

Baumb, Nelly

From: Gary Lindgren <gel@theconnection.com>
Sent: Wednesday, June 3, 2020 10:55 AM
To: Council, City; Expanded Community Advisory Panel
Cc: Nadia Naik
Subject: The Churchill Ave. Grade Separation
Attachments: Churchill Grade Separation_5_24_2020.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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

Dear City Council,

At this time, one of the favorite solutions for the Churchill Ave. grade separation is the so-called **Partial Underpass**. It was designed by and for Ventura and Southgate residents west of the tracks at Churchill. The proposed solution would close off left turns at Alma for residents east of Alma, only right turns would be allowed. Also construction would tie up Alma for several weeks. I suggest that the City Council allow our engineering consultant AECOM to study the grade separation outlined in the attached file. We need a grade separation solution for residents on both sides of the tracks at Churchill.

Sincerely,
Gary Lindgren

Gary Lindgren
585 Lincoln Ave
Palo Alto CA 94301

Redacted

[Check Out Possible Grade Separation Solution at Churchill](#) or
Copy and Paste <http://www.paloaltoenergy.org/churchill/>

[Check Out Latest Seismometer Reading](#)
[@garyelindgren](#)

[Listen to Radio Around the World](#)

Be Like Costco... do something in a different way
Don't trust Atoms...they make up everything

A part of good science is to see what everyone else can see but think what no one else has ever said.
The difference between being very smart and very foolish is often very small.
So many problems occur when people fail to be obedient when

they are supposed to be obedient, and fail to be creative when they are supposed to be creative.

The secret to doing good research is always to be a little underemployed. You waste years by not being able to waste hours.

It is sometimes easier to make the world a better place than to prove you have made the world a better place.

Amos Tversky

CHURCHILL GRADE
SEPARATION,
THE PARTIAL UNDERPASS
AND

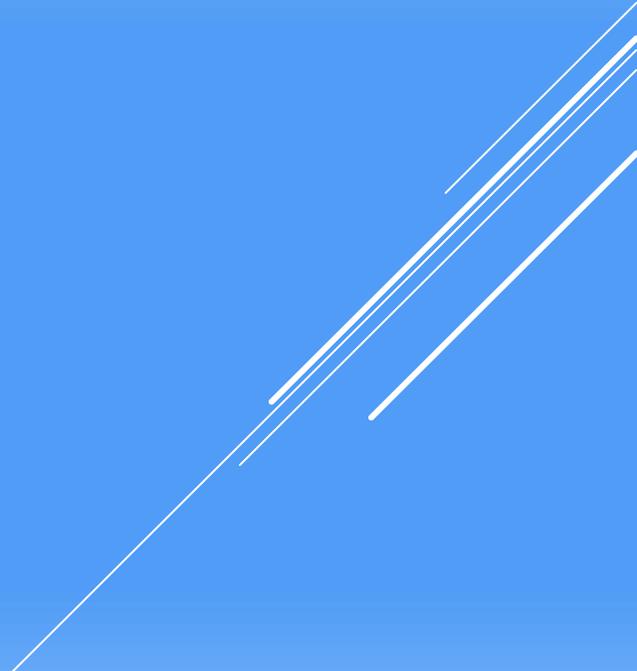
A 4th Idea

- ▶ Would be a big problem for me.
- ▶ I use Churchill to make left turns on to Alma going South.
- ▶ The Partial Underpass blocks left turns.
- ▶ Only right turns allowed when heading west on Churchill.
- ▶ Right turns onto Alma are easy at any cross street.
- ▶ Construction would halt traffic on Alma.

THE PARTIAL UNDERPASS

- ▶ The U-Turn Bay concept works for Charleston and it's 56 foot width.
- ▶ Then it could work for Churchill with changes made.
- ▶ Churchill is now 36 feet wide and we would need to add 20 feet in width.
- ▶ That's 10 feet on each side.
- ▶ Property on each side would need to be acquired.

A 4TH IDEA

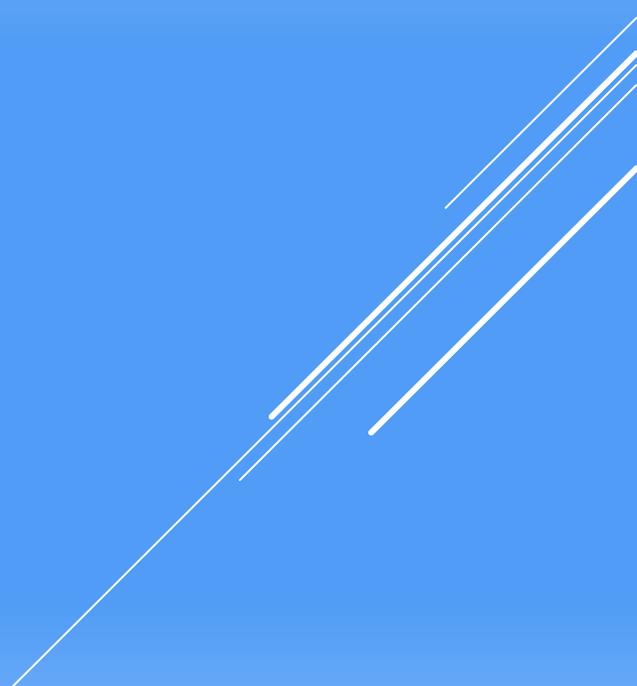
A decorative graphic consisting of several parallel white lines of varying lengths, slanted diagonally from the bottom right towards the top right, set against a blue background.

- ▶ The round-about would be at Emerson.
- ▶ The underpass for the tracks and Alma would be one lane each way.
- ▶ East of Alma there would be one lane each way next to the underpass to handle cars going west and make either a left or right turn onto Alma.
- ▶ Cars going east coming off Alma can continue east or use the roundabout to go west.

CONCEPT FEATURES FOR CARS

- ▶ Bikes and pedestrians would enter a tunnel near the sidewalk on Churchill.
- ▶ The bike and pedestrian path would then drop down and go under the right lane for left and right turns onto Alma.
- ▶ The path would then open next to but above the traffic going under Alma and the tracks.

CONCEPT FEATURES FOR BIKES AND PEDESTRIANS



Benefits

- ▶ No viaduct next to homes.
- ▶ People could turn both left and right onto Alma.
- ▶ People could drive straight through Churchill and under both Alma and the tracks at anytime of the day.
- ▶ No more “left-turn only” on school days.
- ▶ Railroad tracks would stay at grade.

Jefferson Ave. Underpass in Redwood City



PLAN FEATURES

- ▶ Traffic interruption should be minimal for Alma.
- ▶ Box Jacking is a construction technique that allows minimal traffic interruption on both roads and rail lines and can be used to build the underpass for Churchill.
- ▶ Alma would be shutdown for only one weekend.
- ▶ Required modifications to the tracks would be completed at night during off-hours.
- ▶ Churchill would be closed for 6 months for underpass excavation and building the permanent underpass.

PLAN FEATURES DURING CONSTRUCTION

- ▶ The Ventura and Southgate neighborhoods or those living on the west side of the tracks at Churchill see an upside with the Partial Underpass.
- ▶ They can turn left or right onto Alma and also enter Churchill with ease from Alma.
- ▶ Residents on the east side of Alma have limited movement as only right turns are allowed.
- ▶ The needed solution must benefit those living on both sides of the tracks.

NEIGHBORHOOD BENEFITS

- ▶ Suggest that the final decision for the Churchill Ave. grade separation be delayed while plan details are worked out.

THE DECISION

Brettle, Jessica

From: Nadia Naik <nadianaik@gmail.com>
Sent: Saturday, June 6, 2020 9:53 AM
To: Wilson, Sarah; Shikada, Ed; Minor, Beth; Council, City
Cc: Expanded Community Advisory Panel
Subject: NOTE: Updated XCAP Report for City Council Meeting this Monday
Attachments: Final-Amended- XCAP Update to City Council #5 updated 52820.pdf

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

The Council packet is incorrect. The updated report is mentioned but the original May 28th report was attached. Please find attached the correct XCAP update.

Thanks
Nadia Naik
Chair, XCAP

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

From: **City of Palo Alto** <cityofpaloalto@service.govdelivery.com>
Date: Fri, Jun 5, 2020 at 9:34 PM
Subject: City of Palo Alto City Council Meeting Agendas/Minutes/Reports Update
To: <nadianaik@gmail.com>

You are subscribed to City Council Meeting Agendas/Minutes/Reports for City of Palo Alto. This information has recently been updated, and is now available.

The link to the Black Lives Matter Resolution to be considered by the City Council on Monday, June 8, 2020 is below as Agenda Item 4A.

City Council & Standing Committee Notices

***** BY VIRTUAL TELECONFERENCE ONLY *****

Pursuant to the provisions of California Governor's Executive Order N-29-20, issued on March 17, 2020, to prevent the spread of Covid-19, this meeting will be held by virtual teleconference only, with no physical location. The meeting will be broadcast on Cable TV Channel 26, live on YouTube at <https://www.youtube.com/c/cityofpaloalto>, and Midpen Media Center at <https://midpenmedia.org>. Members of the public who wish to participate by computer or phone can find the instructions at the **beginning and end of each agenda**. To ensure participation in a particular item, we suggest calling in or connecting online 15 minutes before the item you wish to speak on.

June 8, 2020 - [Sp. City Council Meeting REVISED Agenda and Packet](#)

June 8, 2020 - [Sp. City Council Meeting REVISED Agenda and Packet with Packet Page Numbers](#)

Added: Agenda Item 1, Grade Separation - [Staff Report](#)

Added: Agenda Item 4A, Black Lives Matter - [Staff Report](#)

Removed: Agenda Item 6, Climate Action Plan - Moved to 6/22/20

Removed: Agenda Item 7, Pension Discussion - Moved to 6/22/20

Added: Agenda Item 8, Direction on Outdoor Dining - [Staff Report](#)

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This email was sent to nadianaik@gmail.com using GovDelivery Communications Cloud on behalf of: City of Palo Alto · 250 Hamilton Ave · Palo Alto, CA 94301 · 650-329-2100



To: City Council

From: Nadia Naik, Chair of Expanded Community Advisory Panel (XCAP)

Date: June 4, 2020

Re: Update #5 to City Council

The last in-person update to City Council was on 1/21/20 and the update on 3/16/2020 was turned into a written informational report due to COVID19.

Before COVID19:

Prior to COVID19, XCAP had an aggressive schedule, meeting weekly for three hours at a time. XCAP had begun the process of deliberating on existing alternatives while awaiting the updated analysis for the three new alternatives (Churchill partial underpass, Meadow underpass and Charleston underpass). A significant development that was omitted in the last update is that on an interim basis, XCAP voted unanimously to eliminate from further consideration the two South Palo Alto tunnel options (with and without freight) from our internal deliberations. Between roughly 2/12/20 – 3/18/20, the XCAP received 40+ emails related to the alternatives, with many indicating they would be interested in attending XCAP’s meetings.

AFTER COVID19:

Unfortunately, due to COVID, seven meetings between March 4th and April 15th were cancelled due to shelter-in-place orders from Santa Clara County.

During the Shelter-In-Place order, however, the XCAP Technical Working Group (a subset of 4 XCAP members) met on 3/19/20 by virtual meeting to review work completed to date by AECOM on the Churchill partial underpass proposal.

The first Virtual XCAP meeting was held via Zoom on 4/22/20. Subsequent Zoom meetings have been May 6th, May 22nd and June 3rd.

The following tasks have been completed to date:

- Reviewed XCAP schedule (ongoing) – deciding on meetings every 2 weeks and shortening meetings to 2 hours instead of 3 to accommodate the difficulties of working from home for XCAP members.
- **XCAP agreed to a new deadline for Final Report: August 31, 2020.**
- Partial underpass at Churchill: AECOM presented draft drawings and animation of Churchill partial underpass
- Partial underpass at Meadow/Charleston: Received a presentation by AECOM of first draft of layout and typical sections for Meadow/Charleston Underpasses and 3D renderings.
- XCAP revised the outline for the Final Report to include “XCAP Observations” specific to each alternative regardless of final recommendation

- Received staff responses regarding measurable Criteria
- Received staff responses to outstanding XCAP Questions List
- Received two internal Staff emails with Caltrain (re:4-tracks and shoofly construction)
- Received updated responses to XCAP questions
- Received DRAFT Noise and Vibration Memo from AECOM

XCAP Team Update:

XCAP member Megan Kanne will be relocating to the East Coast and unable to continue participating after 5/31/20. Pat Lau, who works at Webster House (senior living facility), announced she will also need to step down from XCAP due to her work schedule as a result of COVID19. She has agreed to participate as much as possible through June 30,2020, to the extent her schedule allows, in order to help as much as possible with the written report.

Proposed Schedule Changes and Community Engagement:

The XCAP discussed having meetings every 2 weeks and trying to shorten meetings to two hours instead of the usual three. To maximize efficiency, Staff has agreed to work to post items as quickly as possible to allow XCAP members maximum time to be able to read materials ahead of meetings. There is concern that while Zoom meetings are useful during this crisis, they cannot replace the importance of in-person meetings, particularly when the goal is collaborative consensus building towards a final recommendation. However, the XCAP agreed to remain thoughtful and flexible and continue to try to use new mediums to achieve the goal.

XCAP members expressed concern about the ability to continue to both publicize and receive iterative feedback on the new alternatives given the pandemic. AECOM and Staff presented XCAP with some new virtual Town Hall tools that might be useful for achieving this goal. The potential of having an “extended online” Town Hall which can remain on the internet for several weeks rather than a one time in-person event offers an interesting opportunity, but it remains to be seen how much community engagement their might be on this issue given COVID19 and the difficulty of garnering attention for this topic given the current news cycle.

It should be noted that on average, in-person XCAP meetings usually have around 25 attendees, but the first virtual XCAP meeting had over 35 attendees, with several people in public comment acknowledging that this format allows them the flexibility to participate in a way they previously couldn't. Since the first Zoom meeting, the number of attendees has remained above 40+ attendees with a maximum of 55 at one point during our last meeting.

Workflow items:

Outstanding XCAP questions – Staff has provided responses to a list of questions that was finalized by XCAP on 1/29/2020. (Completed)

Measurable Criteria: XCAP had asked Staff to provide any metrics or measurements from existing plans, such as the City's 2030 Comprehensive Plan, which could provide the basis for quantitative measurements directly related to the Council adopted criteria (eg.: noise decibels). Limited information was available in response to the request. Some of the data collected was for specific projects at a certain point in time. Other information was not applicable to the task of rail

grade separation. The limited information available will be included in the appendices of XCAP's Final Report. (Completed)

Noise and Vibration Information: XCAP reviewed a draft of the Noise and Vibration Memo from AECOM at their 06/03/20 Meeting. XCAP asked the consultants to amend their report with additional information that based on discussions are within the existing scope of work for the AECOM contract. The amendments include: analyzing the correct Caltrain equipment (fully electrified train, not just an electric locomotive), verify with Caltrain the average operating speed at grade separations, describe the relative benefit of a 6ft sound wall for any at-grade alternatives and include an explanation of what happens to data with 16 tph per direction instead of the 10 used in the report (no need to re-run the numbers). (Completed)

New Alternatives additional information:

The XCAP continues to receive information from AECOM for the new alternatives with the ultimate goal to have the same level of analysis for all alternatives so that XCAP can make their ultimate recommendation. Key updates from AECOM related specifically to bike/pedestrian movements are expected for the June 17th 2020 XCAP meeting.

Business Community Outreach:

Before COVID19, the XCAP member representing the Chamber of Commerce resigned. The Chair and Vice Chair were informed that Staff are working on other outreach to the business community. To date, XCAP has not received any feedback from the business community on either existing or new alternatives.

PAUSD Outreach:

The Staff is the point of contact for PAUSD since the departure of their representative from XCAP. On 2/26/20 XCAP received from PAUSD a letter from the Superintendent regarding impacts from existing alternatives (Churchill viaduct and closure). The district communicated concerns indicating that a closure of Churchill "may negatively impact student safety related to bicycle commuters." It is important to note that the Churchill Closure alternative developed by AECOM has two different bike/ped underpass alternatives that would allow for continued bike/ped crossing in the Churchill area.

XCAP assumes that Staff will continue to communicate with PAUSD to ensure it fully understands both the existing and new alternatives and encourage them to provide additional feedback before XCAP finalizes deliberations.

Bike/Pedestrian Outreach: XCAP chair was contacted by Palo Alto Bicycle Coalition (PABAC), at the recommendation of one of its members, to present at their June 2, 2020 meeting and provide a brief overview of the alternatives that would have significant changes to bike/pedestrian paths. Before June 2, 2020, PABAC had not discussed any of the grade separation alternatives with City Staff in any of their regular advisory meetings. They've been encouraged to send all of their feedback to City Staff so it can be incorporated into the design work, as well as sending it to XCAP to ensure they are aware of the suggestions.

XCAP Chair reiterated to PABAC that their feedback was critical, as several members of XCAP have repeatedly expressed concerns that the bike/pedestrian paths were not being considered with the same level of detail and concern as the automobile movements. PABAC, a highly technically experienced advisory group, said the drawings were “very unclear” and that bike/ped design considerations seemed to have been “shoe horned” into the work rather than being a focus from the beginning.

Given the timing of the substantive feedback received from PABAC, and that information from the Business community and PAUSD is still outstanding, that the August 31st deadline may be pushed back further. XCAP Chair will work with staff to mitigate any impacts to the timeline as much as possible.

Website:

The Staff have been able to update the website with the following information:

Meeting Summaries – Meeting summaries are now available for each XCAP meeting that include any official actions taken by XCAP.

Transcription of key meetings – Verbatim minutes of two key meetings (presentation by Sebastian Petty of Caltrain and Norm Matteoni (attorney) from Matteoni, O’Laughlin & Hechtman) have been produced for the website and for inclusion in the appendix of the XCAP Final Report

Compilations of Public Comment – An email address was developed for XCAP such that members of the public could email a single address with comments. Previously, emails received at this address were being made public in City Council packets. Now, public comments are collated and included in XCAP’s packet (similar to how City Council receives emails) such that XCAP members have a succinct record of emails received and that the public both easily see the emails they’ve sent to XCAP and read emails received by XCAP from other members of the public.

Future Schedule and Work Plan:

XCAP approved that the Chair would assign sections of XCAP’s Final Report to various group members to begin production of a final deliverable for the City Council. An outline of the report and the assigned sections can be viewed here: <https://connectingpaloalto.com/wp-content/uploads/2020/02/Shared-at-Meeting-Item-4-Memo-re-XCAP-deliberation-Feb-2020.pdf>

The effects of COVID19 have impacted the group’s ability to work on these sections. Some sections have made progress, others have not. The Chair will continue to engage with XCAP members regarding their ability to work on these sections given their personal situations. It is important to note that 9 of the 12 current XCAP members were originally Community Advisory Panel members, and thus have been volunteering on this issue for almost 2 years. This level of

commitment reflects the incentive to see this final report to fruition, but we want to recognize the unprecedented burden that many are faced with throughout this crisis.

Caltrain Update: Staff has shared with XCAP a series of emails related to the grade separation alternatives under consideration that have led to significant questions relating to 4 tracks, encroachment and alternative construction methodologies that could avoid the need for shoo-fly tracks. Several XCAP members have asked to invite Caltrain back before deliberations begin to get a better understanding of the issues raised. XCAP Chair will work with Staff to ensure this happens soon.

Summary

XCAP will continue to work towards the goal of deliberating over the Spring and into Summer while we continue to evaluate the schedule based on the ability of XCAP members and the community to participate in a meaningful way during this difficult time. Our estimated completion date is August 31 2020, but, as noted above, the timeline could be impacted as substantive feedback from key stakeholders is still outstanding.

Brettle, Jessica

From: Eileen Fagan <eileenfagan2012@gmail.com>
Sent: Sunday, June 7, 2020 5:35 PM
To: Council, City
Subject: Fwd: XCAP and Churchill Crossing

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

Hi,

I hope you are all staying well these days during these difficult times. There are a lot of pressing issues to address which I am sure are taking your time and attention. The issue of eliminating at-grade crossings for Caltrain while their ridership is down 97% due to the pandemic may not seem pressing but it is my understanding that there is a need to make some decisions about this issue now which will have long lasting effects on Palo Alto.

With that in mind, I am writing to ensure that City Council looks for the BEST possible solution for each intersection and not just the EASIEST. It is clear that there is a very vocal minority that wants to close Churchill because it is to their personal advantage and not necessarily for the good of Palo Altans overall. Having attended many XCAP meetings and gotten involved in the issue regarding Churchill, it is also clear that there is an XCAP team member who is biased and has been writing advocacy emails for others to send to both XCAP and City Council to close Churchill. David Shin should not be allowed to be on the XCAP Committee if he is going to be a strong advocate of one solution before the others have even been fully examined. He should be dismissed from XCAP because of his partiality to a solution that benefits him. I have email proof that he is rallying neighbors to petition the very committee he is on to close Churchill BEFORE alternative solutions were vetted and discussed although it was in the works. This is called corruption. It is government's responsibility to ensure that committee members are looking out for the best interests of ALL Palo Altans not just their own interests..even if they are serving on a committee. If you choose not to dismiss him, any emails that XCAP or City Council receives in favor of closing Churchill should be disregarded as you should understand their origins.

There is a partial underpass solution that has been proposed by a citizen that is by far a better solution for the majority of Palo Altans. It allows for separation of bike/pedestrian traffic, still allows most traffic patterns to flow and maintains the ability of Southgate and other residents to have direct access to the rest of Palo Alto as well as allowing PAUSD to continue their operations. Please look closely at the letter from PAUSD which advises against closing Churchill for accessibility of students and parents but also for their operations and buses (which is not mentioned in XCAP's summary). Any consideration of closing Churchill must consider that our school district has asked that this not be done.

In addition, please look closely at the traffic alternatives that are being proposed if Churchill was to close - sending an additional 7000 cars down Embarcadero per day will be a nightmare. In addition, the people who assessed the traffic impact said they did not consider Town and Country traffic which obviously will make that significantly worse...and it is already a difficult area that will make access to PA High School more dangerous...especially if most traffic will flow into PAHS from there.

The partial underpass maintains the positive aspects of moving traffic in and around Churchill while making it safer for children who come to school via bikes. I live on Castilleja Ave which is a designated bike street and there are hundreds of bicyclists who go to school and other commutes via that street. Any solution must NOT reopen the Park Blvd/Castilleja Ave closure as it will be quite dangerous to children and others that flow down the bike street...which is already narrow. That option has been discussed as a mitigation of closing Churchill - that must not happen.

There are no significant obstacles to the partial underpass that cannot be solved with creativity and effort by AECOM and a joint effort with Caltrain. The notes from the XCAP meeting try to make it sound as if not allowing for 4 tracks at

this crossing is a show stopper. To be clear, 4 tracks is not possible at Churchill without taking property and is probably not possible at any other Palo Alto crossing either for the same reason. That is NOT a reason to not consider this option.

Please invest in the long term best solution for Palo Alto. Please move forward with designing and engineering the partial underpass option - it is the most consistent with the options being considered for other crossings and we have the added needs of the PAUSD to consider. The truth is that the vocal minority are solving for themselves, not overall Palo Alto citizens in the long term. Do not increase traffic on Embarcadero and cut off cross- PA access. This is a long term decision, not a short term easy fix or one where you should yield to a vocal minority.

Thanks,

Eileen Fagan

1651 Castilleja Avenue, PA

Brettle, Jessica

From: pellson@pacbell.net
Sent: Monday, June 8, 2020 12:16 AM
To: Council, City
Subject: Comments on Charleston & Meadow Partial Underpass Alternative

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

Honorable City Council Members,

Here are four key things I took away from the latest partial underpass concepts review last week:

1. The most recent plans and related analysis seem to prioritize motor vehicle LOS over other concerns. Bike/ped connectivity in the plans was unclear—even for people who are experienced reading plans. The partial underpass concepts are not yet ready for community meetings.
2. The planning process should incorporate facilities for all modes from its earliest conceptual phases. Pedestrian and bicycle facilities should not be afterthoughts that are reverse engineered at the end, as appears to have been the case with the partial underpass. This is inconsistent with directives in the City's Comprehensive Plan and the Evaluation Criteria City Council laid out for XCAP's work.
3. I hope the partial underpass concepts will go to PABAC for review again when the bike/ped components are more clear and complete. There should also be consistency between renderings, drawings and reports to enable useful comment. I hope this will happen before the plans go to the public.
4. I hope PABAC will have an opportunity to review and make recommendations to XCAP and Council on all of the alternatives that XCAP plans to put forward.

Here (pasted below) is the letter I sent to XCAP on this subject last week.

Thank you for considering my comments.

Penny Ellson

From: pellson@pacbell.net <pellson@pacbell.net>
Sent: Wednesday, June 3, 2020 4:05 PM
To: 'XCAP@cityofpaloalto.org' <XCAP@cityofpaloalto.org>
Subject: Comments on Charleston & Meadow Partial Underpass

Dear XCAP Members,

I am going to focus on the East Meadow and Charleston crossings because others have done a good job commenting on Churchill.

Exhibits and Renderings of Ped/Bike Connections Are Unclear

Ped/bike connections for the partial tunnel are very unclear in the drawings. I am used to reading plans, and I can't figure out certain components on both Charleston and Meadow. That does not comply with criteria council laid out at the beginning of this process for evaluating alternatives. Two Tier One and one Tier Two **Adopted by City Council**

Criteria for Evaluation of Alternatives are relevant to bike/ped connectivity and local access. It is not possible to evaluate ped/bike safety and comfort because the renderings of these facilities are unclear and inconsistent.

Relevant Bike/Ped Tier 1 Criteria: Most Important

- East-West connectivity: facilitate movement across the corridor for all modes of transportation
- Ped/Bike circulation: provide clear and safe routes for pedestrians and bicyclists seeking to cross the rail corridor, separate for automobile traffic

Relevant Bike/Ped Tier 2 Criteria: Also Important

- Local access: maintain or improve access to neighborhoods, parks, schools and other destinations along the corridor while reducing regional traffic on neighborhood streets

Whatever design we pick must have excellent bike/ped connectivity, safety, comfort. Meadow and Charleston are school commute corridors, a residential arterial, a collector street, connectors from thousands of south Palo Alto homes to public schools, parks, our only south PA library, a shopping center, community centers as well as private learning and recreation facilities. Further, these are the only two grade separated crossings south of Oregon Expressway in Palo Alto.

Here are just a few of the questions the renderings raised for me. Motor vehicle access is pretty clear. The analysis and design work to date seems to prioritize motor vehicle LOS. This is inconsistent with Comprehensive Plan goals policies and programs (See list of these below). Bike connectivity is even less clear than ped connectivity.

1). How will a bicyclist on Alma traveling either direction connect to the ped/bike bridge turn onto East Meadow WB or Park Blvd? Likewise, how does one turn off these cross streets to get to Alma? (This will matter for people who live on Alma.)

2). Will there be any signals? Where will they be? What is their purpose? This was another detail that was inconsistent between renderings, drawings, reports and exhibits.

3). During the morning school commute time, there are often packs of 20 or more student bicyclists who collect behind traffic stops. Please insure that bike facilities have sufficient capacity and sufficient turning radius to handle this bike volume as well as two-way ped/bike traffic without creating bike/ped conflicts.

4). Was the design team given Walk & Roll maps to help them understand what the designated school commute routes are in this area? Students don't just travel along Charleston and Meadow. They must also cross the roads at multiple locations. These crossings must be protected. (See Comp Plan goals, programs and policies below). Here are links to the relevant school site school commute route maps:

Fairmeadow <https://www.cityofpaloalto.org/civicax/filebank/documents/72344>

Hoover <https://www.cityofpaloalto.org/civicax/filebank/documents/72348>

JLS Middle School <https://www.cityofpaloalto.org/civicax/filebank/documents/72349>

Gunn High School <https://www.cityofpaloalto.org/civicax/filebank/documents/72347>

5). At the meeting, the engineer mentioned that they might be able to take away some of the current designed bike capacity. Please note that middle school and high school bike counts continue to grow and adult commuters are also increasing in number. (See secondary school bike counts.

<https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?t=61556.7&BlobID=74257>) Plan for more

bicyclists. Please clearly separate pedestrian and bike components of the facilities for comfort and safety of all.

The Comp Plan Prioritizes Safety

The auto LOS improvements on Charleston with the two-lane roundabout astonished me. Any grade separation option is likely to induce traffic, but if a two-lane roundabout significantly increases capacity, it will be critically important to understand how the design maintains school zone speeds (20mph) on Charleston where so many younger students must cross to get to:

- Hoover Elementary School
- JLS Middle School

- Fairmeadow Elementary School
- Challenger School
- Mitchell Park CC and library
- Cubberley Community Center
- Playing fields on both sides of Charleston

6). Ditto for East Meadow.

7). There are bike/ped destinations on both sides of Charleston. The roundabout will disgorge cars roughly 600' before the school zone begins, so it must be designed to moderate speeds (of cars coming off Alma Expressway) to 20mph. This is demanded by the Comprehensive Plan (relevant goals, policies, and programs pasted below) and Muni Code

10.56.035 Twenty miles per hour school zones speed limit.

It is determined and justified pursuant to California Vehicle Code Section 22358.4(b)(1) that twenty miles per hour shall be the prima facie speed limit on the road segments shown below at a distance within 500 feet from or of the school grounds while children are going to or leaving the school, either during school hours or during the noon recess period.

8). The roundabout on Charleston is designed with two lanes. I asked the Hexagon consultant about the possibility of reducing its capacity to one lane. He said he had tried it and the experiment resulted in “gridlock.” I see no mention of this experiment in the reports. Where is the data and information about the assumptions he made when he did the analysis? I worry that a two-lane roundabout might both induce auto trip increases and increase speeds right near Carlson, an important school commute crossing/bike/ped route. I want to understand this better. The size of the roundabout also will have significant visual impacts on the abutting neighborhood area. It also will affect the number of homes that have to be taken. The decision not to use a single-lane roundabout should be very carefully considered, given Council’s Adopted Criteria.

9). The existing Bryant Bike Boulevard/Meadow crossing is uncomfortable for peds and bikes. Can this plan provide a solution to create a gap in traffic for bike/peds there?

10). How does the plan address relevant City of Palo Alto Comprehensive Plan Goals, Policies, Programs:

Goal T-1: Create a sustainable transportation system, complemented by a mix of land uses that emphasizes walking, bicycling, use of public transportation and other methods to reduce GHG emissions and the use of single occupancy motor vehicles.

Policy T-1.3: Reduce GHG and pollutant emissions associated with transportation by reducing VMT and per-mile emissions through increasing transit options, supporting biking and walking, and the use of zero-emission vehicle technologies to meet City and State goals for GHG reductions by 2030.

Goal T-3: Maintain an efficient roadway network for all users.

Policy T-3.2 Enhance connections to, from and between parks, community centers, recreation facilities, libraries, and schools for all users.

Policy T-3.3 Avoid major increases in single-occupant vehicle capacity when constructing or modifying roadways unless needed to remedy severe congestion or critical neighborhood traffic problems. Where capacity is increased, balance the needs of motor vehicles with those of pedestrians and bicyclists.

Policy T-3.4 Regulate truck movements and large commercial buses in a manner that balances the efficient movement of trucks and buses while preserving the residential character of Palo Alto’s street system.

Policy T3.5 When constructing or modifying roadways, plan for use of the roadway by all users.

Program T3.5.1 Continue to use best practices in roadway design that are consistent with complete streets principles and the Urban Forest Master Plan, focusing on bicycle and pedestrian safety and multi-modal uses. Consider opportunities to incorporate best practices from the National Association of City Transportation Officials guidelines for urban streets and bikeways, tailored to the Palo Alto context.

Policy T-3.6 Consider pedestrians, bicyclists, e-bikes, and motorcycles when designing road surfaces, curbs, crossings, signage, landscaping and sight lines.

Policy T-3.7 Encourage pedestrian-friendly design features such as sidewalks, street trees, on-street parking, gathering spaces, gardens, outdoor furniture, and interesting architectural details.

Policy T-3.8 Add planting pockets with street trees to provide shade, calm traffic and enhance the pedestrian realm.

Policy T-3.15 Pursue grade separation of rail crossings along the rail corridor as a City priority.

Goal T-4: Protect streets and adopted school commute corridors that contribute to neighborhood character and provide a range of local transportation options.

Policy T-4.1 Continue to construct traffic calming measures to slow traffic on local and collector streets, and prioritize calming measures over congestion management.

Policy T-4.4 Maintain the following roadways as residential arterials, treated with landscaping, medians, and other visual improvements to distinguish them as residential streets, in order to improve safety:

- Middlefield Road (between San Francisquito Creek and San Antonio Road)
- University Avenue (between San Francisquito Creek and Middlefield Road)
- Embarcadero Road (between Alma Street and West Bayshore Road)
- East and West Charleston Road/Arastradero Road (between Miranda and Fabian Way)

Policy T-4.5 Minimize the danger of increased commercial ingress/egress adjacent to major intersections, and noticeable increases in traffic from new development in residential neighborhoods, through traffic mitigations measures.

Goal T-6: Provide a safe environment for motorists, pedestrians and bicyclists on Palo Alto streets.

Policy T-6.1 Continue to make safety the first priority of citywide transportation planning. Prioritize pedestrian, bicycle and automobile safety over motor vehicle level of service at intersections and motor vehicle parking.

Program T6.1.1 Follow the principles of the Safe Routes to School program to implement traffic safety measures that focus on safe routes to work, shopping, downtown, community services, parks and schools including all designated school commute corridors.

Policy T-6.2: Pursue goal of zero severe injuries and roadway fatalities on Palo Alto city streets.

Policy T-6.6 Use engineering, enforcement and educational tools to improve safety for all users on City roadways.

Program T6.4.3: In collaboration with PAUSD, provide adult crossing guards at school crossings that meet established warrants.

Policy T-6.6: Use engineering, enforcement and educational tools to improve safety for all users on city roadways.

Program T6.6.1 Periodically evaluate safety on roadways and at intersections and enhance conditions through the use of signal technology and physical changes. Consider the construction of traffic circles for improved intersection safety.

Program T.6.6.6 Improve pedestrian crossings by creating protected areas and better pedestrian and traffic visibility. Use a toolbox including bulbout, small curb radii, high visibility crosswalks and landscaping.

Policy T-6.8 Vigorously and consistently enforce speed limits and other traffic laws for both motor vehicles and bicycle traffic.

Policy Support regional bicycle and pedestrian plans including development of the Bay Trail, Bay-to-Ridge Trail and the Santa Clara County County-wide Bicycle System.

Program T8.8.1 Identify and improve bicycle connections to/from neighboring communities in Santa Clara and San Mateo counties to support local trips that cross city boundaries. Also advocate for reducing barriers to bicycling and walking at freeway interchanges, expressway intersections and railroad grade crossings.

11). How does the plan take into account the proposed bicycle/pedestrian boulevard network outlined in the CoPA Bicycle & Pedestrian Transportation Plan?

Pitch or Pick?

These latest plans are not ready for prime time (community meetings) because the ped/bike components are poorly developed (there is no way to evaluate something one cannot understand), but that doesn't mean they should be thrown out. The latest alternative would keep rail at grade—which, by itself, merits consideration because, without it, the alternatives we are left with probably will be the hybrid or the viaduct which likely are not politically feasible.

I understand that the box was not been incorporated in these designs. The was a cost-saving feature. Why was it not included?

These are complicated choices. I realize there won't be perfect options. However, we can't pick our evaluate these latest options if we can't understand ped/bike safety components. The partial underpass options need work, but I'm not ready to throw them out. There is potential to make them more attractive. I understand that these are very preliminary designs, but the ped/bike facilities must be made more clear.

I am still digesting these concepts and will send thoughts later this week about possible ped/bike improvements.

Thank you for your work on this important project and for considering my comments.

Sincerely,

Penny Ellson



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Brettle, Jessica

From: Teri Llach <llachteric@gmail.com>
Sent: Monday, June 8, 2020 1:17 PM
To: Council, City
Subject: Please Close Churchill

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

Hi

Thank you for reading my email. I go to the meetings but I wanted to write too – we need to close Churchill. It is the only logical option based on all the analysis.

The data speaks for itself - based on the analysis by AECOM, and all the additional traffic research, it is clear that the Oregon + Embarcadero mitigation measures with the closure of Churchill is the best and most cost effective solution for the whole city. Traffic on Churchill is 70% thru traffic that is easily managed on Oregon and Embarcadero w/ the cost effective mitigation measures.

There is no issue with police and fire to close Churchill.

The data, the expense, the time, the safety – closing Churchill is the only option. We will all get used to Churchill being closed and soon will not even remember when it was open.

Thank you for your time

Teri

Teri Llach

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w: www.terillach.com

e: llachteric@gmail.com

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Brettle, Jessica

From: Mohamed T. Hadidi <mthadidi@alumni.stanford.edu>
Sent: Monday, June 8, 2020 2:23 PM
To: Council, City
Cc: Expanded Community Advisory Panel; youngjoh; Omar Hadidi; Mohamed Hadidi
Subject: Churchill Grade Separation

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

Honorable Members of Palo Alto City Council,

I'd like to begin by taking a step back and ask that you consider engaging in discussions with the concerned entities on whether proceeding with grade separation still makes sense in this post-pandemic world.

However, if it is to proceed, our family strongly support the Churchill Closure proposal with a bike/pedestrian underpass, mitigations at Embarcadero & Oregon Expressway, and sound screens/parapets at the intersection. We also strongly oppose the 2 other proposed alternatives, namely the Partial Underpass and the Viaduct.

We support Churchill Closure for the following reasons:

1. It serves as the first part of a phased approach to grade separation at Churchill. If necessary, either of the other 2 options can be implemented in a later phase.
2. It is much less costly, totaling \$50-65M.
3. It is traffic-friendly, and traffic flow will be better than the current state of things, as confirmed by the Hexagon analysis of May 5th.
4. It is much safer, incorporating a bike/pedestrian underpass and reducing traffic backups on Churchill.
5. It will significantly reduce noise by eliminating horn noise and installing sound screens/parapets.

We oppose the Partial Underpass for the following reasons:

1. It depends on acquiring CalTrain's Right-of-Way, which is unlikely. Would also require eminent domain seizures.
2. It bears a huge cost of \$200-250M.
3. It would significantly change the character of the neighborhood.

We oppose the Viaduct for the following reasons:

1. It will cost \$300-400M
2. Less traffic-friendly: Worse level of service than the Churchill Closure solution (see Hexagon analysis).
3. A permanent eyesore to the neighborhood.

Regrettably some Southgate opponents of Churchill Closure have resorted to underhanded devices of illegally placing placards advocating for their position on public and private properties, including our own front yard. Some have even encouraged property seizures without empathy for their affected neighbors - and all that just to maintain access to Alma and shave off a few minutes from their commutes. To address their concerns about feeling cut off if Churchill Ave were to close, we suggest opening up some of the Southgate streets that are currently blocked off.

We urge you to vote for Churchill Closure as the best alternative for grade separation at the Churchill/Alma intersection, in the event that grade separation projects in the Bay Area are to proceed.

Thank you for your time and consideration!

With our best regards,
Mohamed Hadidi, Young-Jeh Oh and Omar Hadidi

Brettle, Jessica

From: Eduardo F. Llach <eduardo@llach.com>
Sent: Monday, June 8, 2020 2:26 PM
To: Council, City
Subject: XCAP tonight - I'm for Oregon + Embarcadero Mitigations with Churchill Closure

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

Hi City Council, Thank you for your work at the Palo Alto City Council. It has been tough in the past 3 months and we appreciate your work.

I would like to urge you to consider, and eventually vote for, the Oregon + Embarcadero Mitigations proposed by XCAP with the Churchill Closure. It is the best solution for all of Palo Alto to address traffic across a wide area, it is the most cost effective solution, and the safest for all the kids going to Paly and living in our neighborhood. Closing Churchill will also reduce the noise on the neighborhood from the train horns and signal warnings by 20 dB which is a factor of 10X reduction (dB is a logarithmic scale).

I want to thank the XCAP team – the 77 page analysis is impressive.

- Given the current reality of impacted city, county and state budgets, we should be looking at the cost benefit analysis across the whole city.
- I live on Churchill and I've had 4 kids go to Paly. I've seen the danger it presents to our students, kids and neighbors.
- Yet, as a citizen of Palo Alto, I want the best solution for the whole city, north, south, east and west. And based on the analysis by XCAP, and all the additional traffic research, it is clear that the Oregon + Embarcadero mitigation measures with the closure of Churchill is the best and most cost effective solution for the whole city. Page 18's chart outlines the clear benefits to the city.
- Traffic on Churchill is 70% thru traffic that is easily managed on Oregon and Embarcadero w/ the cost effective mitigation measures outlined in pages 53 to 57 of the analysis.
- The through traffic on Churchill has caused accidents and deaths on Churchill. I personally have seen a car hit by the train, thankfully the guard at the time got everyone off the car seconds before the train hit it and sent it flying. My neighbor, Aileen, was struck by a speeding car. My triathlon team mate lost her son to a train. We lost two cats to cars on Churchill, and there have been countless of pets killed on Churchill. All parents are anxious to have their kids navigate Churchill when going to school.
- The noise analysis recently done by XCAP shows that closing Churchill will reduce the noise by 20 dB (from 88 to 68db) which is a factor of 10X+ reduction in sound (dB is a logarithmic scale). This will make a HUGE difference to everyone in the Southgate neighborhood.

Thank you for the great work you are doing and for the great work by XCAP, let's get the best value, the safest solution and the lower sound pollution solution for all of Palo Alto by closing Churchill and doing the cost effective and traffic improving mitigation measures for Embarcadero & Oregon.

Thank you, Eduardo

Eduardo F. Llach
36 Churchill Ave, Palo Alto
Cel – 650 678 1406

Brettle, Jessica

From: Craig Moye <moyecj@yahoo.com>
Sent: Monday, June 8, 2020 2:33 PM
To: Council, City
Subject: Choose the best solution for Palo Alto

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

Hi,
I hope you are all staying well these days during these difficult times. There are a lot of pressing issues to address which I am sure are taking your time and attention. The issue of eliminating at-grade crossings for Caltrain while their ridership is down 97% due to the pandemic may not seem pressing but it is my understanding that there is a need to make some decisions about this issue now which will have long lasting effects on Palo Alto.

With that in mind, I am writing to ensure that City Council looks for the BEST possible solution for each intersection and not just the EASIEST. It is clear that there is a very vocal minority that wants to close Churchill because it is to their personal advantage and not necessarily for the good of Palo Altans overall. Having attended many XCAP meetings and gotten involved in the issue regarding Churchill, it is also clear that there is an XCAP team member who is biased and has been writing advocacy emails for others to send to both XCAP and City Council to close Churchill. David Shin should not be allowed to be on the XCAP Committee if he is going to be a strong advocate of one solution before the others have even been fully examined. He should be dismissed from XCAP because of his partiality to a solution that benefits him. I have email proof that he is rallying neighbors to petition the very committee he is on to close Churchill BEFORE alternative solutions were vetted and discussed although it was in the works. This is called corruption. It is government's responsibility to ensure that committee members are looking out for the best interests of ALL Palo Altans not just their own interests..even if they are serving on a committee. If you choose not to dismiss him, any emails that XCAP or City Council receives in favor of closing Churchill should be disregarded as you should understand their origins.

There is a partial underpass solution that has been proposed by a citizen that is by far a better solution for the majority of Palo Altans. It allows for separation of bike/pedestrian traffic, still allows most traffic patterns to flow and maintains the ability of Southgate and other residents to have direct access to the rest of Palo Alto as well as allowing PAUSD to continue their operations. Please look closely at the letter from PAUSD which advises against closing Churchill for accessibility of students and parents but also for their operations and buses (which is not mentioned in XCAP's summary). Any consideration of closing Churchill must consider that our school district has asked that this not be done.

In addition, please look closely at the traffic alternatives that are being proposed if Churchill was to close - sending an additional 7000 cars down Embarcadero per day will be a nightmare. In addition, the people who assessed the traffic impact said they did not consider Town and Country traffic which obviously will make that significantly worse...and it is already a difficult area that will make access to PA High School more dangerous...especially if most traffic will flow into PAHS from there.

The partial underpass maintains the positive aspects of moving traffic in and around Churchill while making it safer for children who come to school via bikes. I live on Castilleja Ave which is a designated bike street and there are hundreds of bicyclists who go to school and other commutes via that street. Any solution must NOT reopen the Park Blvd/Castilleja Ave closure as it will be quite dangerous to children and others that flow down the bike street...which is already narrow. That option has been discussed as a mitigation of closing Churchill - that must not happen.

There are no significant obstacles to the partial underpass that cannot be solved with creativity and effort by AECOM and a joint effort with Caltrain. The notes from the XCAP meeting try to make it sound as if not allowing for 4 tracks at this crossing is a show stopper. To be clear, 4 tracks is not possible at Churchill without taking property and is probably not possible at any other Palo Alto crossing either for the same reason. That is NOT a reason to not consider this option.

Please invest in the long term best solution for Palo Alto. Please move forward with designing and engineering the partial underpass option - it is the most consistent with the options being considered for other crossings and we have the added needs of the PAUSD to consider. The truth is that the vocal minority are solving for themselves, not overall Palo Alto

citizens in the long term. Do not increase traffic on Embarcadero and cut off cross- PA access. This is a long term decision, not a short term easy fix or one where you should yield to a vocal minority.
Thanks,

Craig Moye
1595 Mariposa Ave, PA