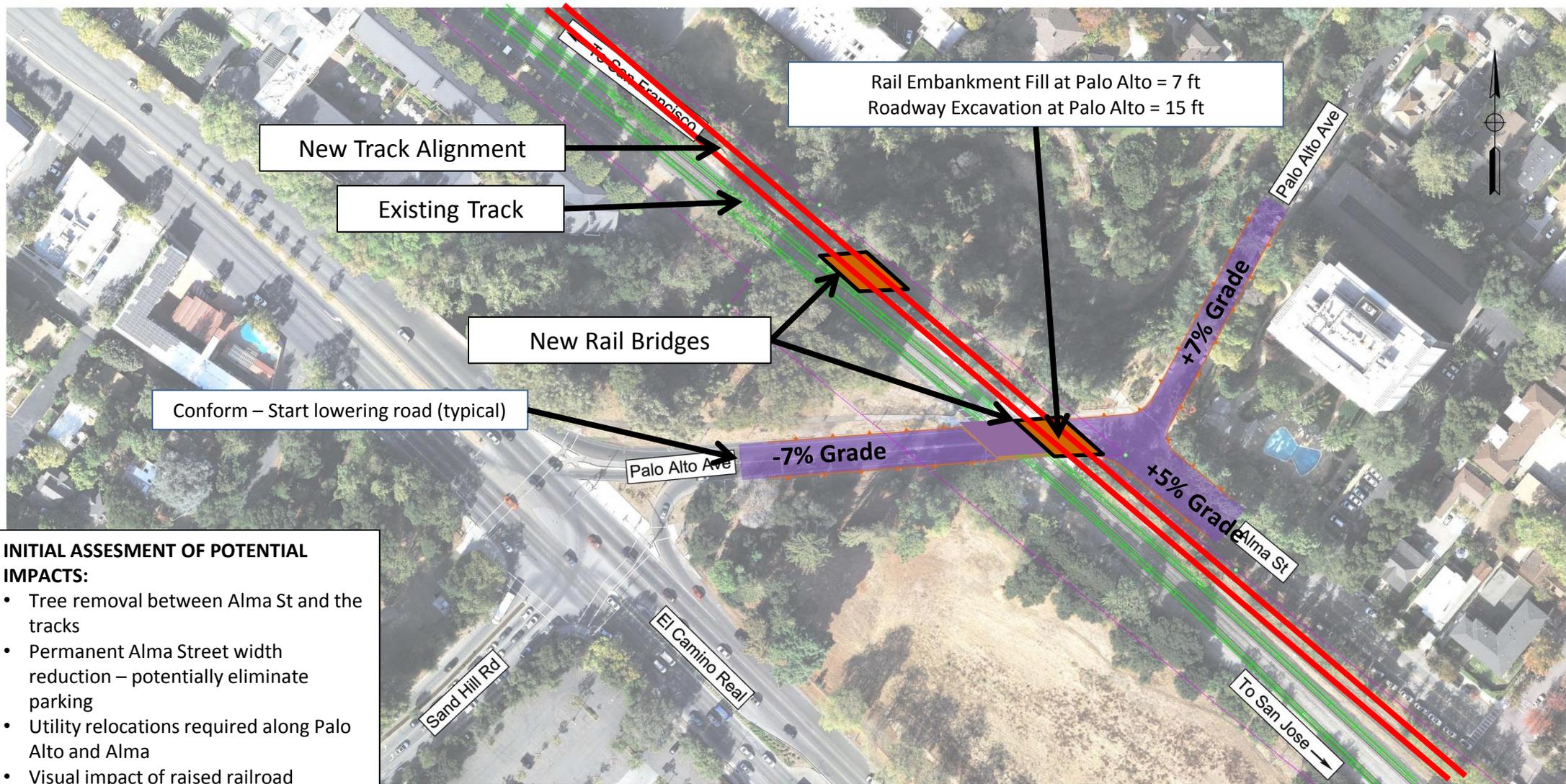


# Palo Alto Hybrid (PAH)



## Constraints:

- Palo Alto Caltrain Station Platform
- Historic Bridge over San Francisquito Creek
- El Palo Alto Heritage Tree in El Palo Alto Park
- Hotel in Menlo Park on west side of track
- Maintaining Caltrain Operations During Construction
  - Operating Envelop for Construction Limits



- INITIAL ASSESMENT OF POTENTIAL IMPACTS:**
- Tree removal between Alma St and the tracks
  - Permanent Alma Street width reduction – potentially eliminate parking
  - Utility relocations required along Palo Alto and Alma
  - Visual impact of raised railroad

**LEGEND:**

	Track
	Retaining Wall
	Right-of-Way
	Limits of Roadway Modifications
	Structure

**PAH - Railroad over Roadway Hybrid at Palo Alto Ave**



**PRELIMINARY**  
FOR DISCUSSION PURPOSES ONLY  
June 13, 2018



A green-tinted photograph of a railway track. In the foreground, a set of crossing rails is visible, leading to a set of main tracks that recede into the distance. The text "Questions?" is overlaid in the center in a white, bold, sans-serif font.

**Questions?**



- LEGEND:**
-  Track
  -  Retaining Wall
  -  Right-of-Way
  -  Limits of Roadway Modifications
  -  Structure

**PRELIMINARY**  
FOR DISCUSSION PURPOSES ONLY  
June 13, 2018

**CAR - Churchill Ave Roadway Overpass**

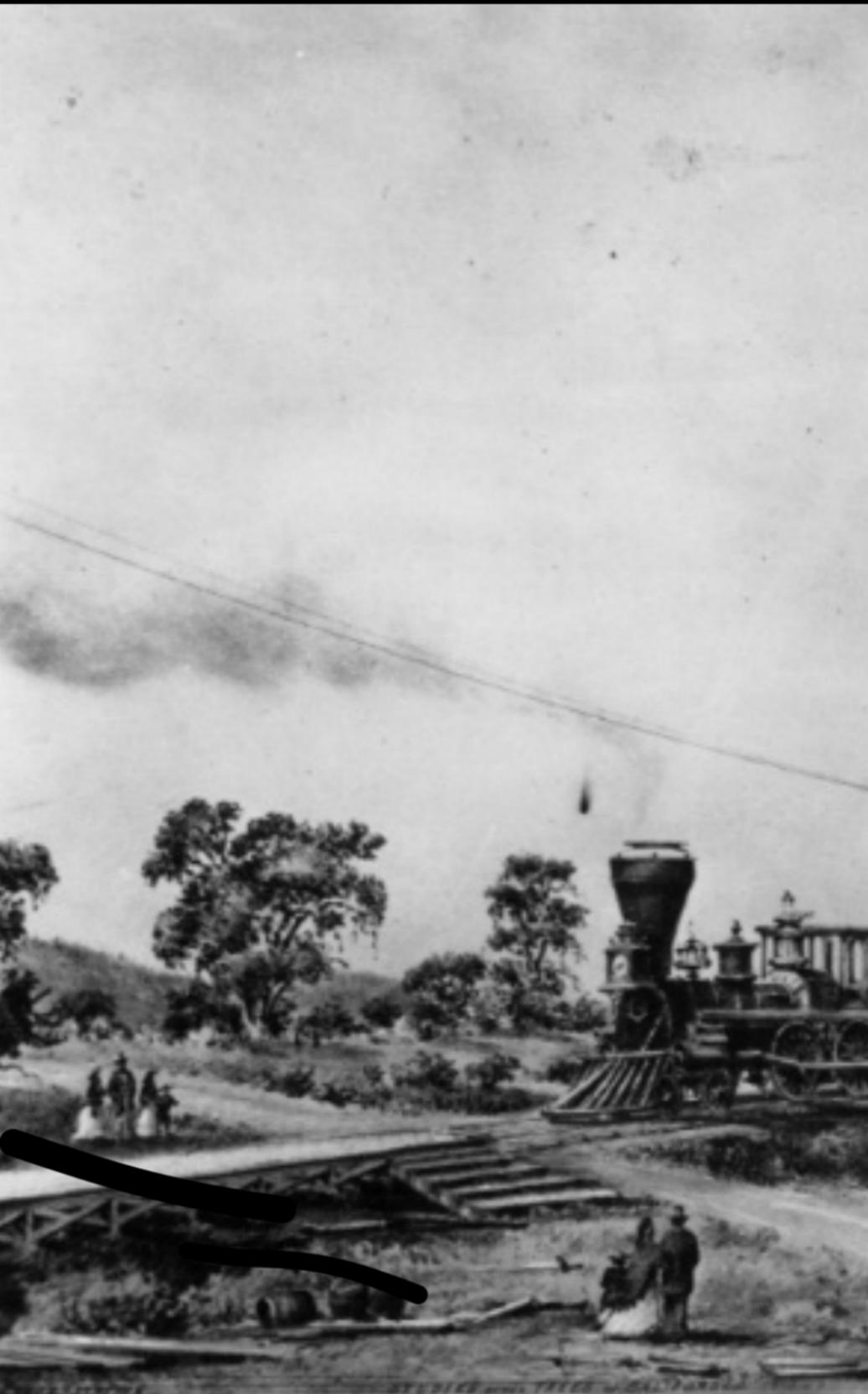


**AECOM**



1863  
EVENING - PASSENGER-TRAIN ON THE SAN FRANCISCO - SAN JOSE RAILROAD, CROSSING S<sup>T</sup> FRANCISQUITO CREEK.

THE EDWARD STRONG MONTEBELL YINCH



STUBBS AND TYLER - CALIFORNIA  
EVENING - PASSENGER-TRAIN ON THE SAN FRANCISCO





t

re

**CLICK TO  
VIEW VIDEO**



# Old Consultant's Report - 2014

**Table 1: Summary of Trench Alternatives**

<b>Trench Grade</b>	<b>One Percent (1%)</b>	<b>Two Percent (2%)</b>
Cost	\$1,050,728,700	\$488,187,283
Full Property Acquisitions	0	0
Partial Property Acquisitions	0	0
Turn Movements Maintained	Yes	Yes

Source: Hatch Mott McDonald, 2014

**Table 2: Summary of Roadway Submersion Alternatives that Abolish Alma Street Turning Movements**

<b>Roadway Submersion Intersection</b>	<b>Churchill</b>	<b>Meadow</b>	<b>Charleston</b>
Cost	\$90,334,561	\$84,578,797	\$101,783,449
Full Property Acquisitions	16	11	18
Partial Property Acquisitions	4	5	3
Turn Movements Maintained	No	No	No

Source: Hatch Mott McDonald, 2014

**Table 3: Summary of Roadway Submersion Alternatives that Lower Alma Street to Maintain Turning Movements**

<b>Roadway Submersion Intersection</b>	<b>Churchill</b>	<b>Meadow</b>	<b>Charleston</b>
Cost	\$183,513,669	\$143,385,047	\$152,903,454
Full Property Acquisitions	33	14	18
Partial Property Acquisitions	3	4	3
Turn Movements Maintained	Yes	Yes	Yes

Source: Hatch Mott McDonald, 2014