

City of Palo Alto Rail Program

Connecting Palo Alto: Community Workshop #1

Held on May 20, 2017

Draft Summary Report
Prepared by Circlepoint

June 13, 2017



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Workshop Overview

Palo Alto Rail Program
Connecting Palo Alto: Community Workshop #1
Mitchell Park Community Center, El Palo Alto Room
3700 Middlefield Rd, Palo Alto, CA 94303
May 20, 2017 10:00 a.m. – 2:00 p.m.

The City of Palo Alto (City) hosted a community workshop (Workshop) on Saturday, May 20, 2017 at the Mitchell Park Community Center (MPCC). The purpose of the Workshop was to engage the public and receive insight on the current challenges and future goals of the City's Rail Program (Rail Program). The purpose of this Program is to assess potential solutions to grade crossing traffic, safety, and congestion issues with thorough consideration of public insight. The program area encompasses pedestrian and vehicular infrastructure within a half-mile radius of the railroad corridor that bisects the City, in particular four major at-grade crossings: Palo Alto Avenue, Churchill Avenue, E. Meadow Drive, and Charleston Road. The Rail Program's implementation is spurred by the recent availability of Santa Clara Valley Transportation Authority (VTA) funding for grade crossing improvements in the region.

Project mailers were sent directly to local residents, City staff, and interested organizations and stakeholders to notify them about the upcoming Workshop. The mailer (Appendix A) contained a brief explanation of how the Rail Program came to be and past efforts; how the Workshop was structured; and, and emphasized attendees' key role in helping to define the challenges/successes for the Rail Program. The mailer content was also made available online through the project website.

The Workshop began informally, as participants walked into the MPCC's Palo Alto room, signed in and made nametags, picked up Workshop handouts, conversed amongst themselves, and viewed various exhibit boards of various rail efforts in the region (Appendix B). Attendees were invited to sit at a table of their choosing, read the handouts that explained how the afternoon breakout session was going to be conducted, fill out a comment form, and interact with the Project Team to ask questions and share comments about the Rail Program. Project background was presented by City staff and consultant to illustrate the history and data of previous grade-crossing related efforts in the area. A short brunch was served before the second part of the Workshop commenced. After lunch, participants sat at designated tables in order to take part in a dot exercise that would compile their perspectives on grade crossing related challenges and goals for Rail Program efforts. Two surveys were administered using the interactive, online surveying tool *MeetingSift*. Hard copies of the surveys were provided for those without smartphones (Appendix C). One survey was conducted after the initial project introduction and the other at the conclusion of the breakout session to wrap up the Workshop.

130 attendees filled out the voluntary public sign-in sheets (Appendix D). Most attendees seemed supportive of the proposed Rail Program and how the Workshop was structured in a way that engaged and listened to public insight on both the challenges and goals of potential Rail Program efforts. The large majority of the 39 comments received during (23) and after (16) the Workshop matched the

overall positive feedback received during the Workshop (Appendix E) and were added to the project's stakeholder database. Photos were taken throughout the Workshop to register the event (Appendix F), and all presentations and a video of the Workshop were shared with the public via the project website (<http://www.cityofpaloalto.org/ConnectingPaloAlto>).

Five (5) City officials were in attendance: Greg Scharff, Mayor; Tom DuBois, Council Member; Liz Kniss, City Council Member; Jim Keene, City Manager; and Hillary Gitelman, Director of Planning and Community Environment. Members of the Project Team in attendance included:

City of Palo Alto

Joshuah Mello, Chief Transportation Official
Philip Kamhi, Transportation Manager
Sylvia Star-Lack, Safe Routes to School Coordinator

Mott MacDonald

Chris Metzger, Principal in Charge
Michele DiFrancia, Project Manager
Richard Davies, Circulation Study Project Manager
Olga Rodriguez, Project Engineer
Tina Hu, Transportation Planner

Circlepoint

Scott Steinwert, CEO
Maily Chu, Project Manager
Vitor Machado Lira, Project Associate
Graham Pugh, Project Coordinator

Workshop Preparation

In the months leading up to the Workshop, multiple media channels were used to inform the public about the Rail Program. The cityofpaloalto.org/connectingpaloalto website was established with the purpose of serving as the go-to source of information about the Rail Program throughout its implementation. The website gave users background information on how and why the Rail Program came to be, where and when the Workshop was set to take place, and how the Workshop was structured; and, it continues to be updated with new information on a regular basis.

A social media post to NextDoor and 15,000 postcards (Appendix A) were shared with residents and businesses within ½ mile of rail corridor to notify them about the Workshop. Like the website, these notices informed the public about the Workshop schedule, namely the Rail Program's background and past efforts in the region, and attendees' key role in helping to define the challenges at each grade crossing and establish success parameters and evaluation criteria for the Rail Program.

Rail Program partners like Friends of Caltrain also helped the Project Team spread the word on the Workshop by contacting their members. Pre-workshop stakeholder interviews were also conducted to

assess key areas of interest in the community. Representatives of the following groups have been interviewed thus far: CAARD, Friends of Caltrain, SPUR, Transform, PTA, past council members, etc.

Breakout Session Exercise

Overview

The meeting involved two breakout sessions. Upon registration, participants were randomly assigned a table number, which would later be used to assign their breakout session group. Each group had approximately 10-12 community members and one (1) facilitator. The job of each facilitator was to lead the discussion in an organized fashion, ensuring that each participant had an equal chance to add his or her input to the conversation.

Community members were provided ample explanation of the breakout session process, including a verbal overview by the meeting facilitator and handouts providing further information (Appendix G). Table facilitators were also available for questions.

Prior to the beginning of the breakout sessions, each community member was provided 6 dots. Community members could identify their priorities by placing dots in each box of their table's "Dot Matrix" (Appendix H). The matrix allowed a community member to focus on only one issue (for example, "Bikes/Peds"), or on only one crossing, or any combination thereof.

Dot Exercise

Community members placed a total of 508 dots. The top issues/topics identified as areas of concern were bicycles/pedestrians, safety, and autos/trucks. The least commonly identified areas of concern were noise, visual, and other.

<i>Crossing</i>	<i>Proportion of Dots</i>
Meadow Drive	29%
Charleston Road	26%
Churchill Ave	23%
Palo Alto Ave (Alma Street)	12%
Existing Grade Separations	10%

The top three crossings of concern were E. Meadow Drive, Charleston Road, and Churchill Avenue, while Palo Alto Avenue/Alma Street and existing grade separations were identified as a lower priority among participating community members.

<i>Issue/Topic</i>	<i>Proportion of Dots</i>
Bikes/Peds	29%
Safety	26%
Autos/Trucks	24%
Noise	12%
Visual	5%
Other	5%

Counts of all dots are in the chart below, indicating attendees' prioritization of each crossing and issue. Green indicates more commonly selected priorities, while red indicates the opposite.

Concerns Identified by Crossing

<i>Issue/Topic</i>	Palo Alto Ave (Alma Street)	Churchill Ave	Meadow Drive	Charleston Road	Existing Grade Separations	<i>Totals</i>
Bikes/Peds	16	39	44	29	20	147
Autos/Trucks	8	27	30	40	17	122
Noise	13	6	23	18	1	61
Safety	14	40	36	32	9	131
Visual	4	4	8	8	1	25
Other	8	2	6	4	3	23
Totals	63	118	146	131	51	508

The dot matrix exercise also revealed top priorities for each crossing. For all five options (including existing grade separations), Bikes/Peds and Safety were identified as within the top three priorities. Autos/Trucks were identified as a top-three priority for all crossings except Palo Alto Avenue (Alma Street), for which noise was the third priority. See below for more detail.

Priority #	Palo Alto Ave (Alma Street)	Churchill Ave	Meadow Drive	Charleston Road	Existing Grade Separations
1	Bikes/Peds	Safety	Bikes/Peds	Autos/Trucks	Bikes/Peds
2	Safety	Bikes/Peds	Safety	Safety	Autos/Trucks
3	Noise	Autos/Trucks	Autos/Trucks	Bikes/Peds	Safety

The following section includes an overview of the top three topic areas for each crossing. Crossings are in the order used during the meeting, while the included topic areas are ranked according to their importance for each street as revealed in the dot exercise.

Palo Alto Ave (Alma Street)

- Bikes/Peds:** In general, concerns for cyclists and pedestrians at this crossing tended to relate to poor legibility of the street; community members found this crossing to be difficult to understand as a pedestrian or bicyclist. Specific concerns included a chaotic and unintuitive physical configuration, unclear sightlines, poor road striping, perplexing signage, and an unclear differentiation between bike, pedestrian, and car rights-of-ways.
- Safety:** Safety was identified as a concern particularly for those traveling by walking and biking through this corridor. A concern was expressed of an unusually narrow bike lane, which could force bicyclists (especially students) to use the vehicular lane. Concerns of safety at this crossing

were often brought up in light of the large number of Stanford students and other potentially inexperienced cyclists using this crossing.

3. **Noise:** Noise was identified as the third priority for this crossing, which was the only instance of noise being identified as a top-three concern.

Churchill Ave

1. **Safety:** Community members identified safety as the top priority for this crossing, apparently due to its proximity to Palo Alto High School and the unique safety challenges that this proximity presents. Many concerns stemmed from the dangers implicit in having a high proportion of relatively inexperienced bicyclists, pedestrians, and drivers all interacting in a tight space. Relating to this, safety concerns stemmed from the very high peaks of trips to and from schools leading to capacity constraints for all modes. Community members expressed concern that rights of way for active modes were too narrow, causing cyclists to have to mix with vehicular traffic. In addition, concerns were expressed regarding unsafe vehicle speeds and driver behavior, narrow rights of way for all modes, and insufficient separation of modes.
2. **Bikes/Peds:** Capacity constraints, caused primarily by the very high volume of students, were the chief concern relating to bicycles and pedestrians. Additional key concerns included students getting stranded on the traffic island and interaction between active modes and fast-moving vehicles.
3. **Autos/Trucks:** The primary concerns related to autos/trucks for this crossing relate to traffic congestion, its causes, and its effects. Community members pointed out that vehicular traffic volume through this crossing has high peaks, along with pedestrian and bicycle travel, due to the proximity of Palo Alto High School. At peak hours, a high volume of all modes leads to heavy vehicular congestion, which community members say encourages unsafe driver behavior (including violation of turning restrictions), funnels vehicular traffic onto residential streets, excess noise (including honking), and long queues, especially for turning lanes.

Meadow Drive

1. **Bikes/Peds:** Limited capacity for cyclists and insufficient separation between active modes and vehicular traffic were among the most significant concerns expressed by community members for this crossing. Capacity for bicyclists and pedestrians is particularly constrained in an island between Alma Avenue and the railroad.
2. **Safety:** Safety concerns relating to this crossing pertain to collisions between all modes, but especially between cyclists and autos/trucks. At least one community member called for total physical separation between all modes at this crossing. One important concern was of the grade of the tracks themselves limiting visibility, causing drivers to become stuck in the tracks.
3. **Autos/Trucks:** Many of the concerns relating to autos/trucks at this crossing were due to congestion. Specific complaints included an overly short left-turn queue to Alma Avenue, traffic light phasing that seems uncoordinated with passing trains and other intersections, traffic queuing across the tracks due to pedestrians crossing Meadow, and an overall shortfall in capacity relative to demand.

Charleston Road

1. **Autos/Trucks:** Community members identified excess congestion, wait times, and queuing, especially for left turns, as the key issues facing autos and trucks at this crossing. Additional concerns involved insufficient accommodation of turning movements (either short or non-exclusive turning lanes), particularly the left turn movement onto Alma from Charleston, as well as blocking of north-south travel on Park Boulevard due to excess queuing while drivers wait for trains to pass. A short merging area, where eastbound Charleston traffic merges from two lanes to one, was also blamed for heavy congestion.
2. **Safety:** Safety concerns at this crossing stemmed mostly from the limited space provided for all modes between the railroad crossing and Alma Street. Particular concern was expressed for drivers getting stuck on the tracks while waiting for green signal on Alma.
3. **Bikes/Peds:** Many of the concerns regarding bicyclists and pedestrians resulted from excess auto and truck congestion. Community members pointed out that crossing Park Boulevard on a bike was often challenging due to the queue of cars waiting to cross Alma Street. Other top concerns included poor legibility for cyclists and poor differentiation between the bike and car rights of way.

Existing Grade Separations: General

1. **Bikes/Peds:** For this category, the most commonly held concerns were that the existing grade separations create psychological barriers between neighborhoods at the pedestrian scale; have confusing configurations for bicyclists that are not intuitively organized and feel dangerous; interrupt bicycle routes and make routes feel non-contiguous; and have insufficient signage/wayfinding.
2. **Autos/Trucks:** Congestion was the top complaint, and was often seen to be exacerbated by short turning lanes.
3. **Safety:** For this category, the top safety concerns focused on students (both in grade school and university) who may be inexperienced cyclists or pedestrians; constrained conditions at each crossing forcing modes to interact with each other in potentially hazardous ways; and confusing and illegible roadway configurations that lead to frustrated drivers, who then create unsafe conditions for other users of the street.

Summary of Comments received during and after the Workshop

A total of 39 comments were received regarding the Workshop to date. 23 of these were submitted as comment forms at the Workshop and 16 were submitted afterwards through email and mail. Their subject matters are varied but include the following key themes:

Workshop format and presentations:

Positive feedback – multiple attendees mentioned they were happy to see this discussion and willingness to include the public in the process. One attendee in particular wanted to applaud the City for convening this workshop and being so open about planning this effort.

Potential improvements – a handful of attendees mentioned that portions of data presented did not match activities they observed and that some of the background information on past efforts by the City

was incomplete. Two people commented that more facilitators could have helped keep all table members engaged and maintain order in the breakout sessions when someone tried to control the conversation. A handful of people also emphasized the need to assemble a Community Advisory Committee to properly engage citizens. The most passionate comments received from a dozen commentators questioned a) the implementation of the CSS process now after having already studied the corridor and receiving recommendations, b) the timeliness of this process and why solutions and comparative studies of alternatives implemented nearby and around the world are not on the table, and, c) omission of High Speed Rail and Caltrain's influence in the region.

Grade Crossing Concerns:

Most attendees reiterated the points they shared during the breakout sessions regarding what they thought the main issues were in the region. Recurring sub-themes included: safety of grade crossings for pedestrians, bicyclists and cars; pedestrian and bicycle infrastructure near grade crossings; traffic interference; noise pollution; proximity of grade crossings to homes and schools; potential impacts on properties during large construction activities; funding and timeliness of solutions; influence of High Speed Rail and Caltrain Electrification in the future of Palo Alto.

Those who did not attend the workshop but provided comments also discussed points that fit into the mentioned sub-themes.

Grade Crossing Solutions:

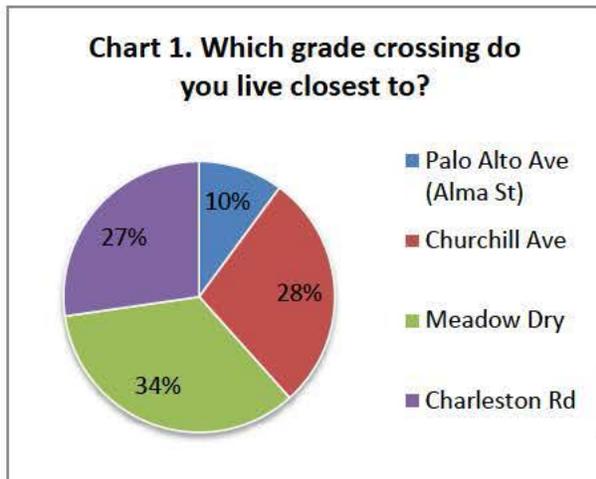
Almost all comments received included thoughts on potential solutions to the grade crossing challenges, ranging from some broad requests to keep cost effectiveness and children's safety in mind to others sharing meticulous and robust reports on previous studies and elaborating on track design and traffic frequency analysis.

The following came up most often, in no particular ranking: coordinate solutions with Caltrain Electrification and High Speed Rail to avoid re-construction for those projects in the future; grade separate various intersections; tunnel the whole Palo Alto corridor or streets that cross it to avoid car/train collisions and other traffic issues; elevate Caltrain tracks to avoid traffic issues and suicides; close various grade crossings or build overpasses near crossings that were poorly designed for pedestrians and bicyclists; eliminate train horns by establishing quiet zones.

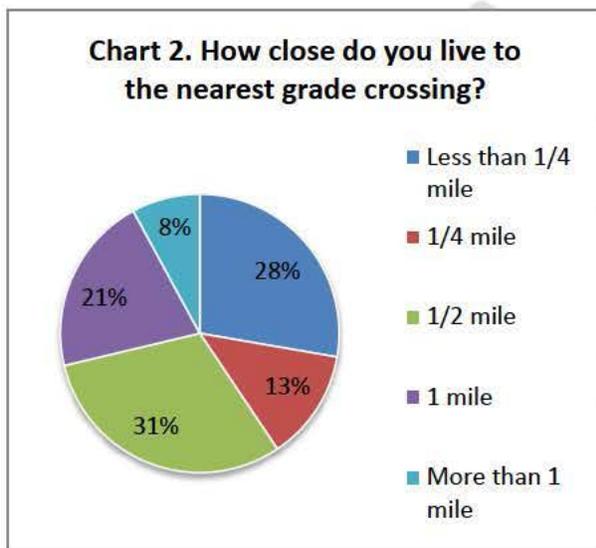
All comments will be added to the project's stakeholder database for future reference: <http://bit.ly/2s6DH1e> and will be taken into consideration by the Project Team when deciding which challenges and goals will shape the Rail Program.

MeetingSift Report

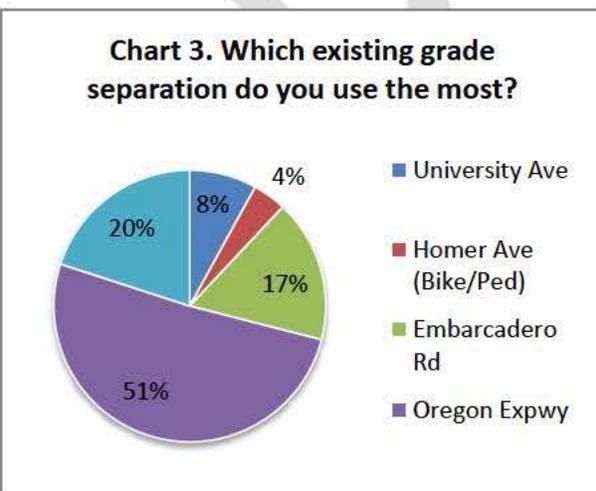
Two real-time surveys were administered using MeetingSift (www.meetingsift.com). For those without smartphones, a physical copy of the survey questions was also provided and collected. Surveys were taken immediately following the initial project introduction and at the conclusion of the Workshop.



Most Workshop participants live closest to Meadow Drive (34%), followed by Churchill Ave (28%), Charleston Road (27%), and Palo Alto Avenue (10%)(Chart 1).

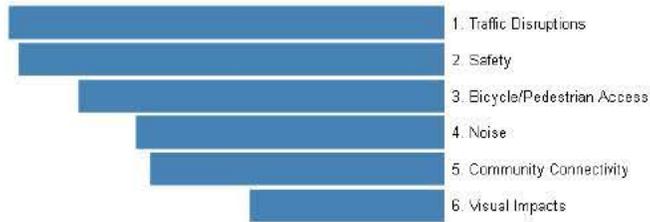


Most attendees live within $\frac{1}{2}$ mile of the nearest grade crossing (31%), closely followed by 28% living less than a $\frac{1}{4}$ mile and 13% living $\frac{1}{4}$ mile away from the nearest grade crossing. 21% live within 1 mile, and 8% live more than a mile away from the nearest grade crossing (Chart 2).



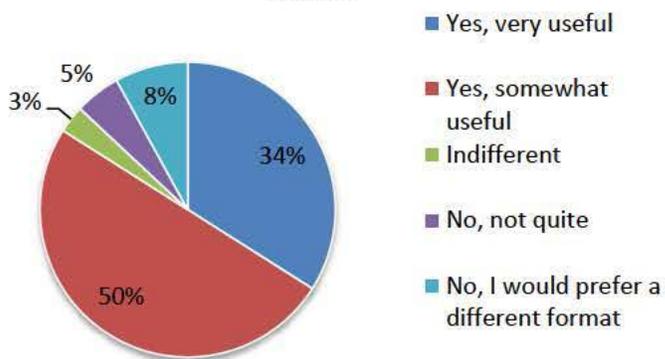
Out of the existing grade separations, a majority of people use Oregon Expressway most often (51%). San Antonio Road is used most often by 20% of attendees; Embarcadero Road is used by 17%, University Avenue is used by 8%, and Homer Avenue by 4% (Chart 3).

Chart 4: Rank the six following concerns regarding grade crossings:



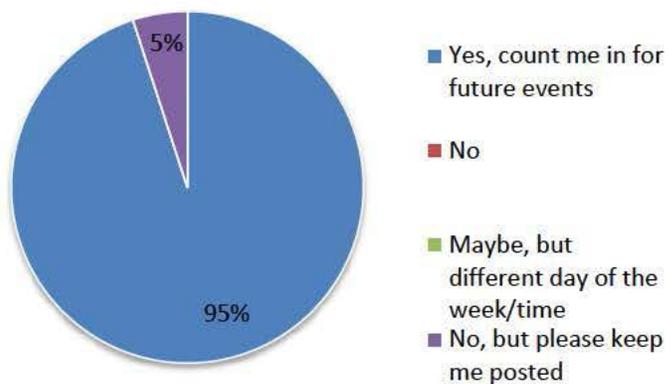
Most people rank traffic disruptions as the number one concern near the grade crossings, closely followed by safety and bicycle/pedestrian access (Chart 4).

Chart 5: Did you find today's workshop useful?



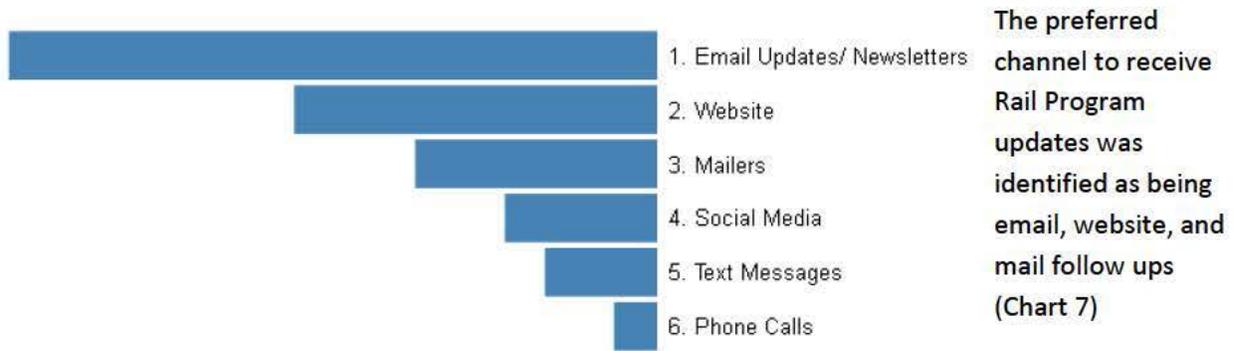
Most Workshop participants were satisfied with the workshop, as 50% responded they found it somewhat useful, and 34% responded it was very useful. Only 11% stated they would prefer a different format or did not find the format useful. 3% of people were indifferent (Chart 5).

Chart 6: Can we count on your participation in the next workshop?



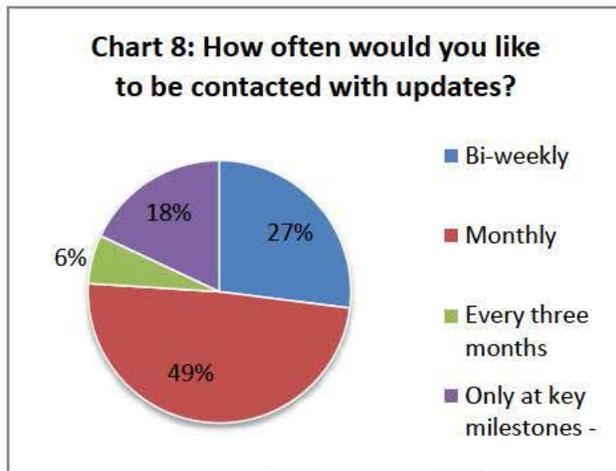
95% of survey respondents replied they would participate in the next workshop. The remaining 5% want to receive Rail Program follow ups (Chart 6).

Chart 7: Rank the three best ways to keep you engaged in Connecting Palo Alto



The preferred channel to receive Rail Program updates was identified as being email, website, and mail follow ups (Chart 7)

Chart 8: How often would you like to be contacted with updates?



Almost half of the participants (49%) stated that they would like to receive monthly updates on Rail Program developments. 27% wanted to receive bi-weekly updates, while 18% wanted to receive information once key milestones had been reached, and 6% wanted to be engaged every three months (Chart 8).

Next Steps

The following are the anticipated next steps for Rail Program activities, as it relates to Community Engagement:

- Update website to reflect latest activities and milestones
- Continue stakeholder interviews
- Convene Technical Advisory Committee (TAC)
- Hold the next Community Workshop in Fall 2017

Appendices

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Appendix A: Postcard Mailer

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CONNECTING PALO ALTO

DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

Rail Program Community Workshop #1



Palo Altans have the opportunity to address long-standing challenges associated with four grade crossings on the Caltrain corridor which runs through our community.

The Santa Clara Valley Transportation Authority (VTA) is making \$700 Million available for grade crossing improvements in our region, and the City of Palo Alto has organized a Rail Program to develop plans for addressing traffic, safety and congestion issues near our City's grade crossings.

Your participation is vital! You are invited to the Rail Program's first workshop:

Saturday, May 20, 2017 10 a.m. to 2 p.m.

Mitchell Park Community Center, Palo Alto Room
3700 Middlefield Rd, Palo Alto, CA

*Parking spaces (152) and bike racks are available on site
Public transit accessible via VTA bus line 35
Lunch will be provided*

At this workshop, City staff will discuss the Program's background, past efforts, and issues in the region. Participants will help define the challenges at each grade crossing and establish success parameters and evaluation criteria for the program.

For more information, visit cityofpaloalto.org/ConnectingPaloAlto or contact us with comments or questions at transportation@cityofpaloalto.org or (650) 329-2520.



Palo Alto City Hall
ATTN Transportation Division
250 Hamilton Avenue, Floor 5
Palo Alto, CA 94301



Appendix B: Exhibit Boards

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CA High-Speed Rail San Francisco to San Jose Section

Connecting Palo Alto: Community Workshop #1

PLANNING & COMMUNITY ENVIRONMENT - TRANSPORTATION



Project Description

- Part of California High-Speed Rail Project Phase 1 – connecting San Francisco to Bakersfield and Los Angeles to Anaheim.
- Approximately 51 miles (San Francisco to San Jose)
- Proposed stations: San Francisco 4th Street and King Street (interim until the Downtown Extension to the Transbay Transit Center is completed), San Francisco Airport (Millbrae), and San Jose (Diridon Station)
- Approach minimizes impacts on surrounding communities, reduces project cost, improves safety, and expedites implementation
- Incorporates passing track options, curve straightening, enhanced at-grade crossings, and corridor safety improvements

Proposed Train Frequency

The Authority is studying operating four high-speed rail trains per hour per direction during peak hours.

Train Speeds

Up to 110 MPH

Proposed Passing Track Locations

- **Short Middle 4-Track Passing Track Option**
 - » Least environmental impacts compared to other build passing track alternatives.
 - » 6-miles long and extend from south of 9th Avenue in San Mateo to north of Whipple Avenue in Redwood City.
- **No Additional Passing Track Option**
 - » Avoids construction, right-of-way, and aesthetic impacts of new passing tracks.

Schedule

- 2017- Draft EIR/EIS
- 2018- Final EIR/EIS
- Identify a Preferred Alternative (PA) in summer 2017





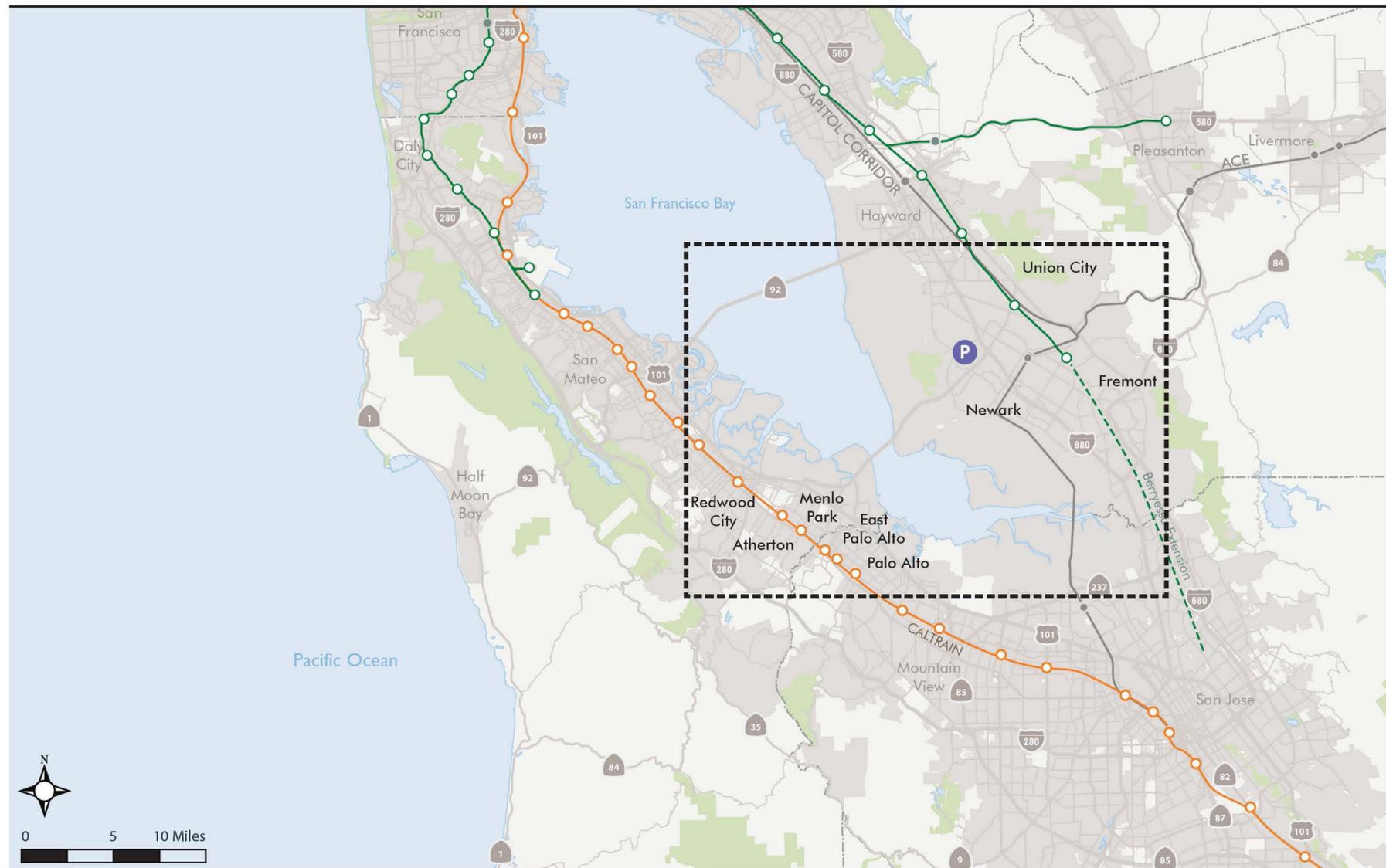
Dumbarton Transportation Corridor Study

Connecting Palo Alto: Community Workshop #1

PLANNING & COMMUNITY ENVIRONMENT - TRANSPORTATION



Study Area



- Park and Ride
- Caltrain Alignment and Stations
- BART Alignment and Stations
- Other Rail Corridors and Stations
- Study Area

*Study Area Includes All Tier 1 Cities
**Tier 2 Cities Include: Mountain View, Sunnyvale, Santa Clara, San Ramon, Dublin, Pleasanton, & Livermore

Transit Alternatives Carried Forward

SHORT TERM

- Bike/ped on peninsula

LONG TERM

- BRT from Union City BART to Redwood City Caltrain
- Commuter Rail from Union City BART to Redwood City



Approach Packages

SHORT TERM

- Bike/ped approach improvements
- Manage/expand park-and-ride
- Carpool/toll direct access ramp at Newark
- Extension of FasTrak lane eastward
- Open road tolling at FasTrak lanes
- Transit signal priority or queue jump lanes on Decoto and at Bayfront/Willow, Bayfront/University
- Bus lanes on Bayfront

LONG TERM

- All electronic tolling for cash lanes
- Add eastbound carpool/toll from toll plaza to Decoto
- Managed lanes on US 101
- Carpool/toll direct access ramp at US 101/Marsh
- Grade separations at Bayfront/Willow and Bayfront/University
- Willow Express lanes
- I 880/SR 84 direct connector ramps



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Peninsula Corridor Electrification Project (PCEP)

Connecting Palo Alto: Community Workshop #1

PLANNING & COMMUNITY ENVIRONMENT - TRANSPORTATION

Project Description

- Caltrain ridership has doubled over past decade and quickly outpaced the system's capacity
- Scheduled to be implemented by 2020/early 2021
- Converting existing Caltrain from diesel-hauled to Electric Multiple Unit (EMU) trains from services between 4th and King Street Station in San Francisco and Tamien Station in San Jose.
- Project includes installation of new electrical infrastructure along Peninsula corridor and purchasing new electric trains
- Goals include electrifying and upgrading the performance, operating efficiency, capacity, safety and reliability of Caltrain's commuter rail service.



What is the Peninsula Corridor Electrification Project (PCEP)?

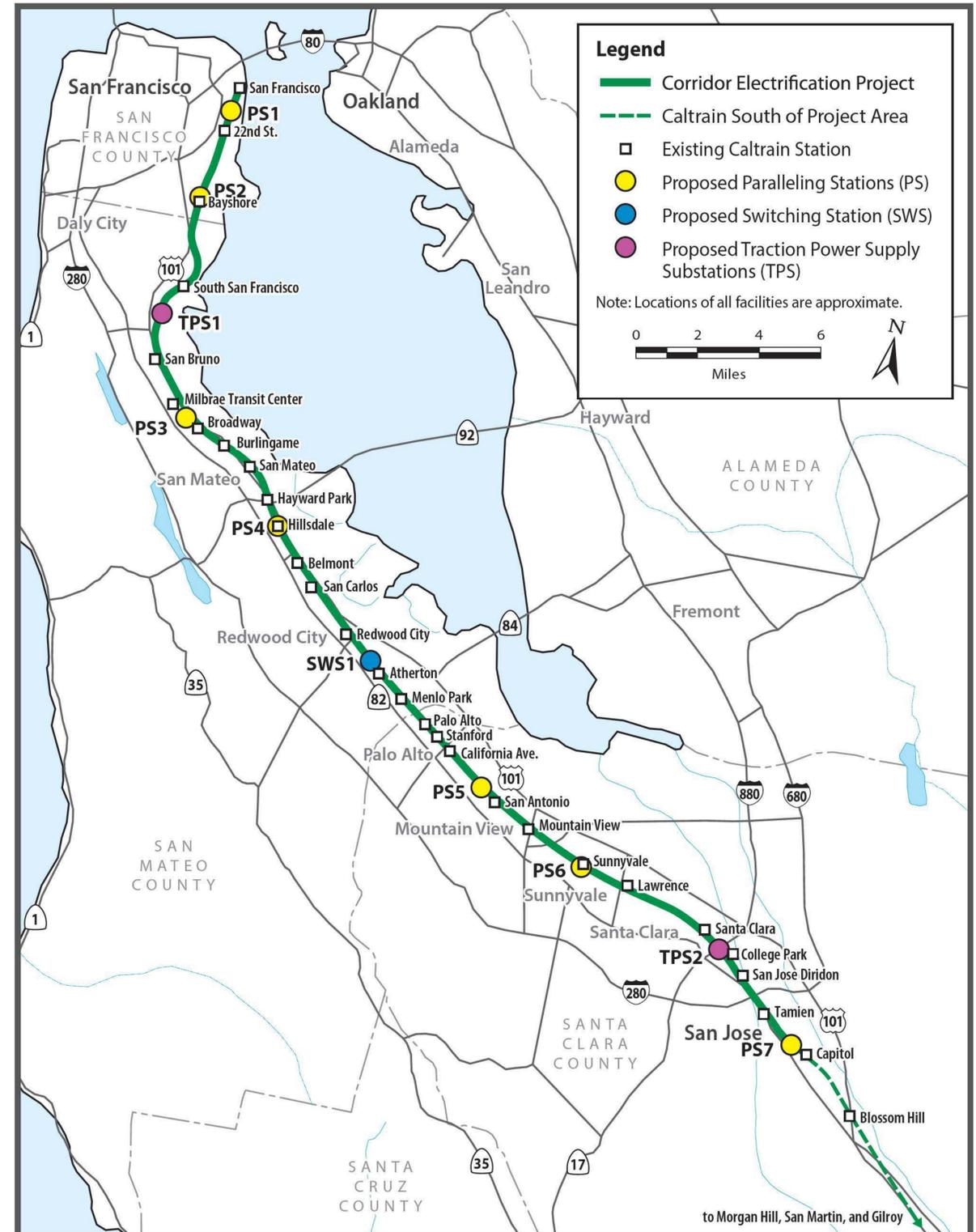
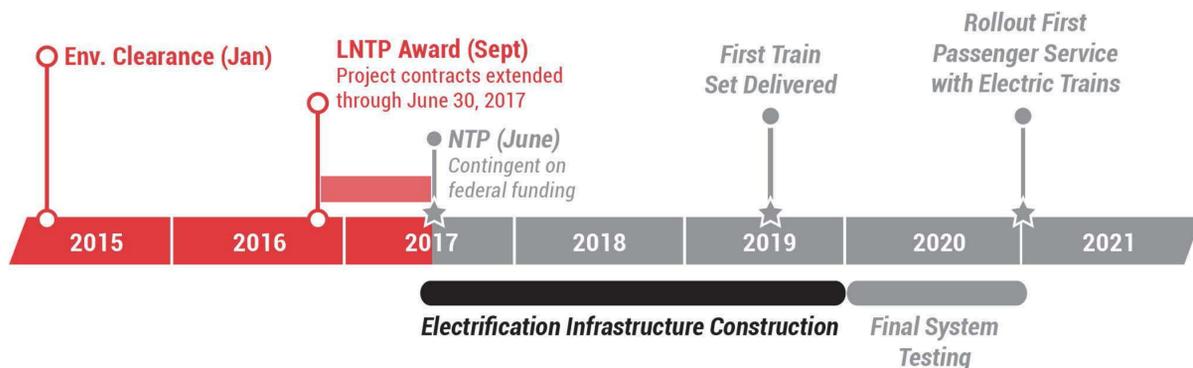
Project Purpose and Need

- Improve Train Performance
- Increase Service and Ridership
- Increase Revenue and Reduce Cost
- Reduce Environmental Impacts
 - » Reduce Noise from Train Engine
 - » Improve Regional Air Quality
 - » Reduce Greenhouse Gas Emissions
- High-speed Rail Compatible Electrical Infrastructure

Project Overview

- Distance: 51 miles (San Francisco Caltrain Station at 4th and King to south of Tamien Caltrain Station (San Jose))
- Speed: Up to 79 mph (same as present)
- Service: 6 trains per peak hour per direction (tpph/d) (current service is 5 tpph/d)
- Electrical Infrastructure and Vehicles
 - » Poles and Wires (Overhead Contact System)
 - » Traction Power Facilities (TPFs)
 - » Replacement of approximately 75% of current diesel service with Electric Multiple Units (EMUs)
- Maintain Caltrain Gilroy service and tenant use (freight and other passenger rail)

MILESTONES



PROJECT OVERVIEW MAP

www.caltrain.com/electrification

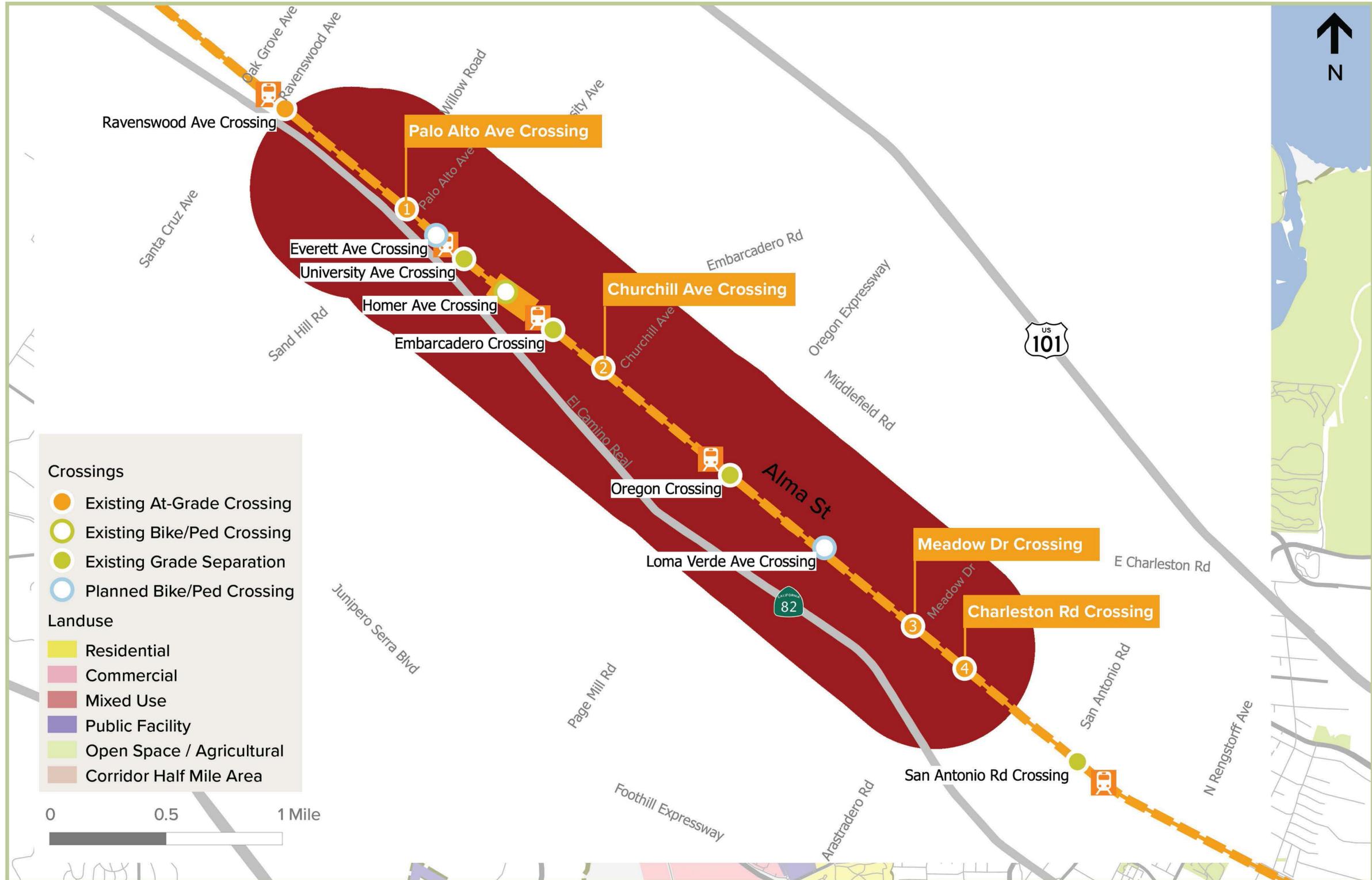


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City of Palo Alto Rail Program Study Area Map

Connecting Palo Alto: Community Workshop #1

PLANNING & COMMUNITY ENVIRONMENT - TRANSPORTATION





City of Mountain View, Castro Street At-Grade Crossing

Connecting Palo Alto: Community Workshop #1

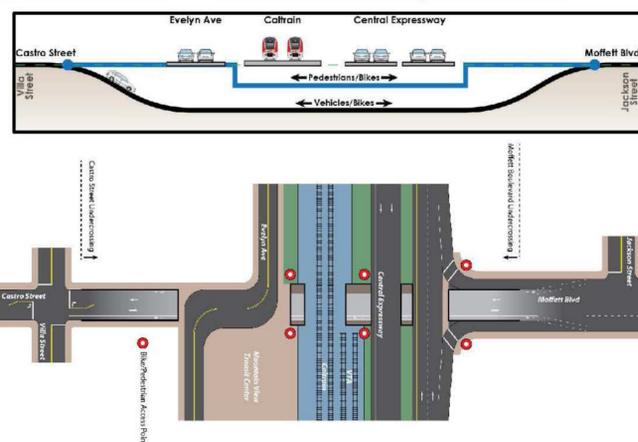
PLANNING & COMMUNITY ENVIRONMENT - TRANSPORTATION

Castro Street Grade-Crossing Alternatives

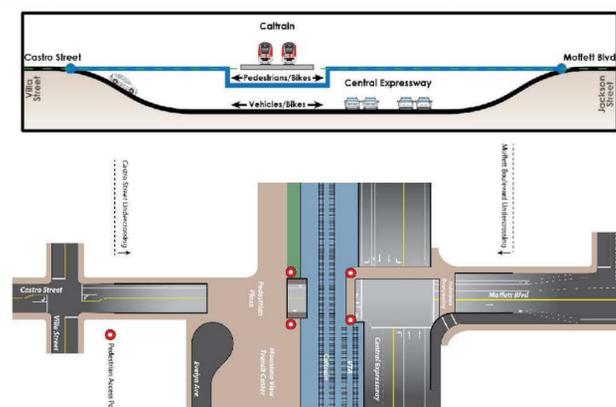
- Castro Street Grade Crossing improvement is part of the Mountain View Transit Center project, which serves as the City's key multi-modal transportation node.
- In 2015, City of Mountain View began the process of creating a master plan for Mountain View Transit Center, to make recommendations with the objectives to improve safety, capacity, and multi-modal circulation through the existing rail at-grade crossing of Castro Street, at the entrance to the transit center and downtown.
- Final concept plan and report of the master plan will be released in mid 2017.



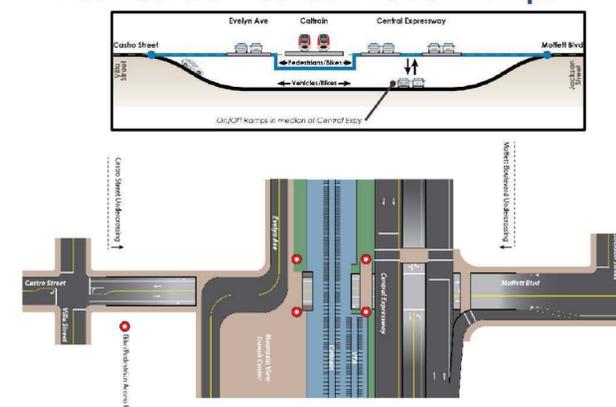
Alternative 1 – Lower Castro/Moffett



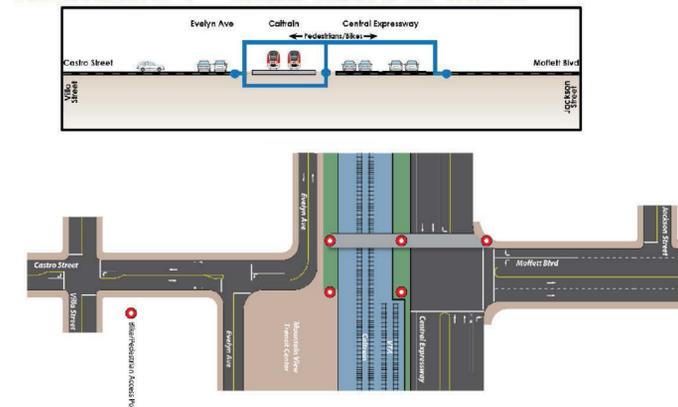
Alternative 2 – Lower Castro/Moffett & Central



Alternative 3 – Central Median Ramps



Alternative 4 – Close Castro at Tracks





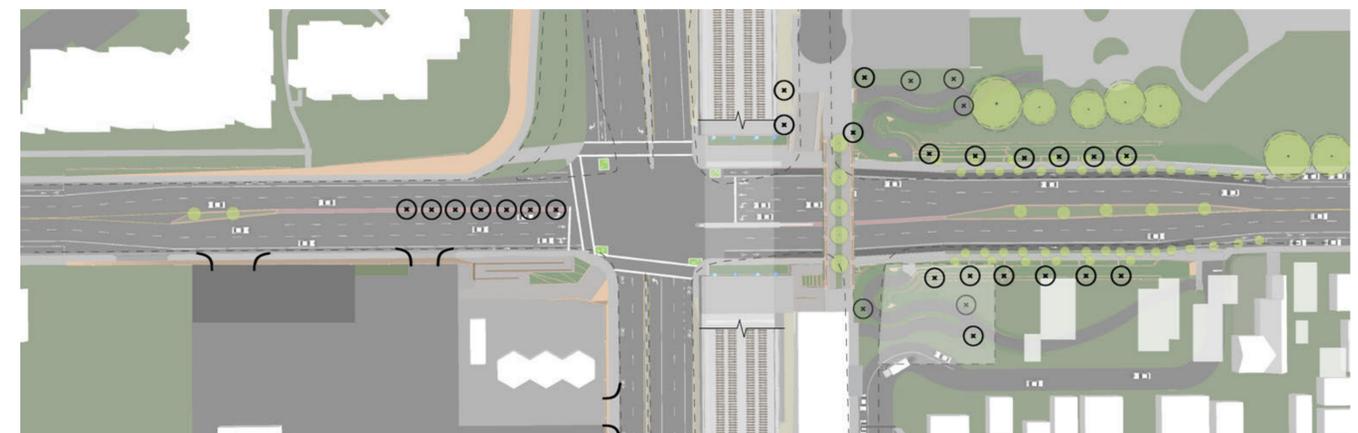
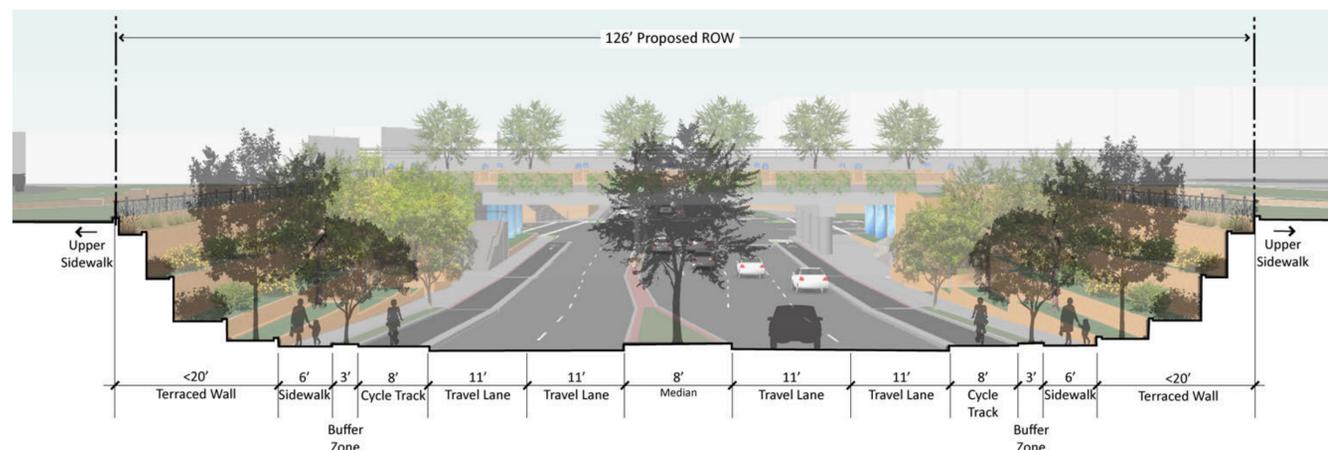
City of Mountain View, Rengstorff Street At-Grade Crossing

Connecting Palo Alto: Community Workshop #1

PLANNING & COMMUNITY ENVIRONMENT - TRANSPORTATION

Rengstorff Grade-Crossing Alternatives

- The Rengstorff Avenue at grade crossing of the Central Expressway and the Caltrain railway is a perceived and real barrier to comfortable pedestrian and bicycle travel.
- This project has a long-term planning horizon with anticipated implementation of a grade-separated intersection in approximately 15 or more years from 2014.
- In 2004, the City of Mountain View completed a feasibility study for a grade separated crossing at the intersection of Rengstorff Avenue and Central Expressway. The study identified an alternative supported by the Mountain View City Council that would depress Rengstorff Avenue and Central Expressway under the Caltrain tracks.
- In 2014, the city completed the final design report as a part of a Master Planning effort for Rengstorff Crossing, finalizing the alternatives considered to Concept A – Complete Streets.





Track Watch and Project Safety Net

Connecting Palo Alto: Community Workshop #1

PLANNING & COMMUNITY ENVIRONMENT - TRANSPORTATION

Project Safety Net

Our Mission



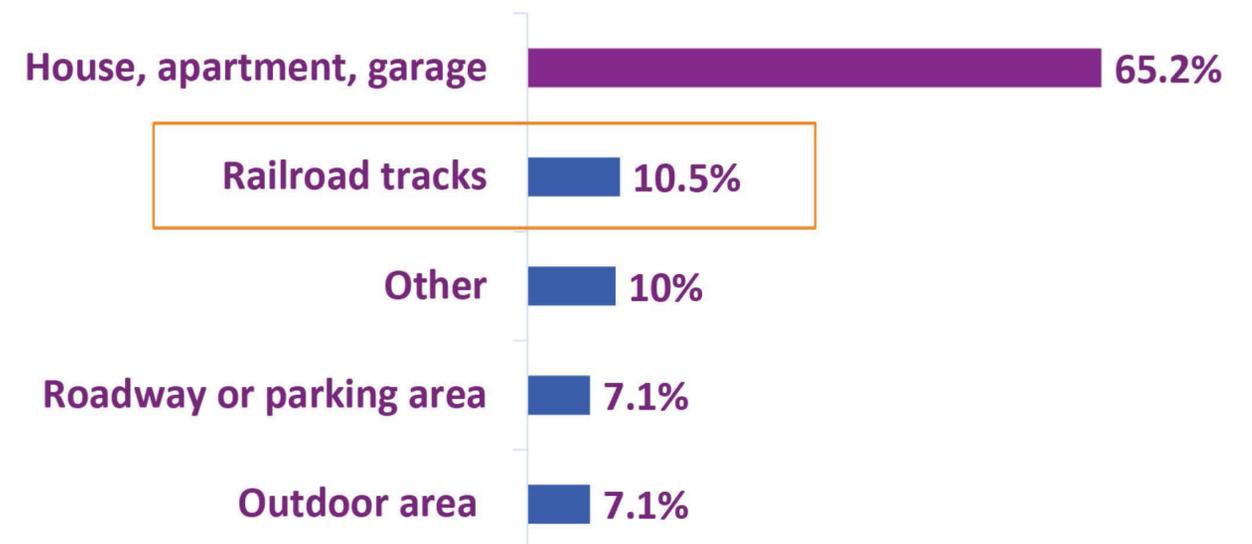
Project Safety Net is a collaborative community network held together by a common interest of fostering youth well-being in Palo Alto.

Our mission is to develop and implement an effective, comprehensive, community-based mental health plan that includes education, prevention and intervention strategies that together provide a "safety net" for youth in Palo Alto, and defines our community's teen suicide prevention efforts.

psnpaloalto.com



Location of youth suicides, 2003 - 2015



Reducing access to lethal means for youth at-risk

- Reducing access to lethal means among persons at-risk for suicide is an evidence-based approach to prevent suicide
- For example, stakeholders could use targeted education programs delivered in emergency departments which have shown some efficacy in improving safe storage in the home
- For railway suicide, limited evidence-based programs found to be effective for at-grade crossings

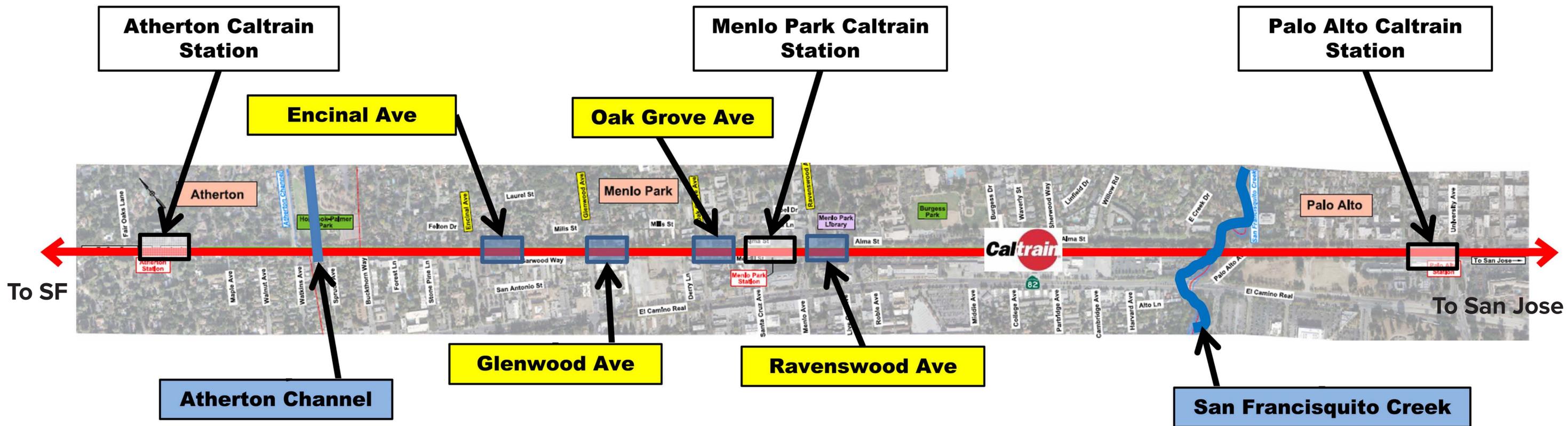


CITY OF
**PALO
ALTO**

City of Menlo Park, Ravenswood Ave Railroad Crossing

Connecting Palo Alto: Community Workshop #1

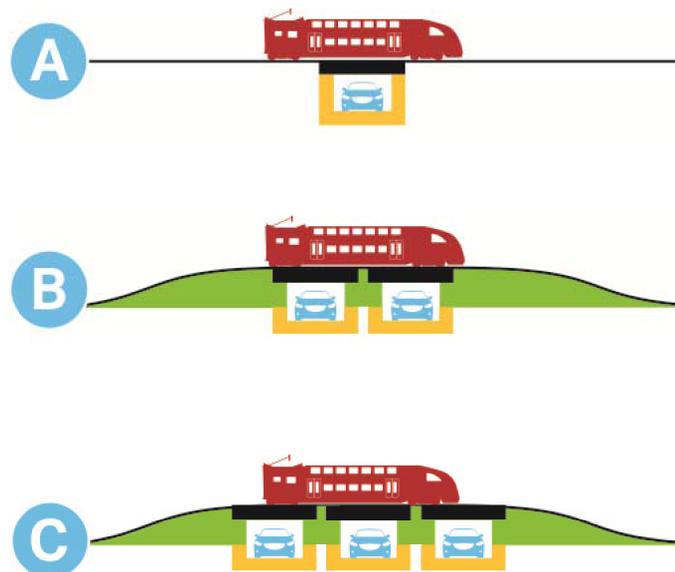
PLANNING & COMMUNITY ENVIRONMENT - TRANSPORTATION



Project Description

- In 2013, the San Mateo County Transportation Authority (SMCTA) issued a call for projects for the Measure A Grade Separation Program.
- This Project seeks to advance the previous work on potential grade separations along the Caltrain railroad tracks within the City to increase safety of all modes of travel.
- The scope of this Project includes evaluation of the three preferred alternatives:
 - A. Ravenswood Avenue underpass alternative
 - B. Hybrid (partially lowered roadway and partially raised railroad tracks) alternative with two grade separated crossing
 - C. Hybrid (partially lowered roadway and partially raised railroad tracks) alternative with three grade separated crossings

Alternatives at Ravenswood Ave



Underpass

Rail tracks would remain at the existing elevation and Ravenswood Avenue would be lowered to run under the railroad tracks.

Hybrid with two grade separated crossings

Grade separations would be constructed at Ravenswood and Oak Grove Avenues. The rail tracks would be raised approximately 14 feet from existing elevation at Ravenswood Ave and 6 feet at Oak Grove Ave. Ravenswood Ave would be lowered 8 feet and Oak Grove 15 feet at the railroad tracks. A maximum rail elevation of 17 feet from existing grade would occur across from the Library and Arrillaga Family Gymnasium parking lot.

Hybrid with three grade separated crossings

Grade separations would be constructed at Ravenswood, Oak Grove and Glenwood Avenues and the railroad profile elevation would be generally flatter than Alternative B. The rail tracks would be raised 10 feet at Ravenswood and Oak Grove Avenues and 15 feet at Glenwood Ave. Ravenswood Ave would be lowered 12 feet, Oak Grove Ave 11 feet, and Glenwood Ave 5 feet at the railroad tracks. A maximum rail elevation of 10 feet from existing grade would occur from Ravenswood Ave to Oak Grove Ave including the station area.

Appendix C: MeetingSift Survey (Hardcopy)

DRAFT



CONNECTING PALO ALTO

DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

MeetingSift Survey 1 – Welcome

Question 1 – Which grade crossing do you live closest to?

- Palo Alto Ave (Alma St)
- Churchill Ave
- Meadow Dr
- Charleston Rd

Question 2 – Which existing grade separation do you use most?

- University Ave
- Homer Ave (Bike/Ped)
- Embarcadero Rd
- Oregon Expy
- San Antonio Rd

Question 3 – How close do you live to the nearest grade crossing?

- Less than a ¼ mile
- ¼ mile
- ½ mile
- 1 mile
- More than 1 mile

Question 4 – Rank the Six following concerns regarding grade crossings

- _____ Bicycle/Pedestrian Access
- _____ Safety
- _____ Traffic Disruptions
- _____ Community Connectivity
- _____ Visual Impacts
- _____ Noise

MeetingSift Survey 2 – Meeting Wrap-Up

Question 5 – Did you find today’s workshop useful?

- Yes, very useful
- Yes, somewhat useful
- Indifferent
- No, not quite
- No, I would prefer a different format

Question 6 – Can we count on your participation in the next workshop?

- Yes, count me in for future events
- No
- Maybe, but different day of the week/time
- No, but please keep me posted

Question 7 – Rank 3 best ways to keep you engaged in Connecting Palo Alto

- _____ Email Updates/ Newsletters
- _____ Website
- _____ Social Media
- _____ Mailers
- _____ Phone Calls
- _____ Text Messages

Question 8 – How often would you like to be contacted with updates?

- Bi-weekly
- Monthly
- Every three months
- Only at key milestones

Appendix D: Sign-in Sheets

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CONNECTING PALO ALTO

DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

Community Workshop #1 | May 20, 2017 10 a.m. – 2 p.m. | Mitchell Park Community Center | 3700 Middlefield Rd, Palo Alto, CA 94303

Name	Affiliation (if applicable)	Street Address	Zip	Phone and E-mail
Lestey Lowe	Stanford			Phone E-mail
Shirley Woo			94306	Phone E-mail
Andrew Bakst	Stanford		94305	Phone E-mail
Carol Jay Chutfield	Roosevelt Circle Palo Alto resident		94306	Phone E-mail
Charlene Liao			94303	Phone E-mail
Vered Franz			94306	Phone E-mail
Xia Jin	Carlson Cir, Palo Alto		94306	Phone E-mail
Gary Mahany	Ventura Ave Neighborhood group		94306	Phone E-mail
Adna Linn	Friends of Caltra			Phone E-mail



CONNECTING PALO ALTO

DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

Community Workshop #1 | May 20, 2017 10 a.m. – 2 p.m. | Mitchell Park Community Center | 3700 Middlefield Rd, Palo Alto, CA 94303

Name	Affiliation (if applicable)	Street Address	Zip	Phone and E-mail
Richard Brand	Resident of PA		94301	<div style="display: flex; justify-content: space-between;"> Phone <input type="checkbox"/> Prefer updates via E-mail </div> <div style="display: flex; justify-content: space-between;"> E-mail </div>
Michael J. Loup	PA resident		94306	
Shannon McEntee	"		94306	
Helen Tombrasopoulos	Resident		94301	
JESSE STEVENSON	RESIDENT		94306	
Di from Chau	Residence		94303	
Renee Hester	resident		94306	
William Robinson	Resident		94306	
HARRY MONE	Resident		94306	



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Name	Affiliation (if applicable)	Street Address	Zip	Phone and E-mail
Philippe Alexis			94306	Phone E-mail
Ruth Lowy			94306	Phone E-mail
GABE GRONER			94306	Phone E-mail
Sean Wilcox			94303	Phone E-mail wil
SHERI MOODY			94301	Phone E-mail
JIM POPPY			94301	Phone E-mail
John Hoses			94306	Phone E-mail
Patrick Ye			94306	Phone E-mail
Gail Price			94306	Phone E-mail



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Name	Affiliation (if applicable)	Street Address	Zip	Phone and E-mail
BEN LERNER	PASZ		94303	
Brian Swanson				
Richard Hackmann	Palo Alto		94302	
Kathleen Dugan	" "		94306	
GREG BELL	" "		"	
JOHN KOVA	" "		94301	
DORIA SUMMA			94306	
Rob de Groot	City Staff			
Sophia Liu	Palo Alto		94301	



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Name	Affiliation (if applicable)	Street Address	Zip	Phone and E-mail
Marilyn Keller	neighbor		94306	Ph E-r
Jim McFall	Southgate		94306	Ph E-r
Ken Joye	Ventura		94306	Ph E-r
Rob Levitsky			94301	Ph E-r
Elizabeth Alexis	CARRD		94306	Ph E-r
Bill Ross	Homeowner, Resident, Bus. Owner		94306	Ph E-r
Peter Taskovich	PAN - Vice Chair		94303	Ph E-r
M.T. Skoog	SELF		94303	Ph
Vijay Kusirikala	self		94306	Ph E-r



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Name	Affiliation (if applicable)	Street Address	Zip	Phone
EUGENE TASKOVICH	resident.	[REDACTED]	94303	PH E-
PAUL JONES	RESIDENT	[REDACTED]	94021	PH E-
David van der Wilt	Resident	[REDACTED]	94306	PH E-
Angela Obeso	Menlo Park	[REDACTED]	94025	PH E-
Maija McDonald	resident	[REDACTED]	94306	PH E-
Ralph Britton	Palo Alto	[REDACTED]	94301	PH E-
JAMES H. CRAWFORD	RESIDENT	[REDACTED]	94303	PH E-
JACK SWEENEY		[REDACTED]	94206	PH E-
Megan Kanne	resident	[REDACTED]	94304	PH E-



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Name	Affiliation (if applicable)	Street Address	Zip	Phone and E-mail
Ellen Hartog	neighbor	[REDACTED]	94306	[REDACTED]
Sue Bloom	Resident	[REDACTED]	94306	[REDACTED]
Pat Grange	resident	[REDACTED]	94306	[REDACTED]
Peter Chu	Resident	[REDACTED]	94306	[REDACTED]
Octavio Duran Jr.		[REDACTED]		[REDACTED]
Dawn Cameron	County of Santa Clara	[REDACTED]		[REDACTED]
Penny Elson	Resident	[REDACTED]	94306	[REDACTED]
Nancy Shophard	Resident	[REDACTED]	94306	[REDACTED]
Jupia Chung	Resident	[REDACTED]	94306	[REDACTED]



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Name	Affiliation (if applicable)	Street Address	Zip	Phone and E-mail
Stephen Hwang				Phone E-mail
Paul MACHADO				Phone E-mail pl
Bill Worsen				Phone E-mail
Phil Burton				Phone E-mail P
MARTIN SOMMER				Phone E-mail
Pat Burt			94301	Phone E-mail
Robert Neff			94306	Phone E-mail
JASON ROSOFF			94306	Phone E-mail
Don Swinehart			94306	Phone E-mail



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Name	Affiliation (if applicable)	Street Address	Zip
▶ Rolando Luo			94306
LEN FIPPU			
MARYANNE Deierlein			94306
MARTIN KUHN			94301
Atticus Kuhn			---
Bob & Susan (Anna)			94306
Tom Tsai			94301
Mary Sylvester			94301
Terry Holzemer			94306



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Name	Affiliation (if applicable)	Street Address	Zip	Phone and E-mail
TONY CARRASCO	—		94306	Phone E-mail <input type="checkbox"/> Prefer updates via E-mail
Lynnie Melena			94306	Phone E-mail
Judith Wasserman			94306	Phone E-mail
JEFF GREENFIELD			94306	Phone E-mail
Bob Ohlmann			94306	Phone E-mail
Bard ELSPAS	life long Palo Alto		11	Phone E-mail
Frank Flynn			94306	Phone E-mail
Karen Brannon			94306	Phone E-mail
Louis Morrone	Field Representative, Assembly member Marc Berman		—	—



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Name	Affiliation (if applicable)	Street Address	Zip	Phone and E-mail
Paul RAMSBOTTOM			94306	Phone E-mail
JEFF HOEL			94303	Phone E-mail
JOHN BURST			94301	Phone E-mail
Nadia Nalk	CARRD		94301	Phone E-mail
Sally Bemus			94301	Phone E-mail
Hui Lu			94306	Phone E-mail
Elliott Bloom			94306	Phone E-mail
Patricia Lau			94306	Phone E-mail
Karen Kalinsky & Stan Isaacs			94306	Phone E-mail



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Name	Affiliation (if applicable)	Street Address	Zip	Phone and E-mail
Martin W. Molloy		[REDACTED]	94306	Phone E-mail <input checked="" type="checkbox"/> Prefer updates via E-mail
Neva Yarkin			94301	Phone E-mail
SHERI FURMAN	PAN		94303	Phone E-mail
DAVID MOSS			94306	Phone E-mail
Don Magall			94306	Phone E-mail
GARY WETZEL			94303	Phone E-mail
Martin Liberman			94306	Phone E-mail
MIKE FORSTER			94306	Phone E-mail
Bob Gardner			94306	Phone E-mail



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Name	Affiliation (if applicable)	Street Address	Zip	Phone and E-mail
Lindsay and Ken JOYE	Train "neighbors"	[REDACTED]	94306	Phone E-mail
Kerry Yarkin	Churchill homeowner	[REDACTED]	94301	Phone E-mail
ANNETTE PORTELLO ROSS	PALO ALTO RESIDENT	[REDACTED]	94306	Phone E-mail
Brian Kilgore	Palo Alto	[REDACTED]	94306	Phone E-mail
Robert Chatfield	Palo Alto	[REDACTED]	94306	Phone E-mail
Julia Gorkenberg	Palo Alto	[REDACTED]	94306	Phone E-mail
Yidong Tong	Fairmeadow Homeowner	[REDACTED]	94306	Phone E-mail
CONG WANG		[REDACTED]	94306	Phone E-mail
				<input type="checkbox"/> Phone <input type="checkbox"/> E-mail <input type="checkbox"/> Prefer updates via E-mail



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Name	Affiliation (if applicable)	Street Address	Zip	Phone and E-mail
MARY GLONER	PROJECT SAFETY NET	[REDACTED]	94303	Phone E-mail <i>ON FILE</i> <input type="checkbox"/> Prefer updates via E-mail
PAULA RUGG	RESIDENT - MIDTOWN	[REDACTED]	94306	[REDACTED] <input type="checkbox"/> Prefer updates via E-mail
Mike Cobb	RESIDENT - FORMER MAYOR	[REDACTED]	94306	[REDACTED]
Lydia Kon	resident / CC	[REDACTED]	94306	[REDACTED]
Martin Bernstein		[REDACTED]	94301	[REDACTED]
Shannon McEntee		[REDACTED]	94306	[REDACTED]
				Phone <input type="checkbox"/> Prefer updates via E-mail E-mail
				Phone <input type="checkbox"/> Prefer updates via E-mail E-mail
				Phone <input type="checkbox"/> Prefer updates via E-mail E-mail



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Name	Affiliation (if applicable)	Street Address	Zip	Phone and E-mail
Oliver Vogel		[REDACTED]	94306	Phone <input checked="" type="checkbox"/> Prefer updates via E-mail E-mail
Muir Hooper			94306	Phone E-mail
Roy STEHLZ			94303	Phone E-mail
ART + SHARON SMALL			94306	Phone E-mail
Kathy Joki			94306	Phone E-mail
				Phone <input type="checkbox"/> Prefer updates via E-mail E-mail
				Phone <input type="checkbox"/> Prefer updates via E-mail E-mail
				Phone <input type="checkbox"/> Prefer updates via E-mail E-mail
				Phone <input type="checkbox"/> Prefer updates via E-mail E-mail

Appendix E: Comment Forms Received During and After the Workshop

DRAFT



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DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

Community Workshop #1 | May 20, 2017 10 a.m. – 2 p.m. | Mitchell Park Community Center

COMMENT FORM

Name: Ken Joyce Date: 5/20

Affiliation (if applicable): Ventura neighborhood

Address: [REDACTED]

E-mail: [REDACTED]

Comments: Could it be possible to have one of the two crossings (1) Meadow (2) Charleston be bike/ped prioritized? Perhaps have only one lane for automobiles (as in mountain roads); so the overall width is less and emphasis is on access for other modes.

I strongly urge approaches which minimize eminent domain seizure (sp?) of homes
priorities on reverse

Please continue on back if necessary.

Comment forms may be returned today or mailed/emailed to the addresses below:

Palo Alto City Hall
ATTN Transportation Division
250 Hamilton Avenue, Floor 5
Palo Alto, CA, 94301

Transportation@cityofpaloalto.org

For more information on the Palo Alto Rail Program, visit cityofpaloalto.org/ConnectingPaloAlto, call (650) 329-2520, or e-mail transportation@cityofpaloalto.org

➤ Maybe grade separations should not improve auto capacity

Q: why isn't California Ave tunnel listed as a current grade separated crossing?

- > In a 50-year outlook, I have to believe that private automobile use will be lower than today. As such, I favor prioritization of bicycles. I attended a great presentation by the Dutch Bike Embassy which highlighted separated infrastructure.
- > On slide showing crossing statistics, there were no bicycle traffic data for Homer or Calif Ave tunnels (Churchill was highest with 1020 ...)
- > Automobiles turning right from Churchill onto Alma (coming from ECR) clog the bike lane between Castilleja and Mariposa (illegally)



CONNECTING PALO ALTO

DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

Community Workshop #1 | May 20, 2017 10 a.m. – 2 p.m. | Mitchell Park Community Center

COMMENT FORM

Name: XIA JIN

Date: 5/20/2017

Affiliation (if applicable): _____

Address: _____

E-mail: _____

Comments:

- ① I'd like to see if there is a consolidated picture presentation of other ~~solutions~~ relevant projects and neighborhoods, like high speed rails.
- ② I'd like to see some combination of short term + long term solutions working together to address some immediate problem while taking time to address a long term solution.
- An example is what can be done to create a quiet zone with quad gates while taking time to complete a grade separation solutions.

Please continue on back if necessary.

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Palo Alto, CA, 94301

Transportation@cityofpaloalto.org

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DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

Community Workshop #1 | May 20, 2017 10 a.m. – 2 p.m. | Mitchell Park Community Center

COMMENT FORM

Name: _____

Date: 5/20/17

Affiliation (if applicable): Palo Alto resident

Address: _____

E-mail: _____

Comments: For ~~the~~ ^{our} individual table process, it would be very helpful to have both a scribe and a facilitator. We had some very strong personalities at our table who greatly overshadowed (dare I say derailed?) our process.

The concept of rearranging the group by ^{number in the} budget was largely lost. People generally seemed to stay at the first table they sat at.

Perhaps ^{always} ~~help~~ ^{to} help focus tables who had people who needed to talk where each group was presenting or would be helpful. I wanted to hear what other groups had to say, but others at our table felt differently. (talk, talk, talk... (??))

Please continue on back if necessary.

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ATTN Transportation Division
250 Hamilton Avenue, Floor 5
Palo Alto, CA, 94301

Transportation@cityofpaloalto.org

For more information on the Palo Alto Rail Program, visit cityofpaloalto.org/ConnectingPaloAlto, call (650) 329-2520, or e-mail transportation@cityofpaloalto.org



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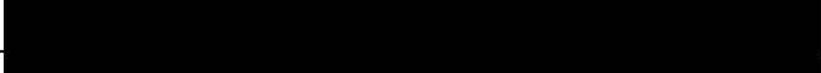
COMMENT FORM

Name: Shannon McEntee

Date: 5/20/17

Affiliation (if applicable): _____

Address: 

E-mail: 

Comments: 1st Priority: Improve pedestrian & bicycle safety @ the crucial intersections going East ↔ West

advantages: get people out of their cars

- healthier lifestyle
- reduce traffic congestion
- reduce air & noise pollution associated w/driving
- improve East ↔ West pedestrian & bike safety will increase such use.

Please continue on back if necessary.

over →

Comment forms may be returned today or mailed/emailed to the addresses below:

Palo Alto City Hall
 ATTN Transportation Division
 250 Hamilton Avenue, Floor 5
 Palo Alto, CA, 94301

Transportation@cityofpaloalto.org

For more information on the Palo Alto Rail Program, visit cityofpaloalto.org/ConnectingPaloAlto, call (650) 329-2520, or e-mail transportation@cityofpaloalto.org

2nd Priority: Get financial help from our city's stakeholders, especially:

- Stanford U.
- Palantir
- other tech companies
- law firms, etc.



CONNECTING PALO ALTO

DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

Community Workshop #1 | May 20, 2017 10 a.m. – 2 p.m. | Mitchell Park Community Center

COMMENT FORM

Name: Terry Holzemer Date: 5/20/17

Affiliation (if applicable): _____

Address: _____

E-mail: _____

Comments:

Not for closing grade crossings open now.
 Improve them - yes - closing No!

Undergrounding / trenching is the way to go - we
 shouldn't allow Caltrain/ASR to dictate what happens
 to our own City. We need to control what happens.

Please continue on back if necessary.

Comment forms may be returned today or mailed/mailed to the addresses below:

Palo Alto City Hall
 ATTN Transportation Division
 250 Hamilton Avenue, Floor 5
 Palo Alto, CA, 94301

Transportation@cityofpaloalto.org

For more information on the Palo Alto Rail Program, visit cityofpaloalto.org/ConnectingPaloAlto, call (650) 329-2520, or e-mail transportation@cityofpaloalto.org



CONNECTING PALO ALTO

DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

Community Workshop #1 | May 20, 2017 10 a.m. – 2 p.m. | Mitchell Park Community Center

COMMENT FORM

Name: MIKE COBB Date: 5.20.17

Affiliation (if applicable): RESIDENT/FORMER MAYOR

Address: [REDACTED]

E-mail: [REDACTED]

Comments: First, accurately define the problem - that definition must include and understand:

- how much more growth will PA have - i.e., how much more traffic?
- what is assumed about high speed rail, including how many tracks, undergrounding, etc.
- what is the policy about how many homes will have to be taken?

without clear understanding and policy decisions about these key questions, it is pointless to develop specific, detailed plans.

(w/c)

Please continue on back if necessary.

Comment forms may be returned today or mailed/emailed to the addresses below:

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 ATTN Transportation Division
 250 Hamilton Avenue, Floor 5
 Palo Alto, CA, 94301

Transportation@cityofpaloalto.org

For more information on the Palo Alto Rail Program, visit cityofpaloalto.org/ConnectingPaloAlto, call (650) 329-2520, or e-mail transportation@cityofpaloalto.org

Ideally, if there is going to be ITR, why not a push to get proper routing - going up the extant tracks is a very bad 'solution'.

~~It~~ up the Bay would be better, less impactful.

Also - public committees should be made up of stakeholders.



CONNECTING PALO ALTO

DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

Community Workshop #1 | May 20, 2017 10 a.m. – 2 p.m. | Mitchell Park Community Center

COMMENT FORM

Name: Bill Ross Date: 5/20/2017

Affiliation (if applicable): Resident, Taxpayer, Business owner

Address: [REDACTED]

E-mail: [REDACTED]

Comments:

1. Incomplete factual background w/res to at grade separated grade crossing. No mention of PHC Staff position favoring separated grade crossings with adequate environmental review
2. Incomplete (none) information concerning HSR due diligence: For example, no documentation concerning actual experience w/ crossings/litigation in Kern, Tulare, Fresno, Madera and Merced counties. No analysis of cost, e.g. recent separated grade crossing in Merced under SR99 + RR - 22million +
3. No analysis of existing application of separated and at-grade crossing issues: e.g. SMART; PHC decisions on Road crossings in San Fernando Valley, spacing environmental review.

Please continue on back if necessary.

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ATTN Transportation Division
250 Hamilton Avenue, Floor 5
Palo Alto, CA, 94301

Transportation@cityofpaloalto.org

4. Funding - without a clear committed funding source whole exercise useless. All construction contracts should have siting materials purchase provisions

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CONNECTING PALO ALTO

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Community Workshop #1 | May 20, 2017 10 a.m. – 2 p.m. | Mitchell Park Community Center

COMMENT FORM

Name: _____ Date: _____

Affiliation (if applicable): _____

Address: _____

E-mail: _____

Comments:

*Why? Can we start at our final Comp Plan goals & policies
what happened to Kellogg St Bike / Ped crossing
identify in Comp Plan
Cal Ave ^{tunnel} improvements*

Please continue on back if necessary.

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COMMENT FORM

Name: cong wang

Date: 5/19/2017

Affiliation (if applicable): _____

Address: _____

E-mail: _____

Comments: The daily noise is unbearable, from caltrain and freight train; especially early morning and late in the night. Freight train is heavy and causes ground vibration. please eliminate late freight train, please eliminate caltrain honts in early morning and late evening, please establish quiet zone and quiet hours.

BTW, please consider to ~~to~~ relocate the tracks; you can make a lot more money by selling that ~~corridor~~ corridor than it's needed to build better train tracks somewhere else

Please continue on back if necessary.

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CONNECTING PALO ALTO

DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

Community Workshop #1 | May 20, 2017 10 a.m. – 2 p.m. | Mitchell Park Community Center

COMMENT FORM

Name: Carol Chaffield Date: 5/20/17

Affiliation (if applicable): Palo Alto resident X

Address: _____

E-mail: _____

Comments: I want to applaud the city for holding this public discussion. I hope the transportation/planning departments will publicize its plans and methodologies periodically. ~~How~~ You can fill the need for residents to know that at least one entity in P.A. is keeping its eye on the bigger picture of how the Caltrain, VTA, County, state, PUC agencies ^{& Federal} affect our future.

Please continue on back if necessary.

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 Palo Alto, CA, 94301

Transportation@cityofpaloalto.org

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My comment about the actual possibilities for making the most of this opportunity for change is this:

~~I recall~~

I strongly endorse a main goal of increasing the east/west capacity for vehicles, bikes, & walkers' travel by two times ^{the} current conditions.

A I think that creating a ^{grade-separated} new crossing of the tracks at Loma Verde and Alma is the best way to go.

Thank you.

- Carol Chatfield



CONNECTING PALO ALTO

DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

Community Workshop #1 | May 20, 2017 10 a.m. – 2 p.m. | Mitchell Park Community Center

COMMENT FORM

Name: Elliott Bloom Date: 05/20/2017

Affiliation (if applicable): retired

Address: [REDACTED]

E-mail: [REDACTED]

Comments: Nullify train - traffic in tractors.
overpass, underpass on all e-w ~~into~~
corridors.

Please continue on back if necessary.

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CONNECTING PALO ALTO

DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

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COMMENT FORM

Name: MARY ANNE Dierlein

Date: 5/20/17

Affiliation (if applicable): _____

Address: _____
 E-mail: _____

Comments: Noise - 24/7 is a huge issue. Even with noise reduction machines & earplugs, we are awakened multiple times a night - since we moved here in 1998. Let that sink in - - -
Then, add air traffic that rattles our windows and eights sliding doors day & night.
(yes, I report the air traffic frequency)

Please continue on back if necessary.

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Community Workshop #1 | May 20, 2017 10 a.m. – 2 p.m. | Mitchell Park Community Center

COMMENT FORM

Name: Julie Brinkley Date: 5/20/2017

Affiliation (if applicable): Palo Alto resident

Address: 

E-mail: 

Comments: * It would be nice to see world case studies with evaluation of different solutions. Connecting to preexisting knowledge & studies

* ~~Are there~~ Stanford research can be directed to provide computation and data collection to back up this study

* (Can there be intermediate solutions) that can be implemented short term? * Smart traffic light system - coordination with the train & pedestrian bridges & noise barriers etc.

Please continue on back if necessary.

* would be great to improve graphical visualization of data

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Community Workshop #1 | May 20, 2017 10 a.m. – 2 p.m. | Mitchell Park Community Center

COMMENT FORM

Name: Robert Ohlmann Date: 5/20/17

Affiliation (if applicable): —

Address: 

E-mail: 

Comments: Priorities - 1. Grade Separation - train under road
1st at Charleston ←
2nd at Churchill - train over ^{road}
Solves safety, noise & traffic congestion at
those intersections,
2. Add separation at Meadow
(same time as Charleston)
start lobbying for more funding

Please continue on back if necessary.

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COMMENT FORM

Name: John Buer Date: 5/20/17

Affiliation (if applicable): _____

Address: 

E-mail: 

Comments:

- 1) I have no problem with using eminent domain to acquire residences needed to build separated crossings - offer owners 125% of appraised value ^{with travel} to reduce.
- 2) If grade crossings are going to be built, why spend resources now on so-called "minor" improvements to crossings?
- 3) Grade separations should provide space for extra tracks - 3 or 4.
- 4) When grade separations are in place, noise won't be an issue.
- 5) Palo Alto needs to move ahead as ~~is~~ a top priority in providing separated grade crossings

Please continue on back if necessary.

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1. submit document - no problem
2. half mile corridor
3. why "minus requirements" now if divided crossing continues later?
4. Everett? Louisa Verde?
5. low priority to existing separations
6. provide space for more tracks
7. none not can come once grade separation in place



CONNECTING PALO ALTO

DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

Community Workshop #1 | May 20, 2017 10 a.m. – 2 p.m. | Mitchell Park Community Center

COMMENT FORM

Name: Ruth Lowy Date: 5/20/17

Affiliation (if applicable): City Resident Palo Alto

Address: 

E-mail: 

Comments:

Thank you for holding this presentation
 The introductory information is helpful. Appreciate
 your asking our opinions & hearing our concerns
 Table discussions: "Leader" needs to be stronger to
 allow all people to state their opinion not allow one person to
 take over conversation & monopolize

Re: Food - Please table the sandwiches. There was BACON in one of
 the turkey had bacon. Not cool not to indicate. Thank you
Please continue on back if necessary.

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COMMENT FORM

Name: SHERI MOODY

Date: 5-20-17

Affiliation (if applicable): _____

Address: 

E-mail: _____

Comments: I WOULD LIKE TO SEE THE ENTIRE
TRAIN LINE PUT IN A TRENCH OR TUNNEL.

Please continue on back if necessary.

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COMMENT FORM

Name: Dan Swinehart Date: 5/20/2017

Affiliation (if applicable): _____

Address: 

E-mail: _____

Comments:

- Other funding possible? U.S. Transp? Secy Chow friend or foe?
- 30 years is too long. Can we accelerate? Other funding? Rich People?
- Trench would be great, but above grade is acceptable —
Crossings in San Carlos etc are attractive
- Important not to close any of the current grade Xings permanently

Please continue on back if necessary.

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COMMENT FORM

Name: JOHN KOVAL

Date: 5/20/17

Affiliation (if applicable): _____

Address: _____

E-mail: _____

Comments: WHY ARE WE WASTING MONEY ON
GRADE SEPARATIONS THAT DON'T BURN
THE TRAIN. THIS WOULD SOLVE ALL
OF THE ISSUES FROM TRAFFIC ACCIDENTS
TO SUICIDES. THIS WOULD ALSO SOLVE
THE MAJOR ISSUE OF THE 20' VIADUCT
FOR HIGH SPEED RAIL. WE SHOULD GET
AHEAD OF THE ISSUE NOW!

Please continue on back if necessary.

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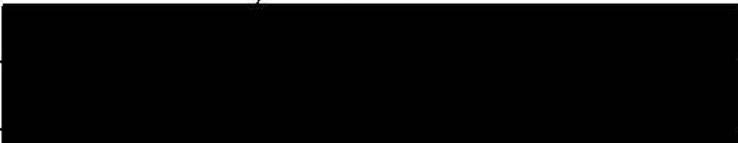
DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

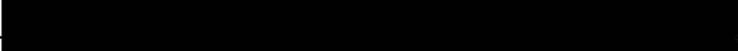
Community Workshop #1 | May 20, 2017 10 a.m. – 2 p.m. | Mitchell Park Community Center

COMMENT FORM

Name: Robert Chatfield (Table #2) Date: 23 May '17

Affiliation (if applicable): Bicycle commuter to NASA

Address: 

E-mail: 

Comments: ~~I have~~ I have Professional Qualification to advise on air pollution issues (Professionally employed in Meteorology and Atmospheric Chemistry.) Robert.B.Chatfield@nasa.gov

① Fix "Alma Death Trap" (San Antonio to Charleston) where cycle routes must cross tracks — e.g. Nit's Ave bike/ped path and Clearer Park Ave crossing of Charleston & Meadow

② Minimize train ~~noise~~ noise with Caltrain wheel / track / sound deflector up to European Standards. Please continue on back if necessary.

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COMMENT FORM

Name: Kerry Martin Date: 5/20/17

Affiliation (if applicable): _____

Address: _____

E-mail: _____

Comments: We need a dedicated stakeholder group. Meetings like this are not enough!! It's going to take dedicated citizens from various walks of life to work toward the reality of ~~a~~ train grade crossings.

Please continue on back if necessary.

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COMMENT FORM

Name: Neva Yarkin Date: May 20

Affiliation (if applicable): _____

Address: _____

E-mail: _____

Comments:

Eminent Domain - how many houses taken out - put this on your Website from year 2013 (45 to 65 homes)

Staging - how many lanes will be taken out of Alma when construction happens

Please continue on back if necessary.

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COMMENT FORM

Name: Tom Tsai Date: 5/20/17

Affiliation (if applicable): Friends of Caltrain

Address: [REDACTED]

E-mail: [REDACTED]

Comments:

Nice use of smart phone for O&A.
& Survey
Safety / traffic disruption

Good Discussion

this is my first city-wide open meeting

Please continue on back if necessary.

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From: stevebisset73@gmail.com [<mailto:stevebisset73@gmail.com>] **On**
Behalf Of Steve Bisset
Sent: Tuesday, June 06, 2017 3:19 PM
To: Transportation <Transportation@CityofPaloAlto.org>
Subject: Rail Corridor Question

Dear Palo Alto Transportation,

I was not able to attend the May 20 workshop. Perhaps you can answer a question:

Has anyone proposed, or have you considered, a two-level viaduct as an option?

I have seen proposals for grade separations, underground, trench, and raised berm ("Berlin Wall"), but never the double-deck viaduct. I do NOT know the cost as compared with underground or berm, so this is a question for you.

It seems to me that if the cost is comparable, a two-level viaduct results in a very nice solution in many respects:

1) It can be very attractive (or not - it's a choice). Here are some examples of the architectural style that could be built:

<image001.png>

<image002.png>

<image003.png>

<image.png>

The last one is not to my taste, "L" style, but there are many other options that are visually attractive.

2) The configuration could be 2x2, with a 1st-level elevated double-track for fast electric commuter trains and perhaps midnight freight, with the 2nd-level double-track for HSR.

3) It would open up as many separated crossings as we want, re-connecting Palo Alto. And people will be able to see through it from one site to the other, making not only transportation connections but a striking visual connection. With only double-track width, it can be light and open, in contrast to the 4-track elevated option.

4) Since it would be only 2 tracks at each level, it would eliminate completely the need for eminent domain land seizures or expensive land acquisitions (and endless legal battles). At ground level we can have level and fully grade-separated crossings for cars, bikes and pedestrians, also highly-accessible stations. The real estate under the tracks would be high value so some could be sold or leased to help pay for the project. Some parks would be nice.

5) A little research will make it clear that it's possible to make elevated rail very quiet, even for HSR at full speed.

6) From a rider's point of view, the view itself would be an attraction as opposed to the dark claustrophobia of an underground rail. More riders means better economics.

So, to restate my question: Given that this kind of structure has been done before and is clearly feasible, why is it not on the list of options?

Did we just not think of it, or is there a specific and decisive reason to reject it?

It seems to meet everyone's desires and address all objections, except those who will inevitably say it would be unsightly, but I claim that it could be made beautiful and a landmark attraction. Your comments? I have zero expertise in the matter.

Steve Bisset
Palo Alto

From: Maria Li [<mailto:mariakli@yahoo.com>]

Sent: Sunday, May 21, 2017 2:58 PM

To: Transportation

Subject: Rail Program

To: City Staff of Palo Alto

From: Maria and Mark Li

We own a house on the 3000 block of Emerson Street off East Meadow Drive, we like to send you our comments regarding the grade crossings that City of Palo Alto and VTA are working on.

We think that all four Palo Alto rail crossings should be "Grade-separated Crossings" for the following reasons:

1. The Meadow Drive crossing was the site of several suicides in recent years. Elevating the track to above ground would mitigate the suicide attempts and accidents.
2. It would make economic sense to extend the Grade-separated Crossing from Oregon Expressway to Meadow Drive and Charleston Road while the improvement project is going on. It would be more costly later.
3. Grade-separated Crossings in the south end of Palo Alto would ease traffic between 101, El Camino Real and 280
4. Saving money by not having to station cross guards at the At-Grade Crossings.

Thank you,
Maria & Mark Li

From: Jacqueline Lee [<mailto:jlee1@bayareanewsgroup.com>]
Sent: Friday, May 19, 2017 4:29 PM
To: Transportation
Cc: Keith, Claudia
Subject: Rail Program community meeting

Hello,

Will the Rail Program community meeting on Saturday be recorded and available for viewing on MidPen later on?

Thanks,
Jacqueline

--

Jacqueline Lee Reporter | Editorial
jlee1@bayareanewsgroup.com
650.391.1334 Direct
[@jlenews](#)

From: carole/steve eittreim [<mailto:eittreimcs@gmail.com>] **Sent:**
Saturday, May 13, 2017 12:33 PM
To: Transportation
Cc: steve rosenblum
Subject: Rail issues: Grade crossings

Sorry I cannot attend the meeting May 20 to give my input.

Needless to say the grade-crossings must be constructed.

-My preference is for tunneling or trenching the train to do away entirely with the division that the rail line produces through our city. The difficulties are in the expense, but stretching the cost over its 100-year life span (or greater) the cost is not really great per year.

-My second option would be for a Homer-Ave tunnel solution. A tunnel which separates the rails from the car-pedestrian level by about 12 feet rather than about 25 feet, as the tunnels at Embarcadero and Oregon do. That way they are less disruptive and more pleasant. This would not allow for trucks or buses to pass through and perhaps tall cars, and would be limited to 2 lanes, but as long as bikes, pedestrians and small cars are allowed, it would do the job in a more neighborhood-friendly way.

Steve Eittreim
1975 Ivy Lane

From: "Gitelman, Hillary" <Hillary.Gitelman@CityofPaloAlto.org>

Date: May 19, 2017 at 1:24:06 PM PDT

To: "Shepherd, Nancy" <nlshep@pacbell.net>

Cc: "Keene, James" <James.Keene@CityofPaloAlto.org>

Subject: Re: Rail Interview

Thanks for these thoughts Nancy. It's always difficult to recapture momentum after pausing a planning effort and I think the time it takes to bring new people up to speed will be well spent. Hope to see you Saturday, Hillary

On May 19, 2017, at 9:27 AM, Nancy Shepherd <nlshep@pacbell.net> wrote:

Hi Jim and Hillary,

I wanted to give you my impression of the interview I had with Josh last week. I understand some of the background as to why the City is interviewing community members today since I met with Nadia a few weeks ago. She explained that there was good news, the city engaged MOT and was going through the CSS process. Although I do consider this good news, I also shared concerns, which became the evident during the interview session.

Also, Michele did reach out to me for more names of community members to interview, I suggested going to the members of the stakeholder group from the Rail Corridor Study, now under the transportation element in the Comp Plan. She said that they no longer had those names, so could not interview. I repeated this request during my session with Josh, and learned from Gail Price she also made this recommendation during her interview.

My comments here are based on a blistering 4 years as a member of the Council Rail Committee 2010-2013, where we covered much of the concerns by residents and the community with rigor. Two significant outcomes were the Rail Corridor Study and the Grade Separation feasibility Study by HMM. There is a lot to harvest from this work, which took significant staff and community time and emotions. Based on the questions I was asked during my session with Josh, it appears that none of the recommendations from the Corridor Study were brought forward or considered, and some questions were inaccurate assumptions based on the Grade Sep Study. For example when asked if the costs were too high for considering preferred options for Grade separation, would I consider an elevated berm or arial design option, or traditional Grade separation. Had information from the Grade Sep Study been incorporated into the list of questions, staff could have learned that traditional Grade sep options would require significant land acquisitions which, when calculated into the costs, would make these options as competitive as preferred under grounding options.

In general, I felt that this initial inquiry session with Josh was not balanced. It's as though the intense work already performed, and the options already identified didn't exist. And, there was no unity or continuum from former work.

When I questioned Josh on this he indicated that this is how CSS works, starting from scratch. When means that all prior work by the community would not be considered or even used as a base line for consideration.

In my opinion, it is a mistake to ignore the existing and available work already performed, and will lead to a failed process.

I hope that the meeting tomorrow could take into consideration the long and expensive process the community spent so much time working on from 2009-2013. And, I'd also like to remind you both that during this time homeowners along Mariposa and Park Blvd had troubles refinancing or selling their homes due to the uncertainty of the future rail corridor. Banks required paydowns of loans when refinancing, and realtors had to disclose the possibility of eminent domain concerns. People were frightened and shaken by worry and concern. Realtors today remember this period, and are grateful that the city changed the experience. Today home are getting remodeled or rebuilt along the rail corridor.

My concern here is that by entering the CSS methodology by ignoring the prior rigor will bring this experience of insecurity back to households and neighborhoods living along the tracks. Also, it will frustrate community members like me that have already spent time and made milestones related to the corridor that helped create security along the corridor.

As I left Council, the direction to staff for rail work was to establish a stakeholder group to consider the Grade Sep and Rail Corridor studies and advise Council on how to proceed based on the following determinations 1) the preferred option to underground the train, 2) the possible time frame to trench the train of about 2 years and disruption issues, and 3) further identify trenching costs and consequences. I understand that staff did not follow this direction, but now has jumped into CSS (also a preferred methodology, but some of that work had launched with these studies) and appears to have ignored all the findings from prior work.

Is there a way to consider blending this work from the period of 2009-2013 and today? If so, it will help the city create a smooth process, with lessons learned and data on hand for those familiar with the studies and prior process.

I worry the city is entering a new period of insecurity for those neighborhoods along the rail line. In my opinion this could be avoided by connecting the work, and creating a basis of launching the community discussion from the findings of the 2009-2013 period as a beginning of our discussions today, and self correct if interests have changed. I hope this can be accomplished.

Thank you,

Nancy Shepherd

From: Chris Kantarjiev [<mailto:kantarjiev@gmail.com>]
Sent: Monday, May 22, 2017 4:20 PM
To: Transportation
Subject: Rail corridor workshop 5/20

Hi -

I wasn't able to attend this workshop, but I wanted to let you know some of my thoughts. I live in Southgate, on Portola Avenue. I understand that the Churchill at-grade crossing is a problem, and I know that there is a lot of discussion in many places about what to do about it.

It seems to me that any project that retains the intersection at Alma and Churchill is going to be hugely disruptive - not only because it will involve a long construction process, but because the traffic engineering is going to require taking land (and houses) surrounding the intersection. The only "good" solution is to trench and bury the rails, and that seems really unlikely.

May I suggest (though I can't be the first) to close Churchill at the railroad tracks? I'm sure that some of my neighbors will protest - and that I'll see more traffic on my block as people find their way to/from the access at Miramonte and El Camino.

Despite that, I would support such a closing.

I would also suggest the construction of a bike/pedestrian underpass, since there is a lot of bike traffic to Paly HS.

I *might* also suggest considering/studying the removal of the road block at Castilleja and Park, to provide another access between Southgate and El Camino, but I'm certain that my neighbors in Evergreen Park would throw a fit about that (and it would probably mean a lot of through traffic to/from the HS, which I would not appreciate).

Best wishes,
Christopher Kantarjiev

From: Len Filppu [<mailto:lenfilppu@earthlink.net>]
Sent: Monday, May 22, 2017 8:53 AM
To: Transportation
Subject: Rail corridor comment

I attended the Rail Corridor Community Workshop and hope that the City will establish a citizen's committee of interested volunteers to continue working on this most important subject. What is decided will change the very nature of Palo Alto, and it is critical that citizens/residents are deeply involved in every step of the process.

Thank you.

--Len Filppu

Fairmeadow neighborhood

From: Arthur Keller [<mailto:arthur@kellers.org>]
Sent: Friday, May 12, 2017 3:35 PM
To: DiFrancia, Michele <michele.difrancia@mottmac.com>
Subject: Re: Palo Alto Rail Program community workshop May 20

Hi Michelle, here are some notes I put together for Caltrain. I'll see you soon.

Best regards,
Arthur

1. Matadero Canal (i.e., channelized Matadero Creek) runs just north of El Carmelo Avenue and then passes under the train tracks. It then turns north for about 500 feet before crossing Park Blvd near Fry's Electronics. It could turn north before crossing the train tracks allowing the train tracks to descend a little bit earlier. There would be about 3100 feet between Matadero Creek and Barron Creek along Alma. That compares favorably with the about 2500 feet distance between the two creeks in their existing locations. I don't know how much change in top of rail is needed to go above Matadero Creek and below Barron Creek. If that number is 50 feet, then it is a 2% grade for the existing 2500 feet distance. At a 3100 feet distance, then the grade improves to 1.61%. If we can shift the two creeks by 450 feet each, then a 4000 feet distance gives a reasonable 1.25%. That might be enough.

2. A traffic light at Oregon Expressway and Alma Street would result in significant increases in delay for both routes.

There is no estimation of the delay in traffic.

3. There may be enough right of way on Alma Street at East Meadow and at Charleston to keep the two through lanes in each direction at grade and to have one turning lane in each direction depressed to meet a depressed cross street. The center lanes (one in each direction) would be depressed to form an intersection with four way traffic light (each direction gets to go in a round robin sequence). Such an approach might have fewer impacts.

4. The question of whether the existing overpass at San Antonio Road is high enough to handle electrified Caltrain. This is raised at the end of the second paragraph of file page 11 of the attachment Roger cited. "As the trench returns to grade at Rengstorff Ave, it will pass under San Antonio Rd, which will need to be raised several feet to accommodate 24.5' of clearance over the rail. This alternative will not require any design exceptions." This is the first I've heard of this issue. Raising San Antonio Road overpass is an exceedingly expensive proposition. It may well be cheaper to lower the rail sufficiently. Consider the potential for the trains to continue in a trench beyond Rengstorff and eliminating that grade crossing as well. The trains could return to grade south of Rengstorff.

5. One possibility that does not appear to have been studied is a bike and pedestrian only underpass under Alma and the Caltrain tracks at Churchill and closing vehicular access. Churchill could still have an intersection from the east with Alma without lowering Alma or Churchill. A bike and pedestrian only underpass would affect far fewer houses and be much cheaper. Also remove traffic light at Churchill and Alma.

6. Another possibility to consider is this complex combination:

a. Lower Caltrain under Embarcadero, raise Embarcadero to grade with multiway traffic light at Alma with turns in all directions and four through lanes on both Embarcadero and Alma.

b. Remove bike/pedestrian light on Embarcadero between Caltrain and Paly/Town and County and replace with bike/ped under crossing adjacent to Caltrain tracks.

c. Combine with #5 above. Since we would remove traffic light at Churchill and Alma, the traffic light would essentially be shifted to Embarcadero.

7. I'm not sure what the concept is for the Palo Alto Avenue grade crossing (which people think of as Alma Street). Is that proposed to be closed? It wasn't clear from the report.

8. Note that the ambient grade at Embarcadero Road and Alma is about 20 feet higher than at California Avenue and Alma per page 17 of Appendix B of the March 17, 2010 DRAFT Preliminary Vertical Alternatives Discussion. It's about another 20 feet higher at San Francisquito Creek. It be a less than 1% slope to go from an at grade California Avenue Station to below Embarcadero Road (which has been brought to grade) and then below University Avenue, an underground Palo Alto Caltrain station, and then continuing under San Francisquito Creek into Menlo Park, where it could continue in a trench into Atherton.

So I would like to see costing of the following:

Caltrain below Rengstorff, continuing north under Charleston and Meadow and rising between Barron Creek (shifted south) and Matadero Creek (shifted north for a 1.25% grade).

Caltrain at grade over Oregon Expressway and California Avenue station, gradually lowering to go under Embarcadero Road (which has been brought to grade with a traffic light), University Avenue, and San Francisquito Creek into Menlo Park. Replace Churchill grade crossing with a bike and pedestrian only underpass under Caltrain and Alma and remove traffic light.

From: **Lee The** <bizthe@comcast.net>

Date: Thu, May 4, 2017 at 8:31 AM

Subject: Re: Note on bicycling for the transportation subcommittee

I bicycled to work from our South Palo Alto home for 15 years; some jobs took me the length of Palo Alto and farther, in one case to Foster City. Other jobs took me the other way, for years to downtown San Jose. So I'm speaking from substantial experience.

The bicycle element of any transportation plan lumps together these constituencies:

1. Students going to/from school/summer school, libraries etc.
2. Adults commuting to work, either exclusively by bike or in combination with a car and/or trains. .
3. Adults and children cycling around town and to nearby towns for shopping, medical appointments etc.
4. Recreational cycling by adults, subadults, and families.

Note that the first three categories especially have the potential for replacing a car with a bicycle for many trips, to the benefit of all.

All these stakeholder categories have overlapping needs. All benefit from smooth, well-maintained pavement (something in short supply in Palo Alto and surrounding towns), safe bike paths, bicycle/pedestrian bridges where appropriate, and intersection design that takes bikes into account (such as ensuring that green/yellow lights across major thoroughfares last long enough for older and younger cyclists to get across before cross-traffic starts). The biggest challenges are on roads passing freeway onramps and offramps and associated tricky areas such as Page Mill and Sand Hill roads crossing under 280.

Smooth pavement isn't just for comfort. Upheaved pavement caused by tree roots, and large potholes caused by poor roadway maintenance, can toss a rider off his bicycle--especially at night. And since few bikes have suspension systems, rough pavement has much more effect on cyclists than on people in motor vehicles.

One innovation that endangers cyclists is the installation of rows of white domes several inches high and half a foot across near intersections along Middlefield and perhaps elsewhere. If a cyclist accidentally runs over one of these rows they will be tossed off their bike. Hard to imagine that the city got input from cyclists before installing these.

But after that, needs diverge. Adults commuting to work aren't going to go out of their way to use bike paths like the one that passes next to Gunn High School. They're going to want to take the most direct route possible, which often isn't the most scenic, and rarely matches to routes students take going to their neighborhood school.

Adult commuters also need "bike boulevards" to be coordinated with adjacent municipalities, which students don't need. Also, adult commuters ride at night especially during winter months, which students are unlikely to do, and for night commuting street lighting can be important.

For shopping, cyclists need safe, secure places to lock their bikes. The facilities for locking bikes should be usable with bike locks, especially U-locks, which are vastly more secure than cable locks. For commuting, employers should be incentivized to provide safe, secure places to leave their bikes on the employers' premises. Large employers should provide showers as well. Incentives to do these things help everyone by reducing parking needs, but we cyclists recognize that no matter what we do most people still won't commute on bikes.

The thing that could change this would be a very expensive investment, but I saw how well it worked in the Netherlands when I spent a week there: bike roads physically separated from auto roads by curbs and grassy swards and the like. The danger of being hit by auto and truck drivers or being doored by them keeps many from commuting and shopping by bike. This has proven cost-effective in the Netherlands, which is as flat as Palo Alto but has much worse weather. The abundant, reliable trains are a part of this--you see enormous numbers of bikes parked at train stations by commuters and shoppers.

No matter how many bike lanes and bike boulevards are provided, as long as bikes and cars have to share the same space it's going to make bicycle commuting something for single digit percentages of employees. Invest a little, get a little. Invest a lot, get a lot. The way Palo Alto's bike boulevards are set up to prevent through traffic is good, and certainly helps. I just wish our Powers That Be could all spend a little time in the Netherlands or Denmark and see how much bicycles could contribute to urban design when they're truly supported.

Note that a new generation of electric bicycles are here--I was looking at them at Mike's Bikes' new location on Middlefield just south of San Antonio Road. Even those who aren't athletic could easily get around on these, for vastly less than other forms of powered personal transportation.

The bike bridge over 101 that exists and the one that I suppose is going to be built toward the south end of town are mainly for recreational cyclists wanting to visit the Baylands. That could change if businesses get built on the far side of 101 in the future. There are large employers on the other side of the freeway in Mountain View, including Google, already, but I suppose it's up to Mountain View to provide a safe means for cyclist commuters to cross 101.

--Lee Thé

777 San Antonio Rd. #83, Palo Alto

From: Joey Primiani [<mailto:jprimiani@gmail.com>]
Sent: Tuesday, May 23, 2017 4:32 PM
To: Transportation
Subject: Designing Our Rail Corridor for the Future

Hi City of Palo Alto,

I am a designer living in Palo Alto and was curious to know if you are still open for design concepts for the Caltrain:

<http://www.cityofpaloalto.org/gov/depts/pln/transit/railways.asp>

I'd also be interested in learning more about the project. Thank you!

Best,
Joey
@jp

From: Robert Ohlmann [<mailto:rohlmann@aol.com>]
Sent: Saturday, May 06, 2017 1:43 PM
To: Transportation
Subject: Comment on Grade Crossing improvement workshop

Dear Transportation Staff.

I would like the following approach to the railroad grade crossings be addressed at the workshop on May 20.

I would strongly prefer the railroad tracks, upon passing the San Antonio station going North, descend into a below ground excavation or tunnel so it passes below the Charleston and Meadow crossing. It then can ascend to ground level to pass over the existing Oregon Expressway crossing and over the Embarcadero Road crossing and reach the Stanford Station which is at ground level. That design has advantages for the many students who cross the tracks at those crossings, and also for better traffic flow along Alma. Unfortunately it still leaves the Churchill Ave. and Palo Alto Ave. crossings at surface level.

I would like to see a grade crossing improvement at Churchill Ave. for the safety of Palo Alto High students and to relieve traffic congestion at that intersection with Alma, but that location may be too close to the Embarcadero Road crossing to have the railroad descend again under Churchill and come up again at Embarcadero, nor is there room at that intersection to have Churchill Ave. descend under the railroad as is done at Embarcadero Road.

Ideally, a completely underground rail line through Palo Alto would be ideal, but that would be too expensive as it would require rebuilding the California, Stanford and Palo Alto Stations and the Oregon Expressway and Embarcadero Road crossings. Our city does not have the population density to make that a worthwhile affordable expense.

Thank you.

Robert C. Ohlmann PhD
372 Creekside Dr. Palo Alto.

From: Mike Forster [<mailto:mike@mikeforster.net>]
Sent: Sunday, May 07, 2017 12:35 PM
To: Transportation
Cc: mlf2
Subject: RE: Caltrain Grade Separation in Santa Clara County - Entirely elevated, much less than \$700M

Everyone,

Attached is an addendum to the document sent with the previous message below, containing the following:

- 1 A depiction of two options for elevated grade separations for Palo Alto.
- 2 Two artist depictions of elevated grade separations from the previous round of discussions of CA HSR in 2009-2010.

Thanks again for your consideration of this approach.

Mike Forster

From: Mike Forster [<mailto:mike@mikeforster.net>]
Sent: Friday, May 5, 2017 9:44 PM
To: 'transportation@cityofpaloalto.org' <transportation@cityofpaloalto.org>
Cc: 'Mike Forster' <mike@mikeforster.net>
Subject: FW: Caltrain Grade Separation in Santa Clara County - Entirely elevated, much less than \$700M
Importance: High

May 5, 2017

City of Palo Alto Transportation Staff

Ladies and Gentlemen,

I received the postcard today announcing the community meeting on May 20.

I have been considering Caltrain grade separations for over a year. I have sent versions of my analysis report to the following:
April 30, 2017 - to the VTA Citizens Advisory Committee - the message below and my latest

analysis report

April 16, 2017 - to the Rail Committee members of the Palo Alto City Council - a slightly different version

Earlier - to the Caltrain Board of Directors - earlier versions

Your staff might be interested in this report (attached).

I look forward to participating in the meeting on May 20.

Thanks.

Mike Forster, Evergreen Park, Palo Alto

mike@mikeforster.net

www.mikeforster.net

650 464 9425

From: Mike Forster [<mailto:mike@mikeforster.net>]

Sent: Sunday, April 30, 2017 11:39 PM

To: board.secretary@vta.org

Cc: 'Mike Forster' <mike@mikeforster.net>

Subject: Caltrain Grade Separation in Santa Clara County - Entirely elevated, much less than \$700M

Importance: High

April 30, 2017

Valley Transportation Authority
Citizens Advisory Committee (CAC)

Ladies and Gentlemen,

I encourage the CAC and VTA seriously consider completing Caltrain grade separations in Santa Clara County with the approach of:

- elevating Caltrain tracks;
- leaving all current road crossings at grade level;
- except for closing two crossings (Castro St and Sunnyvale Ave).

This approach provides a solution that is:

- Visually attractive (see worldwide examples below)
- Less expensive than trench / tunnel / road underpasses
- Faster travel times than grade-level crossings
- Quieter operation than grade-level crossings
- Safer operation than grade-level crossings
- Recovers up to 3 miles of land under the elevated track useful for other purposes, such as low-cost housing
- Feasible sooner than other options

and that should

- Precede electrification to avoid rework

This approach avoids the complexities and expenses of:

- lowering roadways, interactions with intersecting and parallel roads,
- eminent domain acquisition of private property and the resulting negative public relations,
- potential interactions with creeks and existing road underpasses (with a trenching or tunneling approach), and
- pursuing additional sources of funding.

An initial cost estimate for 5.17 miles of elevated track, 1 new elevated boarding platform (at Stanford / Embarcadero), and 6 new pedestrian underpasses, is less than \$250M.

The chances for success of this approach are enhanced if freight traffic on the Caltrain corridor is limited to "light freight" (or no freight traffic at all), by enabling lighter elevated track structures and higher gradients for track inclines. Such freight limitations are under discussion.

The full analysis report is attached, and is also available at <http://mikeforster.net>.

Thank you for your consideration of this approach.

Mike Forster
Mikeforster.net
mike@mikeforster.net
650 464 9425m

=====

Elevated viaduct examples (All images are from Google Earth / Streetview [GoogleEarth].)

TO TRANSPORTATION DIV

PRIORITY

1. Charleston Rd OVERPASS
similar to San Antonio.

2. Meadow Drive
OVERPASS for pedestrians
and bicycler. Over
both railroad and
Alma.
Then CLOSE Alma
crossing.

3. Menlo Park #1 is
road overpass (or
under pass similar
to 5th Ave in Redwood

4. Close Grove

Herbert R Foster

DO something!



NO ONE DOES MORE
FOR VETERANS®

FA24470.



May 13th 2017

Joshua Mello
Chief Transportation Official
Palo Alto City Hall
250 Hammeken Ave
Palo Alto, CA 94301

RE: Track Separation

Dear Mr. Mello,

I am not able to attend the May 20th Community meeting regarding the CalTrain track separation discussion. Thus, this letter to you.

I firmly believe that the only feasible way forward is to lower the train tracks below the road surface; not raising the tracks or the roadway.

I understand this "trenching" procedure is the most expensive of the several options. But raising the road is aesthetically abhorrent; raising the train tracks equally so.

Palo Alto needs grade separation to maintain safety of its citizens and not have traffic hold-ups continuously on the cross-town roadways that traverse the railroad tracks.

Please remember the axiom of good business (& govt.) practices: "the quality of the product is long remembered (and useful) while the price/cost will be forgotten."

Sincerely,

J. Cornett

420 Sequoia Ave
Palo Alto, CA 94306

Appendix F: Photos Taken at the Workshop

DRAFT

CONNECTING PALO ALTO: DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

Community Workshop #1

Date: Wednesday, Sep 26, 2017
Time: 6:00pm - 8:00pm (Registration starts at 5:30)
Location: City of Palo Alto Community Center, Palo Alto Room
 3800 Leland Ave, Palo Alto, CA 94306

AGENDA

6:00-6:30 Sign-in

6:30-6:45 Welcome

6:45-7:00 Introduction & Agenda Overview - David Thompson

7:00-7:15 Project Background

7:15-7:30 Key Takeaways

7:30-7:45 Open House

7:45-8:00 Roundtable

PM Work Sessions

7:30-7:45 Identifying the Challenges

7:45-8:00 Addressing Concerns

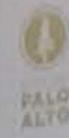
8:00-8:15 Report Back and Identify Common Themes

8:15-8:30 Bring Up Issues

8:30-8:45 Closing Information

8:45-9:00 Open House (to meet additional staff)





CONNECTING PALO ALTO: DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

Community Workshop #1

Date: Wednesday, May 24, 2017
 Time: 10:00am - 1:00pm, registration starts at 9:30
 Location: Mitchell Park Community Center, Palo Alto Room
 100 Middlefield St., Palo Alto

AGENDA

AAA Welcome & Project Background

- 9:30-10:00 Sign-in
- 10:00-10:30 Welcome
 - Don Escher, City Manager
 - Greg Johnson, Mayor
- 10:30-10:45 Introduction/ Agenda Overview - Scott Johnson, Director, Facilities
- 10:45-11:00 Project Background
 - Rail Committee Update (20 min) - Councilmember Tom Dubois, Rail Committee Chair
 - Visual Survey of Grade Crossings and Intersections in Palo Alto City area - with Metro Chief Transportation Officer, City of Palo Alto
 - Rail Corridor Candidate Challenges (20 min) - Chris Mangan, Brent MacDonald
- 11:00-11:15 Survey 1
- 11:25-11:45 Break/Break

PAA Work Sessions

- 11:30-12:15 Identifying the Challenges
- 12:15-1:00 Defining Success
- 1:00-1:30 Report Back and Identify Common Themes

Conclusion

- 1:00-1:30 Wrap Up
- Survey 2

Survey Information

- To participate:
- Open browser on smart phone/tablet/laptop
 - Go to [bit.ly](#)
 - Enter participation code: Connecting Palo Alto





Appendix G: Breakout Session Handout

DRAFT



CONNECTING PALO ALTO

DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

COMMUNITY WORKSHOP – MAY 20, 2017

BREAKOUT SESSION – USER GUIDE

BREAKOUT SESSION 1: IDENTIFYING THE CHALLENGES

Purpose: Clearly define the challenges/problems at the four at-grade rail crossings in Palo Alto

Questions to be addressed for each Grade Crossing: (See Matrix on next page)

1. **Bikes/Pedestrians:** What are the current challenges/problems relative to Pedestrian and Bicycle Access? Is gate down time a problem? Is the rail “hump” and tracks difficult/unsafe to cross? Are pedestrians/bikes vs cars a problem (not enough space, too close together)?
2. **Autos:** What are the current challenges/problems relative to automobiles? Trucks? Do cars back up into the neighborhood? Do cars cut through neighborhoods to avoid down railroad gates? Does this cause a safety problem in neighborhoods away from the grade crossings?
3. **Noise:** Is noise a problem? Are there specific times of the day when noise is especially problematic? Are freight trains more noisy? Less noisy?
4. **Safety:** What are the safety concerns at this grade crossing? Is it bikes/pedestrians vs trains? Bikes/pedestrians vs cars?
5. **Visual/Aesthetics:** Are there aesthetic or visual problems? Are the trains highly visible from residential areas? Are the grade crossing lights visible? Do they cause glare in the evening and nighttime hours?
6. **Other:** Are there other concerns that haven’t been mentioned?



CONNECTING PALO ALTO

DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

WHAT ARE THE CHALLENGES/PROBLEMS?

ISSUE/TOPIC	PALO ALTO AVE (ALMA STREET)	CHURCHILL AVE	MEADOW DRIVE	CHARLESTON ROAD	EXISTING GRADE SEPARATIONS University, Homer, Embarcadero, Oregon Express., San Antonio Rd.
Bikes/Peds					
Autos/trucks					
Noise					
Safety					
Visual					
Other?					



CONNECTING PALO ALTO

DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

BREAKOUT SESSION 2: DEFINING SUCCESS

Purpose: Define what success would look like at each of the four at-grade rail crossings in Palo Alto

Questions to be addressed for each Grade Crossing: (See Matrix)

1. **Considering the challenges and problems identified in Session 1**, how would you define a successful project at each of the grade crossings? We are not looking for specific solutions. We want to define the end goal(s). For example
 - a. A goal is some like - “owning your own home”. We’re not trying to define the “How”, just the end goal.
 - b. More specifically – a goal may be to “reduce traffic on neighborhood streets”. There may be many ways to accomplish this. Today we want to define if this is a goal, at what crossing, and how it fits within other goals in terms of priority.
2. **Bikes/Pedestrians:** A goal might be “improve bike and pedestrian paths” Or “increase east/west capacity”. Others?
3. **Autos:** A goal might be “reduce traffic on neighborhood streets” or “eliminate backups at rail crossings”. Others?
4. **Noise:** A goal might be to “reduce noise in surrounding neighborhoods”. Others?
5. **Safety:** A goal might be to “prevent or deter suicides” – Others?
6. **Visual/Aesthetics:** A goal might be “reduce visibility of trains from surrounding neighborhoods”. Others?
7. **Other:** Other goals may be “fix all the grade crossings at the same time”, or “implement improvements as quickly as possible”

To start the discussion let’s discuss broad goals for the rail corridor.



CONNECTING PALO ALTO

DESIGNING OUR RAIL CORRIDOR FOR THE FUTURE

HOW WOULD WE DEFINE SUCCESS? WHAT ARE OUR GOALS?

ISSUE/TOPIC	PALO ALTO AVE (ALMA STREET)	CHURCHILL AVE	MEADOW DRIVE	CHARLESTON ROAD	EXISTING GRADE SEPARATIONS University, Homer, Embarcadero, Oregon Express., San Antonio Rd.
Bikes/Peds					
Autos/trucks					
Noise					
Safety					
Visual					
Other?					

Appendix H: Breakout Session Dot Exercise

DRAFT



WHAT ARE THE CHALLENGES/PROBLEMS?

#2
(5) min

ISSUE/TOPIC	PALO ALTO AVE (ALMA STREET)	CHURCHILL AVE	MEADOW DRIVE	CHARLESTON ROAD	EXISTING GRADE SEPARATIONS University, Homer, Embarcadero, Oregon Express., San Antonio Rd.
Bikes/Peds					
Autos/trucks					
Noise					
Safety					
Visual					
Other?					



WHAT ARE THE CHALLENGES/PROBLEMS?

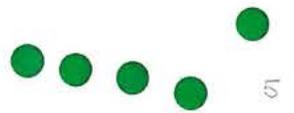
#3

ISSUE/TOPIC	PALO ALTO AVE (ALMA STREET)	CHURCHILL AVE	MEADOW DRIVE	CHARLESTON ROAD	EXISTING GRADE SEPARATIONS University, Homer, Embarcadero, Oregon Express., San Antonio Rd.
Bikes/Peds	● ●	● ●	● ● SCHOOLS ●	● ●	● ● ●
Autos/trucks	● ●		● ● ●	● ● ● ●	●
Noise				●	
Safety	● ●	● ● ● ● ●	● ● ●	● ●	
Visual					
Other?					



WHAT ARE THE CHALLENGES/PROBLEMS?

#4

ISSUE/TOPIC	PALO ALTO AVE (ALMA STREET)	CHURCHILL AVE	MEADOW DRIVE	CHARLESTON ROAD	EXISTING GRADE SEPARATIONS University, Homer, Embarcadero, Oregon Express, San Antonio Rd.
Bikes/Peds 11		 Z	 4	 4	
Autos/trucks 18		 6		 2	
Noise 13	 5	 2	 3	 3	
Safety 13		 4	 4	 5	
Visual					
Other? Park land Mentioned	 9				



WHAT ARE THE CHALLENGES/PROBLEMS?

5

ISSUE/TOPIC	PALO ALTO AVE (ALMA STREET)	CHURCHILL AVE	MEADOW DRIVE	CHARLESTON ROAD	EXISTING GRADE SEPARATIONS University, Homer, Embarcadero, Oregon Express., San Antonio Rd.
Bikes/Peds					
Autos/trucks					
Noise					
Safety					
Visual					
<i>Flooding</i> Other? <i>Construction Impact</i> <i>Signal timing @ PK</i>					

Alma





6

WHAT ARE THE CHALLENGES/PROBLEMS?

ISSUE/TOPIC	PALO ALTO AVE (ALMA STREET)	CHURCHILL AVE	MEADOW DRIVE	CHARLESTON ROAD	EXISTING GRADE SEPARATIONS University, Homer, Embarcadero, Oregon Express, San Antonio Rd.
Bikes/Peds					
Autos/trucks					
Noise					
Safety					
Visual					
Other? <i>Security (Suicide Prevention)</i>					



WHAT ARE THE CHALLENGES/PROBLEMS?

#7

ISSUE/TOPIC	PALO ALTO AVE (ALMA STREET)	CHURCHILL AVE	MEADOW DRIVE	CHARLESTON ROAD	EXISTING GRADE SEPARATIONS University, Homer, Embarcadero, Oregon Express, San Antonio Rd.
Bikes/Peds					
Autos/trucks					
Noise					
Safety					
Visual					
Other?					



WHAT ARE THE CHALLENGES/PROBLEMS? #8

ISSUE/TOPIC	PALO ALTO AVE (ALMA STREET)	CHURCHILL AVE	MEADOW DRIVE	CHARLESTON ROAD	EXISTING GRADE SEPARATIONS University, Homer, Embarcadero, Oregon Express., San Antonio Rd.
Bikes/Peds					 UNIVERSITY - NO BIKE UNDERCROSSING
Autos/trucks					 EMBARCADERO - VEHICLE TRAFFIC CONGESTION
Noise					
Safety					
Visual					
Other?					



WHAT ARE THE CHALLENGES/PROBLEMS?

#9

ISSUE/TOPIC	PALO ALTO AVE (ALMA STREET)	CHURCHILL AVE	MEADOW DRIVE	CHARLESTON ROAD	EXISTING GRADE SEPARATIONS <small>University, Homer, Embarcadero, Oregon Express, San Antonio Rd.</small>
Bikes/Peds					
Autos/trucks					
Noise					
Safety					
Visual					
Other?					



WHAT ARE THE CHALLENGES/PROBLEMS?

#12

ISSUE/TOPIC	PALO ALTO AVE (ALMA STREET)	CHURCHILL AVE	MEADOW DRIVE	CHARLESTON ROAD	EXISTING GRADE SEPARATIONS <small>University, Homer, Embarcadero, Oregon Express, San Antonio Rd.</small>
Bikes/Peds			● ● ●	● ●	
Autos/trucks	●	● ●		● ● ● ● ● ●	● ● ●
Noise		● ● ● ● ● ● ●	● ●	● ● ●	
Safety	● ●	● ● ● ● ●	● ●	● ● ● ●	● ●
Visual				●	
Other?	● ● ● ● ● ● ● ●	●	●	● ● ● ●	● ●

Connecting Palo Alto

Community Questionnaire #1 - Summer 2017 Report

Introduction

The purpose of this community questionnaire was to initiate the Connecting Palo Alto project and obtain information from residents and stakeholders in Palo Alto about their concerns, priorities, and methods for continued engagement as the project moves forward. As the questionnaire has not been subjected to statistical analysis, it serves best as a snapshot of community member sentiment toward the project, especially for those unable to attend the first community meeting held on May 20, 2017.

The questionnaire was made available to the Palo Alto community via the project website cityofpaloalto.org/ConnectingPaloAlto, City of Palo Alto social media pages and a City e-mail sent to 444 recipients on July 5.

The information collected and feedback obtained from the questionnaire and community meeting #1 will be used to shape the format and content of the Community Workshops this fall where the community will discuss project objectives and performance measures, and develop various alternatives.

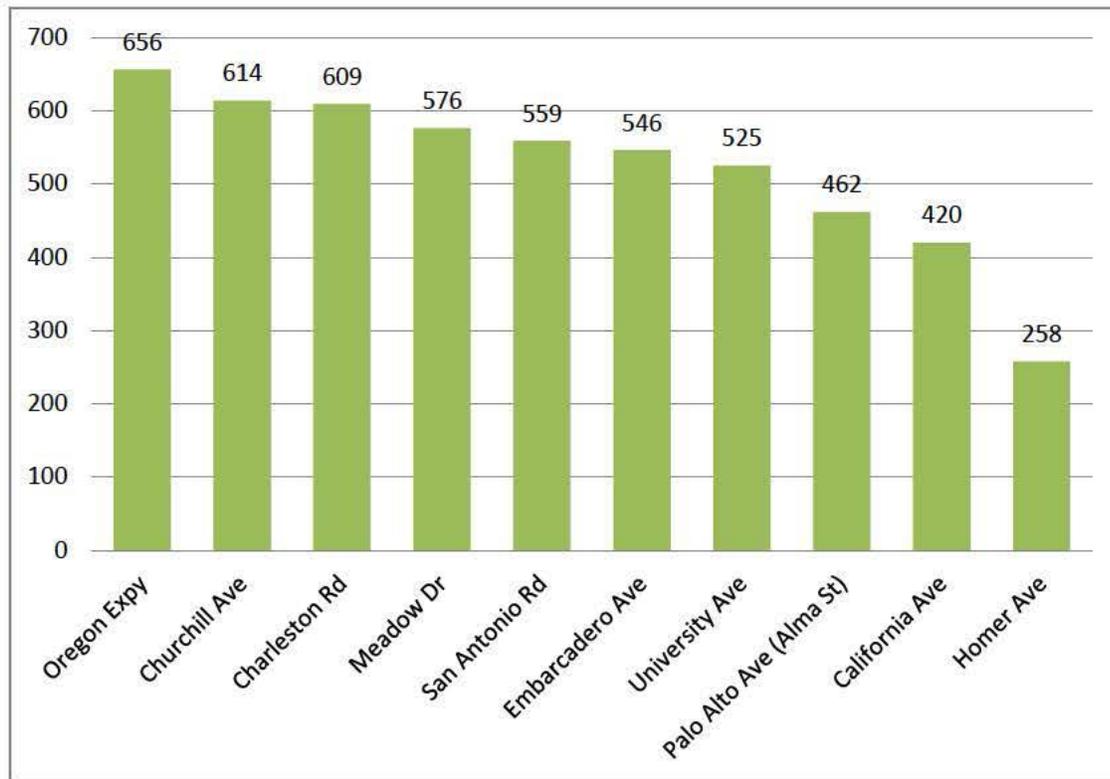
Questionnaire overview

The questionnaire was created using the web-based tool [SurveyMonkey](https://www.surveymonkey.com) and included 7 questions in total. The questionnaire remained open from July 5, 2017 to July 19, 2017, a total of 14 days. In total, **791 unique questionnaire responses were received over this period with a completion rate of 98%.** **The average time spent filling out the questionnaire was 12 minutes.** We received multiple comments saying the questionnaire was too long.

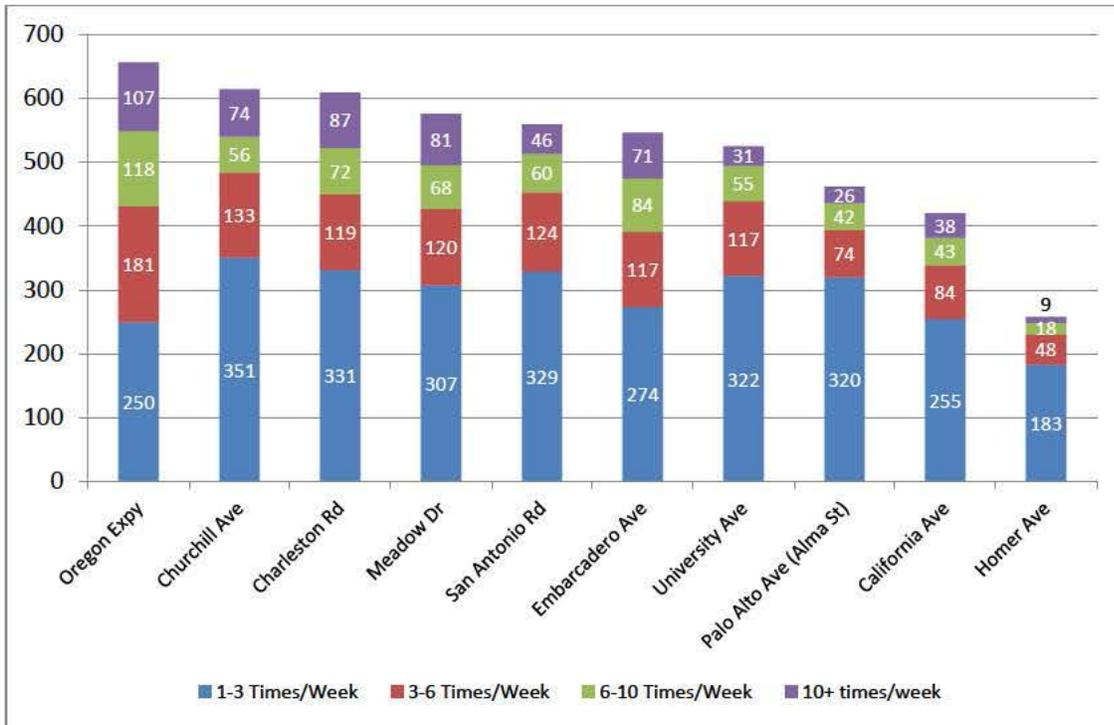
Question 1 - Please indicate which rail crossing(s) you currently use and approximately how often (times per week).

In terms of frequency of use, the following list shows the most used crossings (# in parenthesis denotes how many people use this crossing at least 1 time per week):

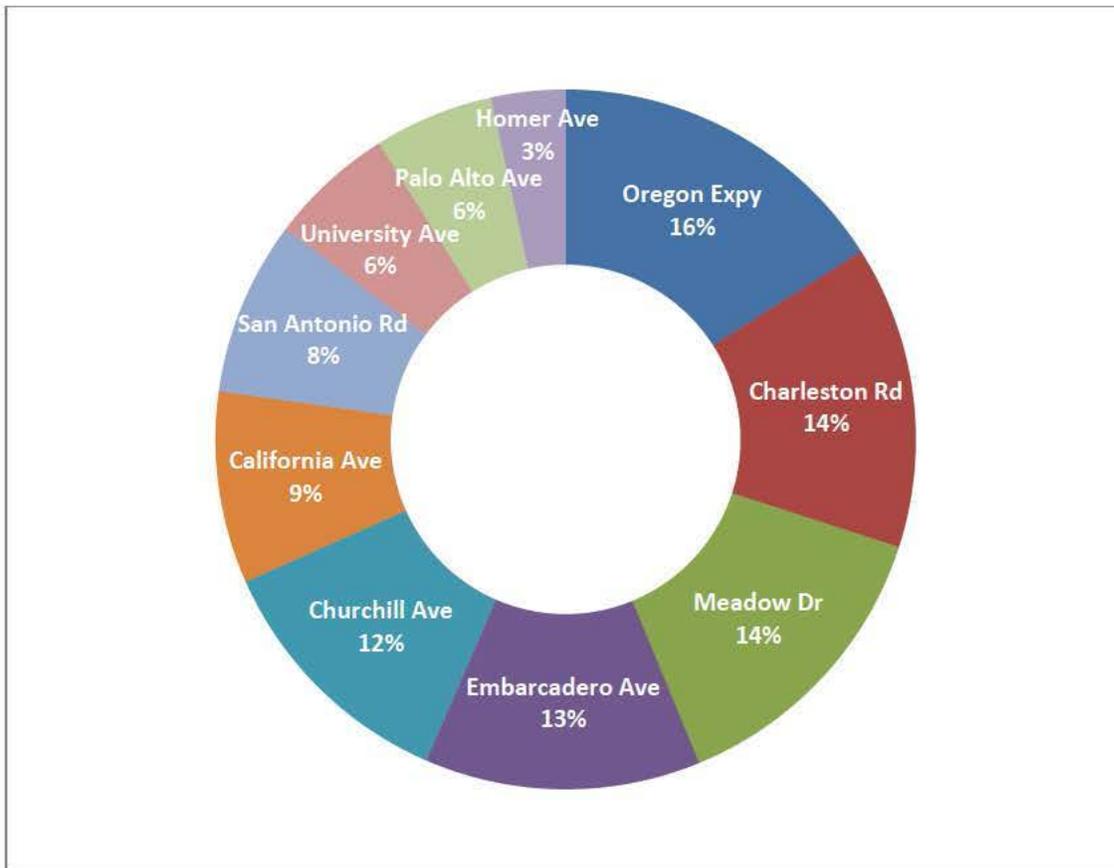
1. Oregon Expy (656)
2. Churchill Ave (614)
3. Charleston Rd (609)
4. Meadow Dr (576)
5. San Antonio Rd (559)
6. Embarcadero Ave (546)
7. University Ave (525)
8. Palo Alto Ave/Alma St (462)
9. California Ave (420)
10. Homer Ave (258)
11. Other (22)



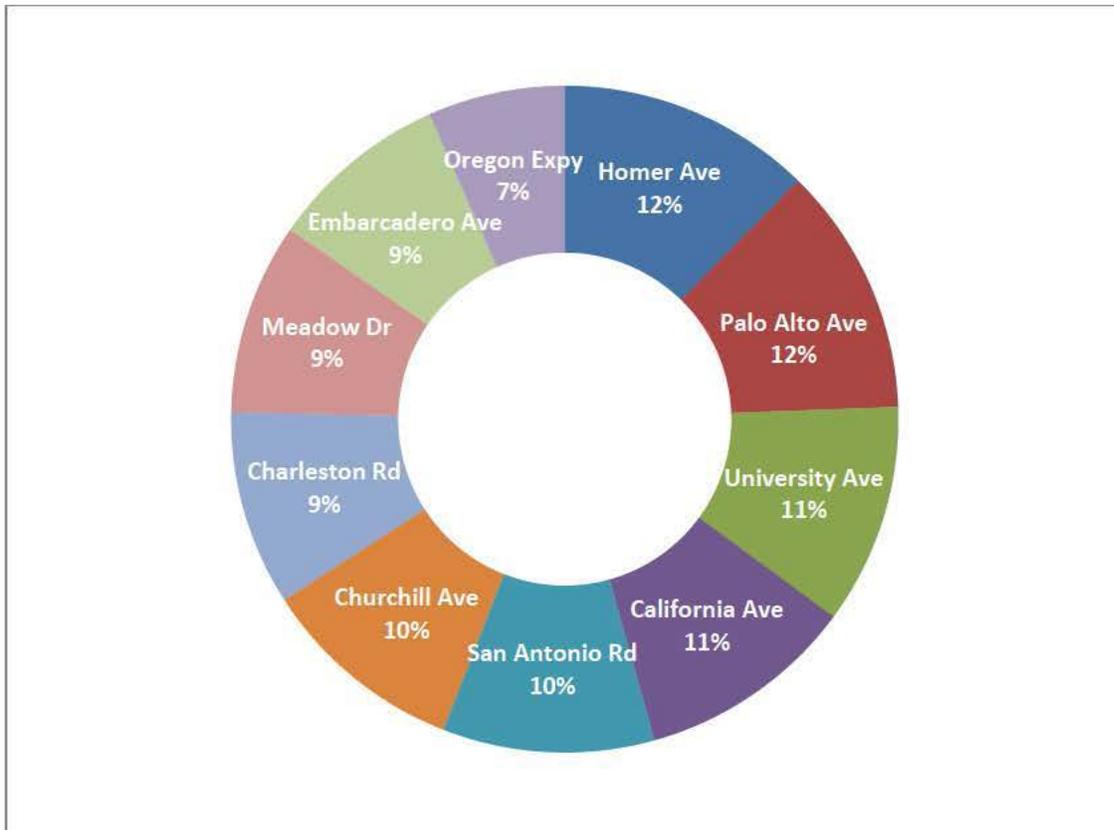
Total Frequency of Use of Grade Crossings



Frequency of Use of Grade Crossings by Times Per Week



Proportion of respondents indicating they use crossing 10+ more times per week



Proportion of respondents indicating they use crossing 1-3 times per week

Summary of Comments in Question 1

People who added a voluntary comment to this question shared a variety of opinions about the wording of the question and crossings that could have been listed as an answer option.

Comments regarding the Question 1:

- People did not know whether they should respond according to the frequency of trips taken by car, transit, walking or biking.
- People were confused about why at-grade and non at-grade crossings were all asked in one item.

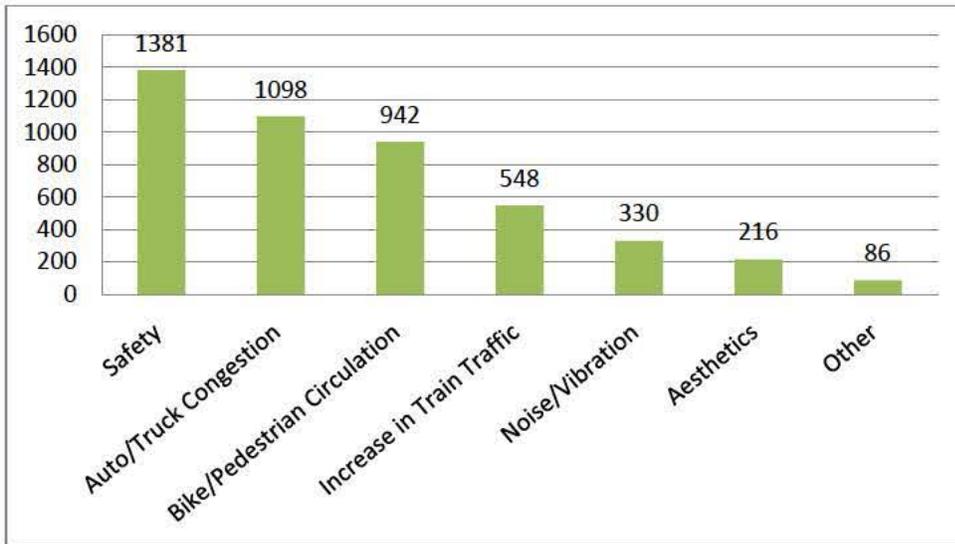
Alternative crossings suggested:

- Menlo Park/Ravenswood
- Tunnel at University Ave Caltrain station (~Lytton)
- Redwood City/Whipple Ave
- PAMF Underpass
- Alma Street/El Camino
- Oak Grove/Menlo Park
- Rengstorff/Mountain View,
- Middlefield/Channing and North California pedestrian tunnel

Question 2 – There are four locations in Palo Alto where motorists currently cross the railroad tracks at grade. Please identify which issues concern you the most at the existing at-grade railroad crossings. Please mark no more than a total of 6 boxes.

The following are the issues of most concern at existing at-grade crossings:

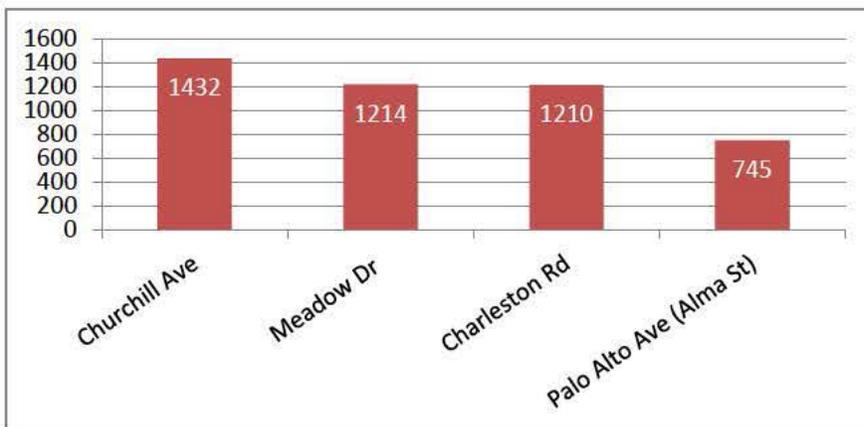
1. Safety (1381)
2. Auto/Truck Congestion (1098)
3. Bike/Pedestrian Circulation (942)
4. Increase in Train Traffic (548)
5. Noise/Vibration (330)
6. Aesthetics (216)
7. Other (86)



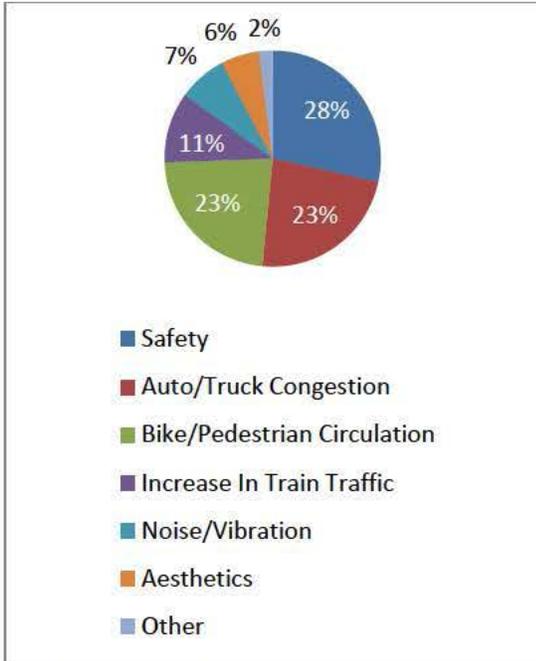
Indications of Most Concerning Issues About At-Grade Crossings

The at-grade crossings about which the most people expressed concern were the following, in order:

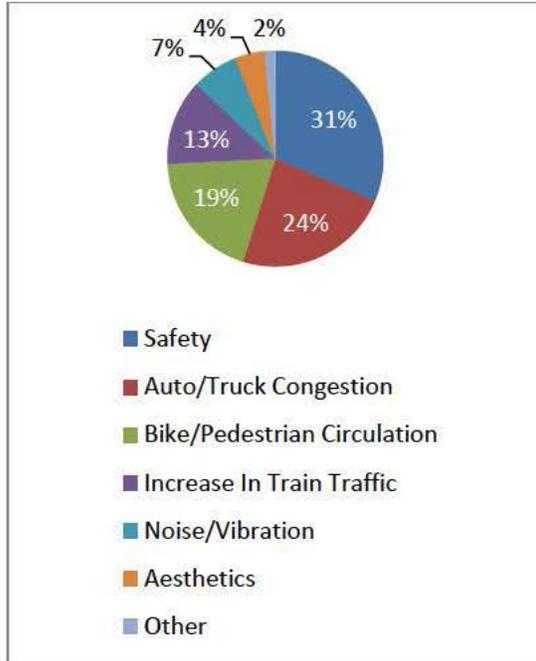
- 1- Churchill Avenue - 1432
- 2- Meadow Drive - 1214
- 3- Charleston Road - 1210
- 4- Palo Alto Avenue - 745



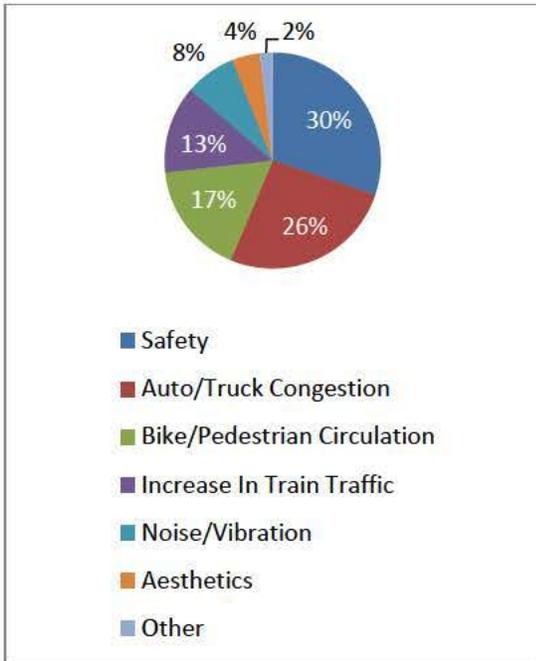
Concerns About At-Grade Crossings



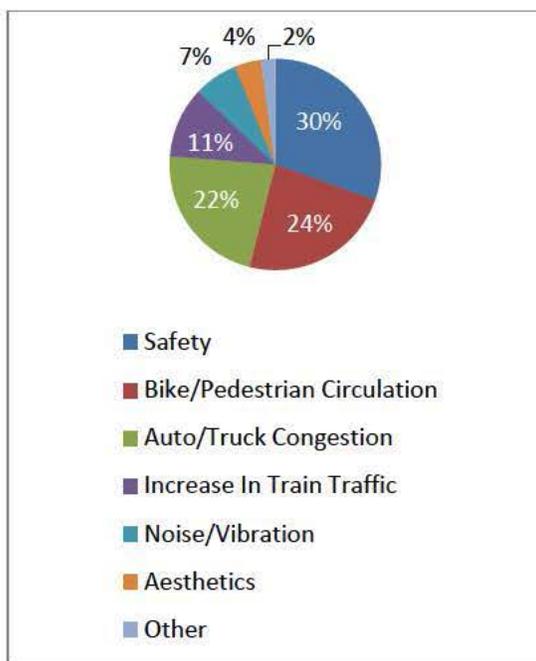
Identified Concerns at Churchill Avenue



Identified Concerns at Meadow Drive



Identified Concerns at Charleston Road



Identified Concerns at Palo Alto Avenue (Alma Street)

Summary of Comments in Question 2

People who added a voluntary comment to this question shared a variety of opinions.

Among the issues listed, people expressed extreme concern about safety for bicyclists and pedestrians around at-grade crossings and backed up traffic. Noise was pointed out as a concern even a few blocks away from the tracks, one resident mentioned *“loud train horns can wake up the dead.”*

Regarding the crossings listed, Alma Street was mentioned often, in particular due to a blind corner that was described as dangerous to motorists, catching them by surprise. The traffic at the Meadow and Charleston crossings was mentioned as backing up during rush hour. Churchill was described as having extremely poor traffic-light and railroad gate coordination.

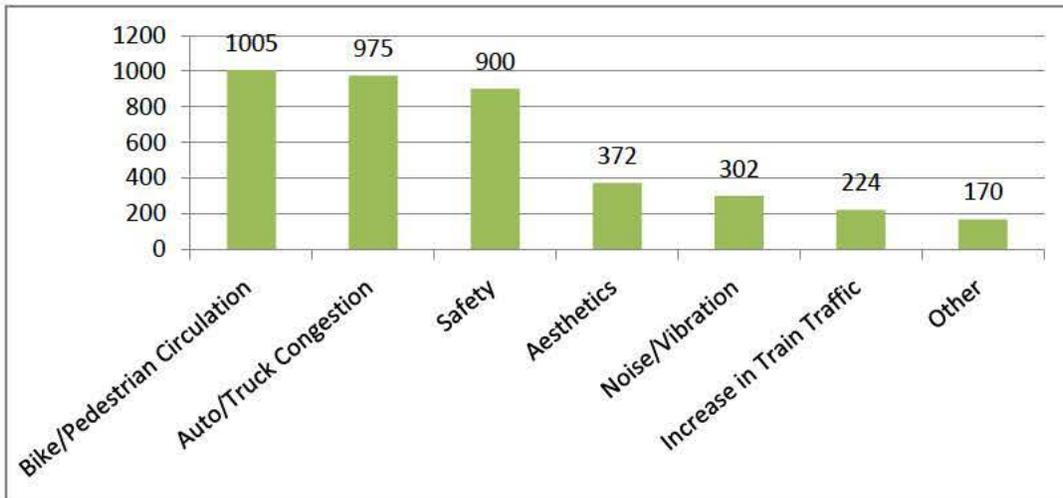
People also suggested the addition of issues such as risk of suicides and railroad gate and traffic-light coordination. Suggested solutions included trenching sections of the corridor at Churchill Avenue, separating all at-grade crossings, and adding patrol services and video surveillance to monitor traffic. About a dozen people mentioned they do not think anything is wrong with the grade crossings. For example: *"Palo Alto grade crossings are generally very well organized"* and *"I have no concerns about any of the four crossings"*.

A handful of commentators indicated they were also worried about other crossings that are further discussed in question 3.

Question 3 – There are currently six locations where motorists and/or pedestrians and bicyclists can cross the railroad tracks above or below grade. Please identify which issues concern you the most at these existing grade separated crossings, where the roadway or bicycle/pedestrian path goes over/under the railroad tracks. Please mark no more than a total of six boxes.

The following are the most concerning issues at grade separated crossings:

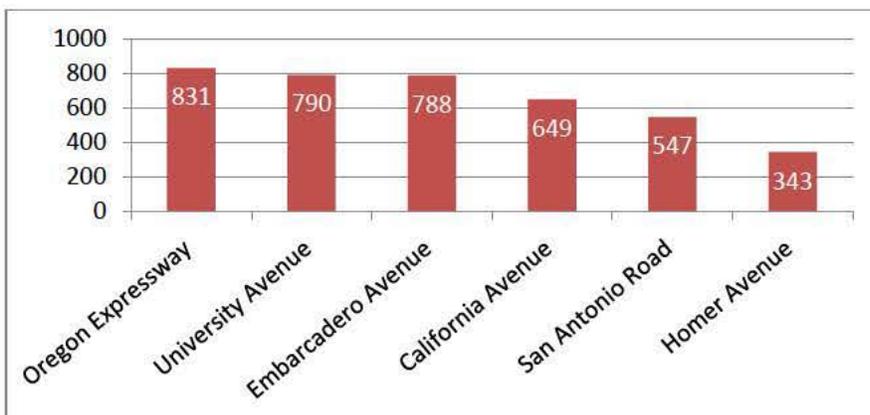
1. Bike/Pedestrian Circulation (1005)
2. Auto/Truck Congestion (975)
3. Safety (900)
4. Aesthetics (372)
5. Noise/Vibration (302)
6. Increase in Train Traffic (224)
7. Other (170)



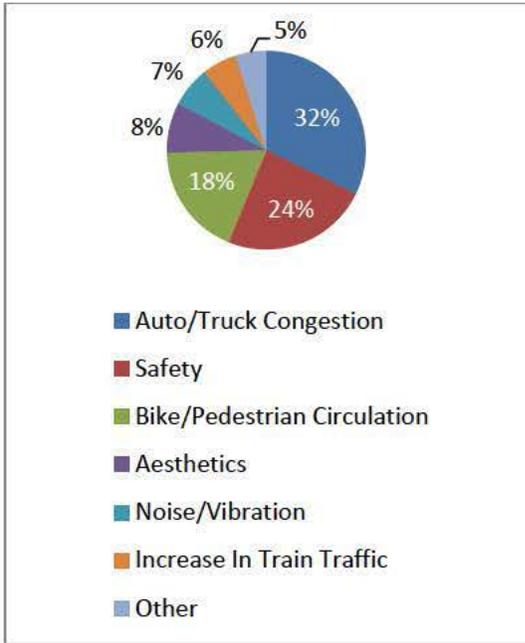
Indications of Most Concerning Issues About Grade-Separated Crossing

The grade-separated crossings that people indicated are of most concern were, in order:

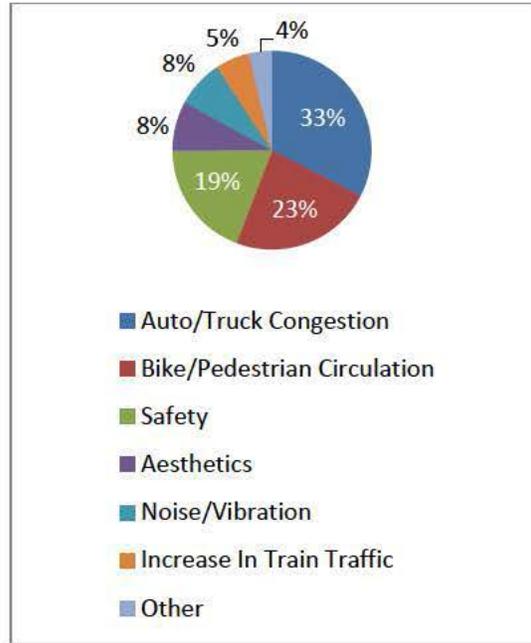
- 1- Oregon Expressway - 831
- 2- University Avenue - 790
- 3- Embarcadero Avenue - 788
- 4- California Avenue - 649
- 5- San Antonio Road - 547
- 6- Homer Avenue - 343



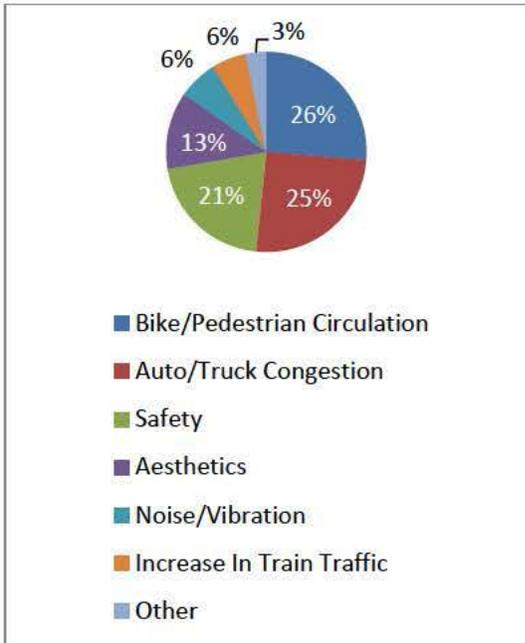
Concerns at Grade-Separated Crossings



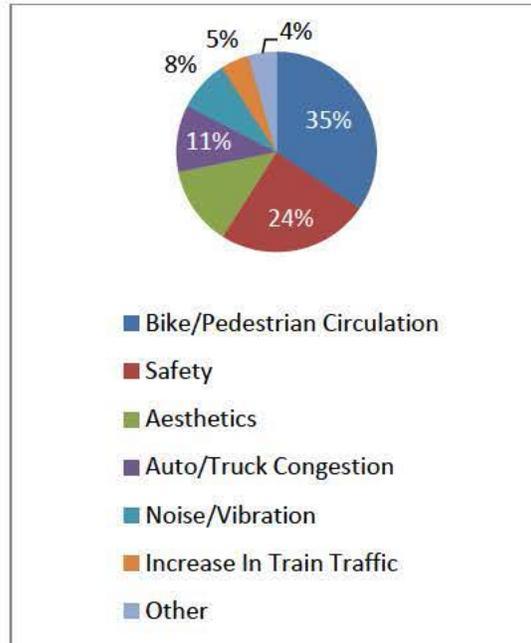
Concerns at Oregon Expressway



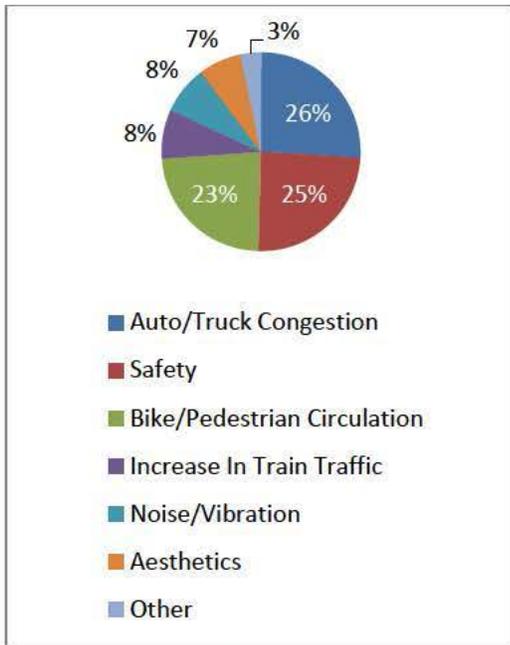
Concerns at Embarcadero Avenue



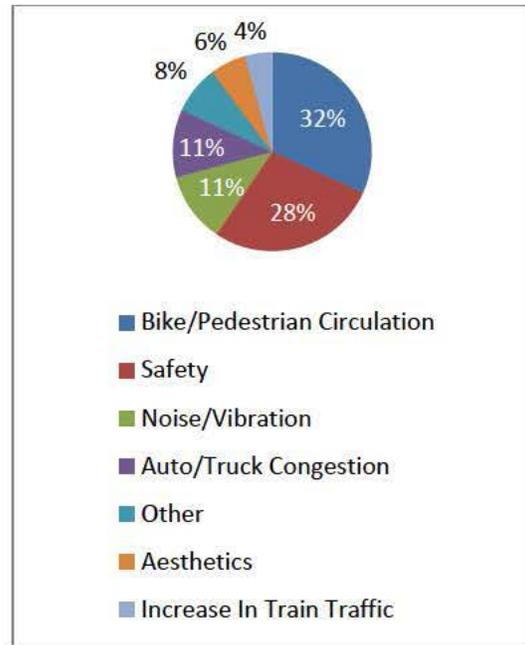
Concerns at University Avenue



Concerns at California Avenue



Concerns at San Antonio Road



Concerns at Homer Avenue

Summary of Comments in Question 3

People who added a voluntary comment to this question shared a variety of opinions about the issues listed, issues not listed, and lack of concern.

A handful of respondents were displeased with the way the issues were labeled, in one instance someone wrote: *"I find these boxed categories to be ridiculously simplified and overly broad."* Multiple people tended to break down issues into more specific instances such as *"Barriers in Cal Ave. undercrossing are REALLY tough to navigate with bike trailers. Please take into account families who rely on bike trailers to transport young kids and groceries."* for Bike/Ped Circulation and *"The lanes at the Embarcadero underpass are poorly lined, and too narrow. It's a scary place to cross in a car, and even worse on a bike"* for Safety.

Recommendations of new issues included flooding and homeless settlements in underpasses. Certain questionnaire respondents gave details on these, such as *"The smell and filth of the Embarcadero bike/foot crossing is horrific and an embarrassment. There is also an odor problem at Homer & California & Univ Ave under-grade crossings, and the Univ "tunnel" is too dark and feels unsafe. But the worst of all of these is Embarcadero, by far."*

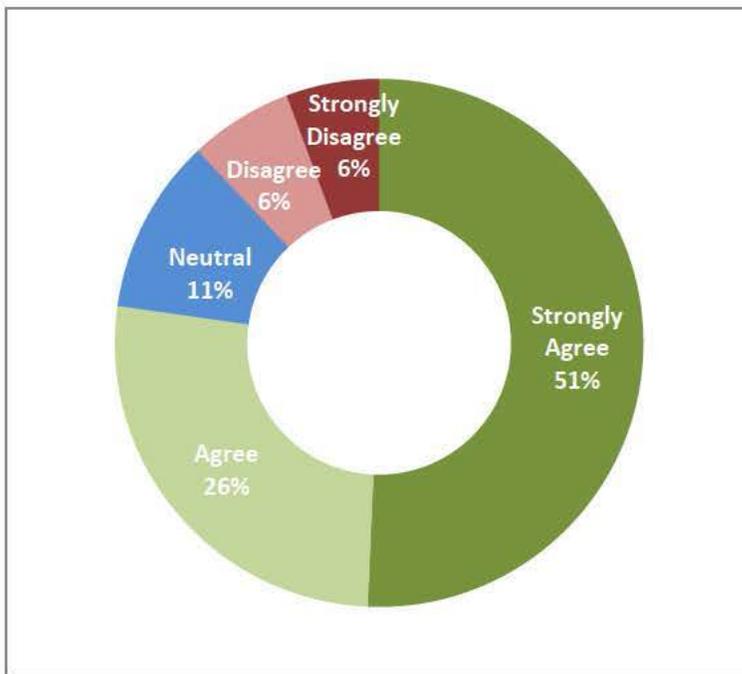
Also, as seen in comments entered in question 2, over a dozen respondents did not seem concerned about the crossings at all and wrote in comments like: *"no concerns, really; these work fine as is"* and *"Works great!"*

Question 4 – Please read the following Problem Statement and rate your response:

The Caltrain corridor creates a physical and visual barrier to east/west connectivity within the City of Palo Alto, and is also the source of safety concerns for pedestrians, bicyclists, and motorists, especially at existing at-grade crossings. These challenges also create issues in surrounding neighborhoods such as noise, vibration, traffic, and visual impacts. These will continue to get worse in the future with increases in train traffic due to Caltrain modernization (including electrification) and the possible addition of high speed rail.

Regarding the problem statement:

- 401 people (51% of respondents) strongly agree
- 210 (~27%) agree
- 85 (~11%) are neutral
- 50 (~6%) disagree
- 45 (~6%) strongly disagree



Summary of Comments in Question 4

This question received a large amount of comments, 280 in total. However, many did not provide feedback on the statement and instead commented on future issues and potential solutions.

Some comments were as short as one sentence, for example “put tracks underground!” or “*We shouldn’t have grade crossings in the 21st century*” or “*this (question) is biased and very leading.*” Some were composed into paragraphs about design alternatives and scenario comparisons with other transit systems, such as the following:

“If grade crossings are eliminated, would-be suicides will inevitably find another way to die. ‘Recollections of a Tule Sailor,’ a memoir by San Francisco paddlewheel ferryboat captain John Leale (published 1939, download available online), notes that before the Golden Gate Bridge was built, the favorite local suicide method was to leap off the ferryboat ahead of the paddlewheels. Moral of the story: technology changes, human nature stays the same. Elevating Caltrain 25’ up, plus another 17’ sound wall, will create a 4-story-high continuous wall blocking light. I’ve seen this done in Germany and elsewhere. Bad idea for the

residents of Palo Alto. Put Caltrain tracks in a trench, or leave it at ground level and save a huge amount of money."

"While mitigating these impacts is important and will be beneficial, I believe this statement unfairly casts the impacts of Caltrain electrification and HSR as being primarily negative. I believe both of these projects also offer great opportunity to Palo Alto in helping to reduce reliance on cars for transportation, and keeping our community (which historically has been an important hub for American innovation) connected to the regional and state economies."

"I agree with the safety and congestion issues for at grade crossings. I do not agree about the physical and visual barrier. I live far from the railroad and there is limited line of sight and many physical barriers due to road design to prevent through traffic. That is not a real issue. Noise should decrease dramatically with electrification as electric trains are much quieter than diesels. Smoother tracks for high speed rails should also decrease noise and vibrations. I was just in Switzerland and it is amazing how much quieter their trains are than Caltrain."

"The statement about the future must state the assumptions made. If more trains are added without changing the crossings, then things will get worse. But things could improve with grade separation."

"I agree with the statement of the problems. I don't agree that they'll get significantly worse, in the long run. In particular, if High Speed Rail removes the at-grade crossings, i think things will improve (except maybe aesthetics)."

Question 5 – Please help us prioritize the focus of our rail corridor efforts. Rate your response to each goal below:

In terms of prioritizing program goals (# in parenthesis denotes how many people strongly agreed and agreed with a given goal):

Ranking	Concern	#	%
1	Reduce congestion near at-grade crossings	683	~88%
2	Prioritize student safety	666	~85%
3	Separate auto from bike/pedestrian traffic	627	~80%
4	Deliver grade separations in a timely manner	596	~77%
5	Support planned Caltrain service improvements	593	~76%
6	Reduce unsafe driver behavior	571	~74%
7	Collaborate with neighboring cities and agencies	569	~73%
8	Keep construction period disruptions to a minimum	449	~58%
9	Reduce/eliminate train noise and vibrations	432	~55%
10	Fund project with existing funding from local sources	248	~32%

Question 6 – In order to evaluate potential grade separation alternatives, the City needs to establish a comprehensive shortlist of evaluation criteria. Please identify the most important criteria by arranging the criteria options below in a sequence of your preference. (Criterion 1 = Most Important, Criterion 10 = Least Important). Notice: do not rate each criterion individually. Each criterion should be ranked with the other criteria in consideration and have a unique ranking from 1 to 10. Duplicate answers will automatically be erased. Example: “Construction Impacts – Able to implement in phases” and “Cost – Fund the program with available funding sources” cannot both be ranked as 10.

In terms of prioritizing evaluation criteria, in order of most important criteria (# in parenthesis denotes a rating of how highly each criterion was ranked by respondents):

Criterion	Average Ranking	Overall Ranking
Pedestrians and Bicycle Circulation - Clear/safe passageways	7.57	1
Automobile Circulation - Reduce queue length and time	6.96	2
Pedestrians and Bicycle Circulation - Separated from auto traffic	6.54	3
East-West Connectivity - Facilitate movement across the corridor for all modes of travel	6.16	4
Automobile Circulation - Reduce traffic on neighborhood streets	5.79	5
Environmental Effects - Reduce noise and visibility of trains from neighborhoods	5.35	6
Transit - Support Caltrain service improvements (level boarding, platform extensions, etc.)	5.05	7
Construction Impacts - Minimize construction period disruption (detours/street closures)	4.26	8
Cost - Fund the program with available funding sources	3.77	9
Construction Impacts - Able to implement in phases	3.76	10

The score is calculated according to the frequency in which a criterion was arranged into a given position related to other criteria. If a criterion was most often arranged between #1 and #3 out of the ten available options, it will have a highly important rating (closer to 10.0). In turn, if a criterion was often arranged between #7 and #10, it will have a less important rating (closer to 0.0). Hence, the most important criterion we observe is Pedestrians and bicycle circulation - clear/safe passageways with a rating of 7.57 and the least important criterion is Construction impacts - able to implement in phases with a rating of 3.76.

Criterion	Number of times ranked as top priority
Pedestrians and Bicycle Circulation - Clear/safe passageways	171
East-West Connectivity - Facilitate movement across the corridor for all modes of travel	141
Automobile Circulation - Reduce queue length and time	138
Environmental Effects - Reduce noise and visibility of trains from neighborhoods	94
Pedestrians and Bicycle Circulation - Separated from auto traffic	84
Transit - Support Caltrain service improvements (level boarding, platform extensions, etc.)	61
Automobile Circulation - Reduce traffic on neighborhood streets	34
Cost - Fund the program with available funding sources	25
Construction Impacts - Minimize construction period disruption (detours/street closures)	16
Construction Impacts - Able to implement in phases	12

A number of people were confused by the way this question was initially worded and adjustments were made to accommodate the comments received. Initially, people did not understand they should arrange all items together in a sequence. Instead, they thought they were meant to indicate the importance of individual items from 1-10.

Question 7 - Please use the text box below to share any additional comments or concerns regarding the future of the rail corridor in Palo Alto.

555 people shared additional comments/ concerns about the future of the rail corridor. Their comments include:

- Support for grade separations
 - “We MUST have grade separations at Churchill and Alma crossings to eliminate safety hazards and gridlock. With more trains, the problems only get worse.”
 - “From my point of view, conversion of at-grade crossings to grade-separated crossings ought to be the highest priority”
- Support for alternative solution elevating tracks, tunneling the corridor, etc.
 - “I think the current at grade-crossings are fine as is and I am not enthusiastic about Palo Alto spending a ton of money (from new or existing sources) to create ugly overpasses or underpasses like the ones at San Antonio Road, Oregon Expressway, or Embarcadero Road. I would, however, support spending even more money to move Caltrain below ground. That would solve a whole lot of problems (noise, etc.) and address the east-west barrier issue.”
 - “Put the train underground. Make pleasant well-lit stations with good elevators and bike ramps.”
 - “The best solution may be a 4-track double deck system, each deck 2-tracks wide with the lower pair elevated quite high. This would enable full grade separation for any number of crossings. It would eliminate the division caused by the Caltrain corridor. It would avoid any need for land purchase or eminent domain.”
- Please focus on safety, auto/ped circulation
 - “It is essential that we find ways to improve safety and efficiency of the rail corridor while supporting growth in public transportation.”
 - “ #1 priority should be safety. #2 reliability.”
 - “Please provide wide, level crossings for pedestrians and bicyclists. Narrow paths with crash bars (like the existing California Ave tunnel) are inconvenient for everyone, but especially parents pulling bicycle child trailers and wheelchair users. If the train tracks are elevated, please provide more bicycle/pedestrian crossings than currently exist. We would really like to have a bicycle/pedestrian bridge or tunnel from Midtown to the California Ave business district without having to cross the Oregon Speedway.”
- Complaints about the purpose and structure of the survey
 - “Your survey seems to be intentionally loaded to achieve some specific result. This is bullshit. You are wasting my time.”
 - “Please educate the public so that they can answer these questions responsibly, which I can’t right now.”
 - “#6 is almost impossible to answer as all the listed choices are important. Frankly, I think the entire survey easily leads to skewed conclusion.”
- Complaints about how ambitious this project is
 - “The lists of "efforts" and "evaluation criteria" appear somewhat biased in that it doesn't appear to envision the possibility of under-grounding Caltrain and HSRail (or whatever passenger rail service may come up the Peninsula). This was discussed, with considerable professional input, when HSR was first being proposed, and it has major advantages for resolving all of the issues presented with the possible exception that it would incur construction disruption at some locations that already have grade separations in which cars cross under the tracks). However, some of those have their own problems (e.g., flooding and dangerous exits/entrances to/from Alma at the Oregon underpass, major East-West barriers (e.g., at San Antonio overpass) and most of the current separations require separate accommodation for pedestrians/bicycles. All of

the problems would be greatly improved if the solutions of the past (e.g., the traffic circle/maze/mess at University, the Oregon and Alma undergrounds) were eliminated and replaced by rational surface crossings for motor, bicycle, and pedestrian movement. Also, the land currently devoted to some of these constructions could be developed for other purposes and could yield revenue and housing possibilities, and the value of the adjacent land would be increased by elimination of noise and other problems. And clearly, safety and would be maximized and access for those in crisis could be greatly reduced. Please take the lead in working with other cities to further develop the ideas that were initiated some years back. Please do not simply set aside the possibility of an underground rail solution on the grounds of cost and construction time. We desperately need a solution and not a band-aid. We need to invest in a future infrastructure that really works. The possibility of funding a significant portion of the cost, not from current sources but from revenue generated by recovery of highly valuable property should be seriously and creatively examined. And Palo Alto and the rest of the Peninsula should not remain hostage to solutions driven by CalTrain or other rail interests. Their needs must be accommodated, especially when they provide valuable passenger transportation, but it is no longer possible to justify freight movement at street level through a major metropolitan area, whether during the day or at night.”

- Complaints about the purpose of the project given past efforts
 - “I am concerned that this new initiative of the rail corridor ignores the 10 years of work already considered by this community and instead starts everything over again. This survey seems spiked, as of course everyone will want to have safety and congestion reduction first, but I hope this does not mean that it would be at the cost of visual impairments. The Comp Plan corridor study has already done much of this work, and it should be a launch to continue the initiative to trench the train. Funds should come from three equal parts, a tax initiative by Palo Alto, Stanford U, and Measure B funds. So, let's do it right and keep those that live along the track not worried or concerned they may lose their house for an above grade rail design.”

- Questions about project assumptions and impacts
 - “Not listed above is impact on adjacent uses, e.g., will existing homes have to be demolished?”

Major themes/conclusions identified

This questionnaire engaged the community about issues associated with the Caltrain corridor, and specifically about their concerns related to existing grade crossings. In this way, the questionnaire was a companion to Community Workshop #1 on May 20, 2017 which had the same focus. The questionnaire is not a statistically valid survey, but it served to collect data about concerns and possibly areas where there is some consensus. The questionnaire also gathered information from the public that demonstrates a variety of perspectives about the future of the rail corridor and how the City could/should proceed with planning for its future. All of the input received will be considered as the City crafts a formal Problem Statement, Project Objectives and Performance Measures or evaluation criteria that can be used to develop and evaluate alternatives. This will be the focus of Community Workshop #2 in September 2017.

A majority of people who responded to the questionnaire are concerned about safety, auto/truck congestion, and bike/pedestrian safety at existing at-grade and grade-separated crossing. A majority also seemed to be in agreement with the proposed Problem Statement, Goals, and Evaluation Criteria, although there was a feeling by some that these were not framed correctly.

As responses to question 2 and 3 indicate, the top ten concerns of those responding to the questionnaire are:

1. Safety on Churchill Avenue
2. Safety on Meadow Drive
3. Safety on Charleston Road
4. Auto/Truck Congestion on Churchill Avenue
5. Bike/Pedestrian Circulation on Churchill Avenue
6. Auto/Truck Congestion on Charleston Road
7. Auto/Truck Congestion on Meadow Drive
8. Auto/Truck Congestion on Oregon Expressway
9. Auto/Truck Congestion Embarcadero Avenue
10. Bike/Pedestrian Circulation on Meadow Drive

In regards to the Problem Statement in question 4, the majority of respondents (611 out of 791, ~77%) indicated their agreement. However, given the feedback in the commentary section from both agreeing and disagreeing respondents, revisions will have to be considered. Potential revisions could take into account and specify additional issues such as potential benefits that could result from rail and grade crossing improvements.

More than half of questionnaire respondents agreed or strongly agreed with 9 out of the 10 goals proposed on question 5. Results indicate the following were the top three goals - all of which were agreed or strongly agreed with by more than 80% of respondents:

1. Reduce congestion near at-grade crossings
2. Prioritize student safety

3. Separate auto from bike/pedestrian traffic

Despite initial confusion with the wording of question 6, results show the following three criteria were the most important overall:

1. Pedestrians and Bicycle Circulation - Clear/safe passageways
2. Automobile Circulation - Reduce queue length and time
3. Pedestrians and Bicycle Circulation - Separated from auto traffic

Appendices

Copy of the questionnaire

Copy of all comments submitted

Rail Program Questionnaire - Summer 2017

Dear Member of the Palo Alto Community:

The City of Palo Alto is seeking community input on the future of the Caltrain corridor, which will impact the livability of our city for many generations. Over the next 18 months, a number of decisions will need to be made about the design of existing rail crossings where cars, bikes, pedestrians, transit vehicles, and emergency responders cross the rail corridor.

We are sending this questionnaire to hear your ideas and feedback as we develop elements of grade separation alternatives. Grade separations are locations where the roadway goes over or under the railroad tracks, and the tracks either remain where they are, or are lowered or raised.

We recognize that some residents are new to this planning process while others may have already been engaged in prior planning efforts. The goal of this questionnaire is to make sure that we receive broad feedback, and that as many community members as possible have an opportunity to weigh in on these important questions.

City staff plans to share the community responses to this questionnaire with the Planning and Transportation Commission, City Council Rail Committee, and the City Council following the summer break. We will also use this feedback to inform the conversation at our next Community Workshop in September, where we will collectively develop and evaluate grade separation alternatives.

We appreciate you taking the time to answer the questions below, and help shape the future of our city.

Rail Program Questionnaire - Summer 2017

1. Please indicate which rail crossing(s) you currently use and approximately how often (times per week).

	I do not use this crossing	1 - 3 times/ week	3 - 6 times/ week	6 - 10 times/ week	More than 10
Palo Alto Ave (Ama St)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Church Ave	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Meadow Dr	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Charleston Rd	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Embarcadero Ave	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
California Ave	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
University Ave	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Comer Ave	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Oregon Expy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
San Antonio Rd	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

2. There are four locations in Palo Alto where motorists currently cross the railroad tracks at grade. Please identify which issues concern you the most at the existing at-grade railroad crossings. Please mark no more than a total of 6 boxes.

	Palo Alto Ave (Ama St)	Church Ave	Meadow Dr	Charleston Rd
Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Auto/Truck Congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike/Pedestrian Circulation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increase in Train Traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise/Vibration	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please specify)

3. There are currently six locations where motorists and/or pedestrians and bicyclists can cross the railroad tracks above or below grade. Please identify which issues concern you the most at these existing grade separated crossings, where the roadway or bicycle/pedestrian path goes over/under the railroad tracks. Please mark no more than a total of six boxes.

	Ca forna Ave	Un vers ty Ave	omer Ave	Oregon Expy	San Anton o Rd	Embarcadero Ave
Aesthet cs	<input type="checkbox"/>					
Auto/Truck Congest on	<input type="checkbox"/>					
B ke/Pedestr an C rcu at on	<input type="checkbox"/>					
Increase n Tra n Traff c	<input type="checkbox"/>					
No se/V brat on	<input type="checkbox"/>					
Other	<input type="checkbox"/>					
Safety	<input type="checkbox"/>					

Other (p ease spec fy)

4. Please read the following Problem Statement and rate your response:

The Caltrain corridor creates a physical and visual barrier to east/west connectivity within the City of Palo Alto, and is also the source of safety concerns for pedestrians, bicyclists and motorists, especially at existing at-grade crossings. These challenges also create issues in surrounding neighborhoods such as noise, vibration, traffic, and visual impacts. These will continue to get worse in the future with increases in train traffic due to Caltrain modernization (including electrification) and the possible addition of high speed rail.

Response scale:

- Strong y Agree
- Agree
- Neutra
- D sagree
- Strong y D sagree

Please share your comments and suggest ons for th s Prob em Statement.

5. Please help us prioritize the focus of our rail corridor efforts. Rate your response to each goal below:

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Reduce congestion on near-at-grade crossings	<input type="radio"/>				
Separate auto from bike/pedestrian traffic	<input type="radio"/>				
Keep construction periods disruptions to a minimum	<input type="radio"/>				
Prioritize student safety	<input type="radio"/>				
Reduce unsafe driver behavior	<input type="radio"/>				
Support planned California service improvements	<input type="radio"/>				
Reduce/eminate train noise and vibrations	<input type="radio"/>				
Collaborate with neighboring cities and agencies	<input type="radio"/>				
Fund project with existing funding from local sources	<input type="radio"/>				
Dever grade separations in a timely manner	<input type="radio"/>				

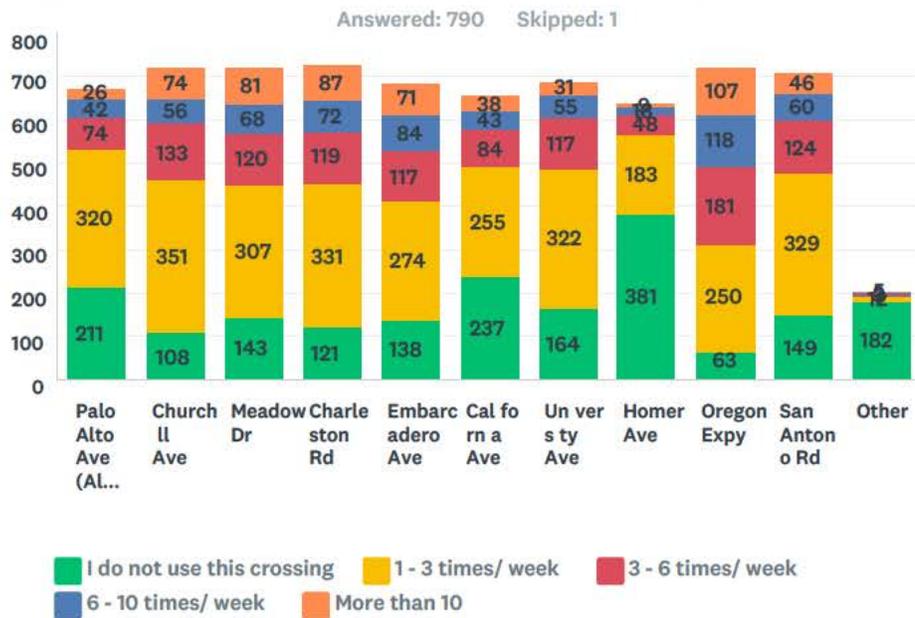
6. In order to evaluate potential grade separation alternatives, the City needs to establish a comprehensive shortlist of evaluation criteria. **Please identify the most important criteria by arranging the criteria options below in a sequence of your preference.** (Criteria 1 = Most Important, Criteria 10 = Least Important). **Notice:** do not rate each criteria individually. Each criteria should be ranked with the other criteria in consideration and have a unique ranking from 1 to 10. Duplicate answers will automatically be erased. Example: "Construction Impacts – Able to implement in phases" and "Cost – Fund the program with available funding sources" cannot both be ranked as 10.

<input type="text"/>	Automobile Circulation - Reduce queue length and time
<input type="text"/>	Automobile Circulation - Reduce traffic on neighborhood streets
<input type="text"/>	Pedestrians and Bicycle Circulation - Separated from auto traffic
<input type="text"/>	Pedestrians and Bicycle Circulation - Clear/safe passageways
<input type="text"/>	Environmental Effects - Reduce noise and visibility of trains from neighborhoods
<input type="text"/>	Transit - Support California service improvements (elevator, platform extensions, etc.)
<input type="text"/>	Cost - Fund the program with available funding sources
<input type="text"/>	Construction Impacts - Minimize construction period disruption (detours/street closures)
<input type="text"/>	Construction Impacts - Able to implement in phases
<input type="text"/>	East-West Connectivity - Facilitate movement across the corridor for all modes of travel

7. Please use the text box below to share any additional comments or concerns regarding the future of the rail corridor in Palo Alto.

Thank you for responding to this questionnaire. Your participation is a vital part of efforts to re-design the connectivity in our city. We encourage you to keep informed and engaged. To sign up for regular updates or for more information, go to www.cityofpaloalto.org/ConnectingPaloAlto.

Q1 Please indicate which rail crossing(s) you currently use and approximately how often (times per week).

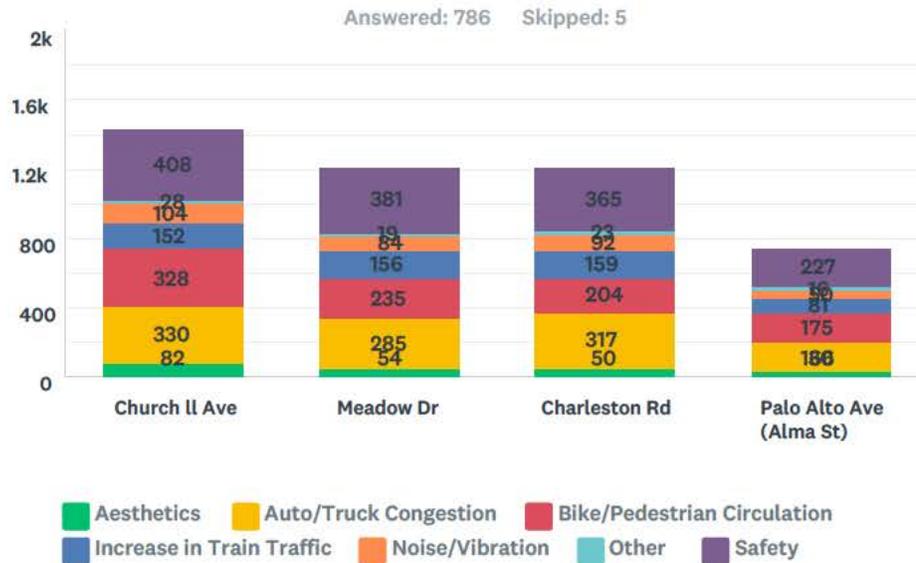


	I do not use this crossing	1 - 3 times/ week	3 - 6 times/ week	6 - 10 times/ week	More than 10	Total
Palo Alto Ave (Alma St)	31.35% 211	47.55% 320	11.00% 74	6.24% 42	3.86% 26	673
Churchill Ave	14.96% 108	48.61% 351	18.42% 133	7.76% 56	10.25% 74	722
Meadow Dr	19.89% 143	42.70% 307	16.69% 120	9.46% 68	11.27% 81	719
Charleston Rd	16.58% 121	45.34% 331	16.30% 119	9.86% 72	11.92% 87	730
Embarcadero Ave	20.18% 138	40.06% 274	17.11% 117	12.28% 84	10.38% 71	684
California Ave	36.07% 237	38.81% 255	12.79% 84	6.54% 43	5.78% 38	657
University Ave	23.80% 164	46.73% 322	16.98% 117	7.98% 55	4.50% 31	689
Homer Ave	59.62% 381	28.64% 183	7.51% 48	2.82% 18	1.41% 9	639
Oregon Expy	8.76% 63	34.77% 250	25.17% 181	16.41% 118	14.88% 107	719
San Antonio Rd	21.05% 149	46.47% 329	17.51% 124	8.47% 60	6.50% 46	708
Other	89.22% 182	5.88% 12	1.47% 3	0.98% 2	2.45% 5	204

#	Other (please specify)	Date
1	When my kids were in school (Paly) they crossed at Churchill twice daily, sometimes more.	7/17/2017 6:37 PM
2	confusing question -- do you mean driving under, walking under, driving, over, etc. Also, no option for "occasionally"	7/10/2017 12:22 AM
3	Menlo Park ravenwood	7/8/2017 9:54 PM

4	I live close to HWY101 side of town and work at Stanford.	7/8/2017 7:45 AM
5	tunnel at University Ave Caltrain station (~Lytton)	7/7/2017 9:43 PM
6	Redwood City -- Whipple Ave.	7/7/2017 4:36 PM
7	Many of the "crossings" that you listed are not "at grade."	7/7/2017 2:36 PM
8	I do use other crossing once in a while	7/7/2017 8:35 AM
9	PAMF Underpass, used it once, ever.	7/6/2017 10:20 PM
10	Alma street into el Camino by el palo alto	7/6/2017 9:59 PM
11	I cross ony bike or on foot (our household almost never drives anywhere). The question is unclear, is it only for motorists? My responses to all of these questions relate to ped and bike safety.	7/6/2017 9:56 PM
12	California Ave does not cross RR tracks.	7/6/2017 6:34 PM
13	I use most of the others, but infrequently.	7/6/2017 6:24 PM
14	Oak Grove, Menlo Park	7/6/2017 6:21 PM
15	This is a lot of questions	7/6/2017 5:44 PM
16	(I use Rengstorff in Mtn. View 6-10x/week as well).	7/6/2017 4:25 PM
17	There are no rail crossing at the last 7. They are underpasses!	7/6/2017 3:21 PM
18	in other cities	7/6/2017 11:49 AM
19	Several I do on bike only.	7/6/2017 11:22 AM
20	bike tunnel california ave	7/6/2017 9:20 AM
21	Middlefield, Channing	7/6/2017 9:12 AM
22	avoid Homer and University as much as possible	7/6/2017 7:42 AM
23	i live in south palo alto	7/5/2017 7:28 PM
24	You don't have anything between 0 and 52 times/year. I use several of these around 1/month.	7/5/2017 6:28 PM
25	North California pedestrian tunnel	7/5/2017 6:25 PM
26	Regestroft	7/5/2017 5:21 PM
27	I use several of the crossings less frequently than weekly, but your questions don't provide for a response above no use and less than weekly.	7/5/2017 12:05 PM
28	Proposed Loma Verde Bike/Ped crossing.	7/5/2017 11:24 AM

Q2 There are four locations in Palo Alto where motorists currently cross the railroad tracks at grade. Please identify which issues concern you the most at the existing at-grade railroad crossings. Please mark no more than a total of 6 boxes.



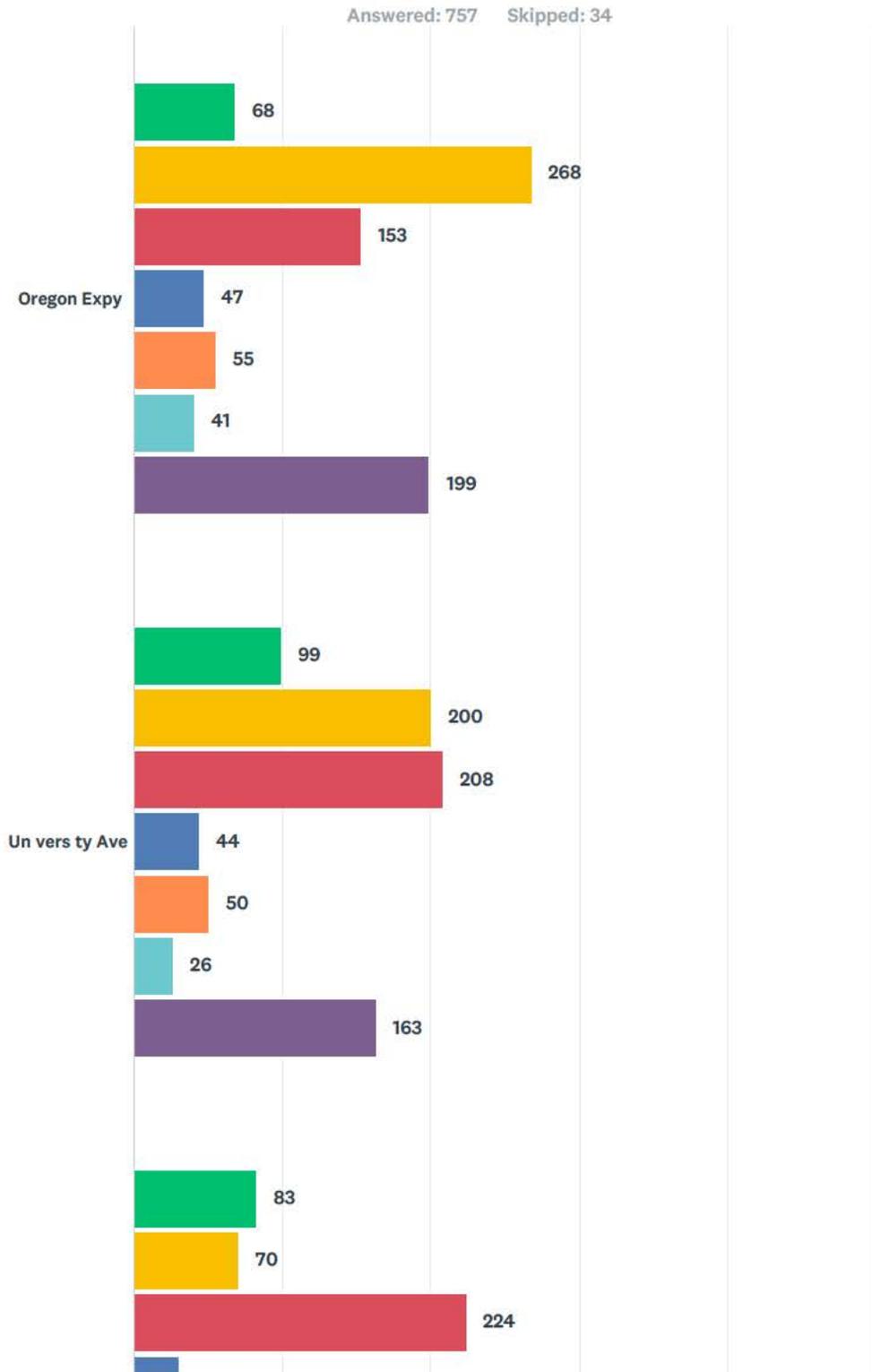
	Aesthetics	Auto/Truck Congestion	Bike/Pedestrian Circulation	Increase in Train Traffic	Noise/Vibration	Other	Safety	Total Respondents
Churchill Ave	5.73% 82	23.04% 330	22.91% 328	10.61% 152	7.26% 104	1.96% 28	28.49% 408	1,432
Meadow Dr	4.45% 54	23.48% 285	19.36% 235	12.85% 156	6.92% 84	1.57% 19	31.38% 381	1,214
Charleston Rd	4.13% 50	26.20% 317	16.86% 204	13.14% 159	7.60% 92	1.90% 23	30.17% 365	1,210
Palo Alto Ave (Alma St)	4.03% 30	22.28% 166	23.49% 175	10.87% 81	6.71% 50	2.15% 16	30.47% 227	745

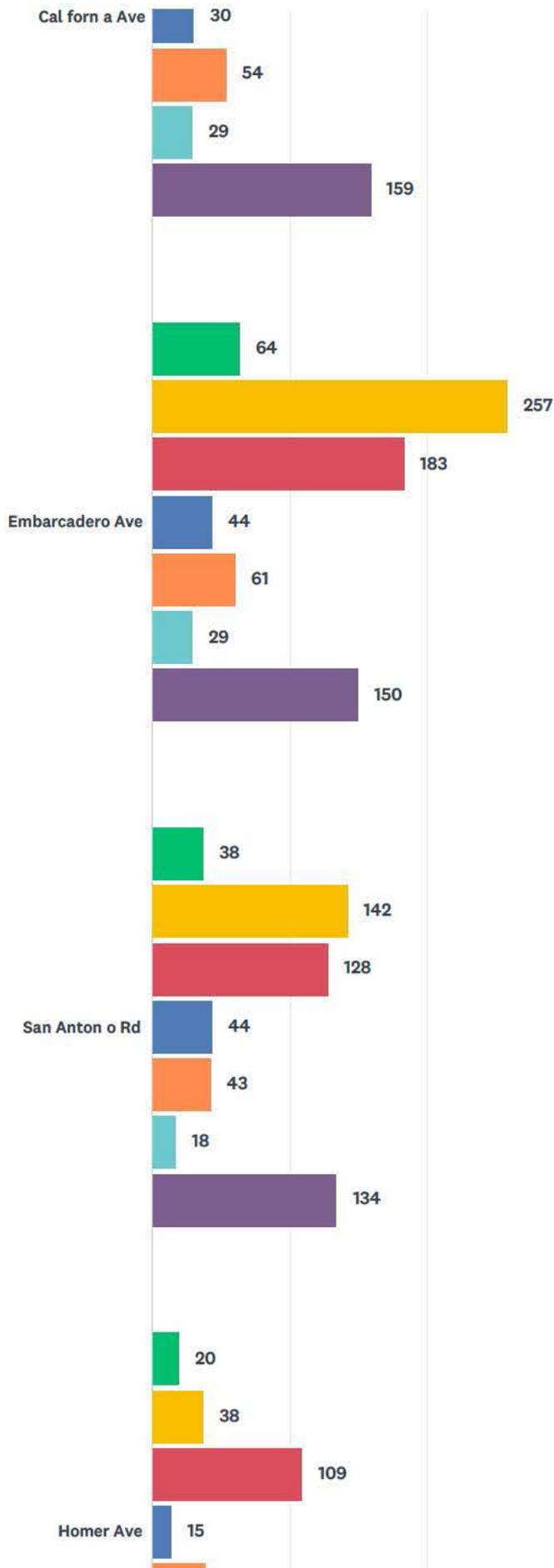
#	Other (please specify)	Date
1	Churchill: cars don't stop in left turn lane heading north completely in the lane. Heading east, cars stop on train tracks. better signs would help.	7/19/2017 11:16 AM
2	Vehicle stopping position clarity	7/18/2017 8:59 AM
3	Alma traffic around Meadow and Charleston impact one another especially during rush hours, leading to lots of congestion due to shortened car travel times across Meadow/Charleston	7/17/2017 2:31 PM
4	Cost of grade separations to Palo Alto and Santa Clara County	7/15/2017 11:16 AM
5	I support using cameras rather than people at this grade crossing. close monitoring of camera images should give emergency services enough time to respond if needed.	7/14/2017 8:25 AM
6	Safety for pedestrians and bikes is always a priority as well!	7/13/2017 12:22 PM
7	Train whistle noise even 2 blocks away disturbs sleep. Trains seem to run well past mid night and many occasions can be heard at 2:00am	7/10/2017 10:08 PM
8	With the high school right at this intersection, the # of children and their bikes using this crossing is too much without something being done.	7/10/2017 8:23 PM
9	Meadow drive is the throughfare for the JLS, largest middle school in Palo Alto.	7/10/2017 10:01 AM

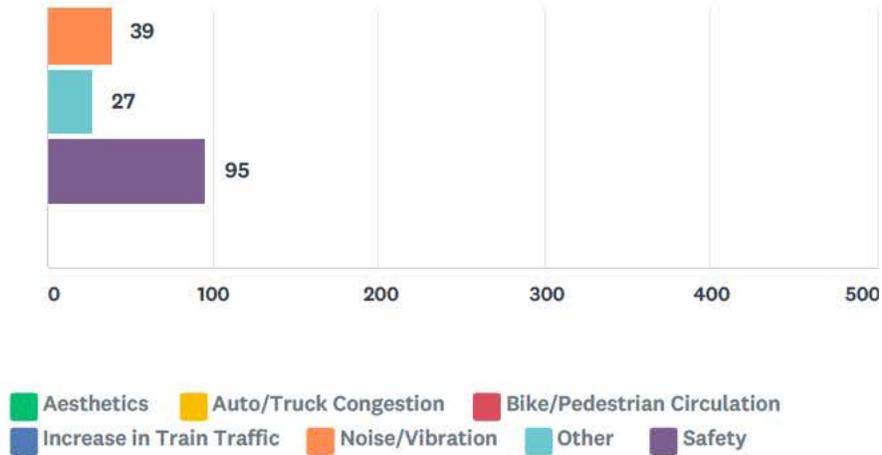
10	Teen suicide is still a huge concern.	7/8/2017 12:15 PM
11	Time wasted	7/7/2017 6:20 PM
12	The horns + Bells + lights + guard rails + track watch seems like overkill.	7/7/2017 3:26 PM
13	none of the above	7/7/2017 2:06 PM
14	invitation to suicides	7/7/2017 10:46 AM
15	I chose other because my concerns don't fall into a single issue. Safety, aesthetics, noise/vibration, traffic congestion.	7/7/2017 10:01 AM
16	In general,I do not mean I currently am dissatisfied.	7/7/2017 8:59 AM
17	Bike/Pedestrian Circulation and Safety - is the same to me	7/7/2017 8:35 AM
18	Overly loud train horns that can wake up the dead	7/7/2017 8:24 AM
19	i'm assuming safety is a given.	7/7/2017 8:09 AM
20	Red lights are not well tuned	7/7/2017 6:44 AM
21	Suicide Risk	7/7/2017 6:40 AM
22	This intersection is at capacity now. During rush hour train frequency is every 5 minutes, and it takes almost 5 minutes for the impact of the previous train on Churchill and Alma to clear. To increase Caltrain capacity in the current configuration you need to increase the length of the trains. Since you can't bury Churchill below grade level due to the neighborhoods and the high school, you'll need to put Caltrain in a trench.	7/7/2017 6:36 AM
23	inability to cross Alma due to longer and more frequent trains	7/6/2017 10:45 PM
24	Bike and ped - safe access and travel/turning space. Motorists are safe in their cars and the rest of us are in danger.	7/6/2017 9:56 PM
25	Getting blocked by traffic and stuck on tracks	7/6/2017 8:44 PM
26	The RR crossing at Palo Alto Ave and Alma St has a blind corner (on Alma), so you can't see the crossing until the last second. For anyone who is new in town, that could be dangerous, as there could be a train coming at the time and they wouldn't expect to see the crossing until the train hit their car.	7/6/2017 8:39 PM
27	We need more frequent public transportation that is accessible for it to work. We need to acknowledge that people DO DRIVE cars...	7/6/2017 8:34 PM
28	Paying for security	7/6/2017 8:26 PM
29	Time delays from two way train crossings and long Alma lights.	7/6/2017 8:24 PM
30	Put tracks underground!	7/6/2017 7:21 PM
31	Soot fall out in the neighborhood.	7/6/2017 7:14 PM
32	Churchill crossing is dangerous	7/6/2017 7:09 PM
33	Traffic piles up on Charleston and E Meadow and people dash under the falling gate. Terrifying to watch. Some people park on the tracks. Also terrifying	7/6/2017 6:34 PM
34	We need a bicycle/ Pedestrian crossing at loma verde as well	7/6/2017 6:21 PM
35	The bike path crossing at homer is dangerous	7/6/2017 6:14 PM
36	that is really all that matters	7/6/2017 6:12 PM
37	Concerned about tern suicides	7/6/2017 5:46 PM
38	Naturally, noise is worst in the summer when our windows are open	7/6/2017 4:25 PM
39	No issues for me.	7/6/2017 2:37 PM
40	Increase of noise in neighborhoods near tracks	7/6/2017 1:44 PM
41	congestion on those east - west streets but also impact to Alma St.	7/6/2017 1:13 PM
42	worry about effect on neighborhoods	7/6/2017 11:49 AM
43	This is normal. Trains have been there since 1867. Keep it that way.	7/6/2017 11:42 AM
44	Narrow left turn lane north bound onto Churchill	7/6/2017 11:22 AM

45	These should be below grade crossings in prep for HSR. We do not want HRS on a viaduct!!!	7/6/2017 11:15 AM
46	None - the crossing works fine for me	7/6/2017 11:10 AM
47	Turning right on Alma heading south into Churchill, sometimes the red light means stop, then turn if safe. But sometimes it means the gate is about to come down for an oncoming train. I had to floor it once to avoid the gate landing on my car.	7/6/2017 10:51 AM
48	I have no concerns about any of the four crossings, but I checked "Other" for Palo Alto Avenue because the survey would not allow me to check zero boxes!	7/6/2017 9:32 AM
49	The amount of traffic at Charleston and Meadow during rush hour is absolutely absurd. These are made worse by the absolutely terrible Arastradero/Charleston lane merges and "traffic calming measures"	7/5/2017 8:37 PM
50	Safety is the primary concern. No at-grade crossings!!!	7/5/2017 8:17 PM
51	There is very poor coordination between the lights and train crossing, so sometimes you get "stuck" at a crossing. It is very frustrating	7/5/2017 8:15 PM
52	exceptional natural resource values of creek & park	7/5/2017 7:51 PM
53	Timing of traffic lights. Takes a long time to cross.	7/5/2017 7:21 PM
54	Drivers seem incapable of understanding the risk of level crossings and stop on the rails. The two marked are particularly problematic.	7/5/2017 7:01 PM
55	Palo Alto grade crossings are generally very well organized.	7/5/2017 6:28 PM
56	Poor traffic light design blocking alma while train comes	7/5/2017 6:03 PM
57	It concerns me that we can't have more train traffic due to at grade crossing.	7/5/2017 6:03 PM
58	Back-up in northbound Alma left turn lane to Churchill	7/5/2017 6:02 PM
59	Traffic back-up waiting for trains	7/5/2017 6:01 PM
60	Air Pollution	7/5/2017 5:32 PM
61	Very scary to bicycle through these intersections when car traffic is backed up	7/5/2017 5:27 PM
62	The train drivers hold the horn down for a long time late at night. Wakes up the kids.	7/5/2017 1:55 PM
63	Increases in trains impact congestion, noise, etc rather than being concerns in themselves.	7/5/2017 12:05 PM
64	Poor light timing	7/5/2017 11:23 AM
65	this is confusing.. it should say check one box per line (n	7/5/2017 10:53 AM

Q3 There are currently six locations where motorists and/or pedestrians and bicyclists can cross the railroad tracks above or below grade. Please identify which issues concern you the most at these existing grade separated crossings, where the roadway or bicycle/pedestrian path goes over/under the railroad tracks. Please mark no more than a total of six boxes.







	Aesthetics	Auto/Truck Congestion	Bike/Pedestrian Circulation	Increase in Train Traffic	Noise/Vibration	Other	Safety	Total Respondents
Oregon Expy	8.18% 68	32.25% 268	18.41% 153	5.66% 47	6.62% 55	4.93% 41	23.95% 199	831
University Ave	12.53% 99	25.32% 200	26.33% 208	5.57% 44	6.33% 50	3.29% 26	20.63% 163	790
California Ave	12.79% 83	10.79% 70	34.51% 224	4.62% 30	8.32% 54	4.47% 29	24.50% 159	649
Embarcadero Ave	8.12% 64	32.61% 257	23.22% 183	5.58% 44	7.74% 61	3.68% 29	19.04% 150	788
San Antonio Rd	6.95% 38	25.96% 142	23.40% 128	8.04% 44	7.86% 43	3.29% 18	24.50% 134	547
Homer Ave	5.83% 20	11.08% 38	31.78% 109	4.37% 15	11.37% 39	7.87% 27	27.70% 95	343

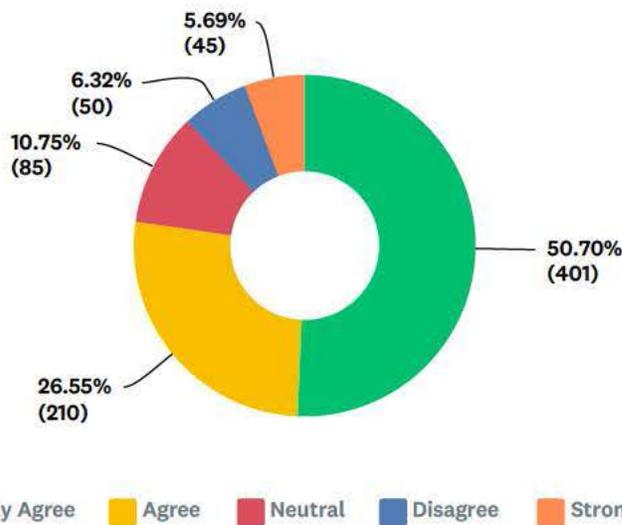
#	Other (please specify)	Date
1	The lanes at the Embarcadero underpass are poorly lined, and too narrow. It's a scary place to cross in a car, and even worse on a bike.	7/13/2017 12:54 PM
2	water pooling during rain storms	7/13/2017 11:06 AM
3	Homeless people living in the underpass tunnels. People who use the tunnels as public toilets. Potential for crime in the tunnels.	7/11/2017 3:09 PM
4	Flooding	7/11/2017 6:26 AM
5	Homeless people living underground	7/10/2017 11:43 PM
6	Works great!	7/10/2017 10:53 PM
7	Don't use these	7/10/2017 2:26 PM
8	The turn radius coming in and out of the tunnel at Homer Avenue is very tight for bicycles; it's hard to see who's coming around the bend, which has led to some near-collisions. A couple of mirrors at each end would b=	7/10/2017 1:05 PM
9	No concerns, really; these work fine as is.	7/9/2017 9:50 PM
10	I do not have any issues with these intersections	7/9/2017 9:26 PM
11	Bikes at Homer end up going on the wrong side of a one-way street.	7/8/2017 12:15 PM
12	I find these boxed categories to be ridiculously simplified and overly broad. See responses to #2.	7/8/2017 8:31 AM
13	California Ave tunnel is not ADA-compliant	7/7/2017 9:43 PM
14	no concerns	7/7/2017 9:34 PM
15	night time safety	7/7/2017 6 17 PM

16	Heavy car traffic, including entrances from north and exits to south	7/7/2017 4:36 PM
17	Your question is loaded. There are no "which issues concern you"	7/7/2017 2:36 PM
18	none of the above	7/7/2017 2:06 PM
19	I am unfamiliar with the under over solutions as I don't use them	7/7/2017 1:05 PM
20	The smell and filth of the Embarcadero bike/foot crossing is horrific and an embarassment. There is also an odor problem at Homer & California & Univ Ave under-grade crossings, and the Univ "tunnel" is too dark and feels unsafe. But the worst of all of these is Embarcadero, by far.	7/7/2017 11:12 AM
21	I chose other because my concerns are for multiple issues: aesthetics, noise/vibration and safety.	7/7/2017 10:01 AM
22	Flooding	7/7/2017 9:52 AM
23	no problems	7/7/2017 9:08 AM
24	@Homer: Homeless encampment. @Oregon: Driving too fast, leading to spin-out crashes	7/7/2017 9:01 AM
25	I like the crossings that allow pedestrians and bicyclists to go below the tracks, especially when they are visible such as at the Homer and Embarcadero crossing.	7/7/2017 8:43 AM
26	Lighting in the underpass	7/7/2017 8:24 AM
27		7/7/2017 8:15 AM
28	i'm assuming here there will be more train traffic and it will be electric and therefore quieter	7/7/2017 8:09 AM
29	not an issue for me	7/7/2017 8:03 AM
30	Really no concerns but if I have to pick it would be noise for this question	7/7/2017 7:56 AM
31	I seldom use these crossings.	7/7/2017 7:32 AM
32	Other = poor visibility, blind spots	7/6/2017 10:41 PM
33	short ramps	7/6/2017 10:03 PM
34	I have no problems with above or below grade Xing	7/6/2017 10:03 PM
35	Cyclists must dismount. Imaging having to push an auto over a crossing.	7/6/2017 9:59 PM
36	NA	7/6/2017 9:49 PM
37	No concerns.	7/6/2017 9:42 PM
38	flooding	7/6/2017 9:36 PM
39	I don't have problems where they are not at grade.	7/6/2017 8:59 PM
40	People stand way too close to Alma traffic at the Homer crossing. The crossing light is too close to the street.	7/6/2017 8:58 PM
41	Embarcadero single lane; Oregon Expy short on ramps	7/6/2017 8:44 PM
42	Homeless people at Homer Ave bike tunnel	7/6/2017 8:39 PM
43	Calif Ave -- Bike-pedestrian conflict is guaranteed by ancient design.	7/6/2017 8:18 PM
44	Cal ave and university need to allow cyclist to safely Ride under trains	7/6/2017 8:05 PM
45	Cleanliness and human waste in Univ and Homer	7/6/2017 7:33 PM
46	merging cars headed to El Camino & at top of car ramp	7/6/2017 7:27 PM
47	Put tracks underground!	7/6/2017 7:21 PM
48	these are fine	7/6/2017 7:09 PM
49	Flooding during rainy season	7/6/2017 7:07 PM
50	Regardless of what is done, noise of trains is high and congestion from frequency of trains high. The idea of making cement overpasses will form a blight on the community. MY view: build train/highway on 101.	7/6/2017 6:34 PM
51	floods from modest rain amounts	7/6/2017 6:32 PM
52	I have already indicated that I do not use the crossings.	7/6/2017 6:29 PM
53	need another crossing at Loma Verde for bikes and peds	7/6/2017 6:21 PM

54	Need way more capacity for bikes/ pedestrians/ joggers to tie north and south neighborhoods together better	7/6/2017 4:30 PM
55	Flooding in rain	7/6/2017 2:46 PM
56	No issues from my perspective.	7/6/2017 1:29 PM
57	Need 2 lanes each way and less congestion at PALY and T&C. Remove at grade pedestrian bike crossing between T&C and PALY	7/6/2017 1:24 PM
58	No concerns	7/6/2017 12:33 PM
59	This is normal. Trains have been there since 1867. Keep it that way.	7/6/2017 11:42 AM
60	These should be below grade crossings in prep for HSR. We need a plan to bury the tracks!	7/6/2017 11:15 AM
61	None - the crossings work fine for me	7/6/2017 11:10 AM
62	Ignore above choice. Questionnaire prevented me from skipping a question.	7/6/2017 10:51 AM
63	"Other" means that I have no concerns.	7/6/2017 10:49 AM
64	Safety and cleanliness of university underpass	7/6/2017 9:13 AM
65	I don't like that you can't enter and exit Alma from Embarcadero in some directions.	7/6/2017 8:46 AM
66	limitation on responses is unfair and skews answers since safety is paramount	7/6/2017 7:42 AM
67	No other current concerns, I think these are well done.	7/6/2017 7:28 AM
68	The congestion at the intersections between Paly and Town and Country Shopping Center can be really slow and annoying.	7/5/2017 11:17 PM
69	Flooding in winter	7/5/2017 9:48 PM
70	not a problem	7/5/2017 9:46 PM
71	These work pretty well. Could clean up (urine smell) at Univ. Ave	7/5/2017 8:17 PM
72	Can you please, please install effective bike-walking barriers at the California Ave. pedestrian tunnel?	7/5/2017 8:06 PM
73	Below grade crossing great	7/5/2017 7:14 PM
74	These are all fine except Oregon Expy sometimes floods.	7/5/2017 7:01 PM
75	flooding	7/5/2017 6:35 PM
76	People riding bikes at high speed while pedestrians are present. Bikes riding through California Ave tunnel.	7/5/2017 6:25 PM
77	The sightlines on the Oregon Expy ramps (from Alma) are terrible.	7/5/2017 6:04 PM
78	None.	7/5/2017 6:01 PM
79	Why is bicycling banned from the California Ave tunnel? How can this route be fixed to be safer and more convenient for all non-car users?	7/5/2017 5:27 PM
80	Road rage	7/5/2017 5:21 PM
81	unsafe at night for a single women. I would rather see a ramp going above the train than under.	7/5/2017 5:21 PM
82	Barriers in Cal Ave. undercrossing are REALLY tough to navigate with bike trailers. Please take into account families who rely on bike trailers to transport young kids and groceries.	7/5/2017 2:53 PM
83	Nothing	7/5/2017 1:05 PM
84	These concerns don't seem to align well with separated crossings for the most part.	7/5/2017 12:05 PM
85	No concerns particularly	7/5/2017 11:44 AM

Q4 Please read the following Problem Statement and rate your response:The Caltrain corridor creates a physical and visual barrier to east/west connectivity within the City of Palo Alto, and is also the source of safety concerns for pedestrians, bicyclists and motorists, especially at existing at-grade crossings. These challenges also create issues in surrounding neighborhoods such as noise, vibration, traffic, and visual impacts. These will continue to get worse in the future with increases in train traffic due to Caltrain modernization (including electrification) and the possible addition of high speed rail.**Response scale:**

Answered: 791 Skipped: 0



Answer Choices	Responses	
Strongly Agree	50.70%	401
Agree	26.55%	210
Neutral	10.75%	85
Disagree	6.32%	50
Strongly Disagree	5.69%	45
Total		791

#	Please share your comments and suggestions for this Problem Statement.	Date
1	Rail must be put below ground through Palo Alto	7/19/2017 11:16 AM
2	The E/W barrier idea I don't agree with UNLESS you do an elevated rack solution which I would strongly oppose.	7/18/2017 3:24 PM
3	The problem in the future is not Caltrain but the High Speed Rail present plan to run up into PA and add more tracks for passing. They are deviating from the "Blended System" agreed on previously. The HSR needs to drop the Pacheco Pass route and cross the Bay at Dumbarton and Altamonte Pass.	7/18/2017 12:18 PM

4	The heavy freight train that goes through Palo Alto (almost every day/evening/middle of the night, actually at any hour, it seems) rocks the whole neighborhood like an earthquake. Put an end to that!	7/18/2017 7:23 AM
5	Electrification will be net positive for Palo Alto but it will result in more train traffic.	7/17/2017 10:10 PM
6	England created The Tube, 50 years later we are still stuck with noise pollution, traffic congestion, unhealthy environment for kids , unsafe, suicide, accidents every other day. How are we most advanced ?	7/17/2017 8:34 PM
7	I've lived in an apartment on Alma Street between El Dorado and El Carmelo for over four years. Each time a train passes my entire apartment shakes and I have to pause any show I'm watching because no volume is loud enough to hear over the train. The freights are the worst in terms of vibration and sound. I also find that the amount of asphalt and car traffic makes it hotter than other areas in Palo Alto.	7/17/2017 8:00 PM
8	We need high speed rail and grade separations. Grade separations will help existing traffic and safety issues.	7/17/2017 7:53 PM
9	I think the visual barrier is not as important as safety and physical. Both high schools are the same side of the tracks which mean that approximately 50% students have to cross the tracks each school day each direction. The gates closing not only disrupt traffic crossing the tracks, but also traffic turning left off Alma at Charleston, Meadow and Churchill due to the fact that the sequence of traffic lights always restart the sequence and the left turn signal often takes a couple of sequences when the gates disrupt the sequence.	7/17/2017 6:37 PM
10	Train speeds must be severely limited to minimize noise and disruptions.	7/17/2017 5:19 PM
11	As we continue to grow, traffic impacts will continue to increase, leading to more problems, especially at at-grade crossings, which are heavily congested today during rush hours. Separation of grade for trains is ideal to eliminate issues - take a look at how high speed rail accomplishes this in places like Europe (Eurostar, Talus, etc).	7/17/2017 2:31 PM
12	I think the best option is to trench Caltrain (aesthetic, circulation, safety, noise), and put bicycle and foot path on top to improve circulation, use and aesthetics.	7/16/2017 12:37 PM
13	The proposed wall along the high speed rail will destroy the city	7/15/2017 6:00 PM
14	I see Caltrain modernization in a positive light, but recognize that existing problems may be amplified with increased train traffic.	7/15/2017 1:25 PM
15	Currently, the Caltrain tracks do not create a visual barrier. Grade separations will likely create a visual barrier, but it can be done attractively.	7/15/2017 11:16 AM
16	I think the separation of east/west connectivity of the Caltrain corridor is nothing in comparison to the 101 separation, so it is hard for the Caltrain corridor to even register as a major safety/connectivity issue when I feel far more unsafe trying to cross 101	7/14/2017 8:35 PM
17	This problem statement does not mention any benefit to non-vehicle means of public transit. Caltrain is barrier issue not of paramount import-- no more of a barrier than El Camino. Aer electric trains quieter? Is that why the noise is in there. Those who live near train tracks almost certainly knew trains were there when they moved in.	7/13/2017 9:34 PM
18	Need to make it easier and safer for bikes and peds to cross.	7/13/2017 6:42 PM
19	Try to reduce deaths -- accidental and suicides!	7/13/2017 2:56 PM
20	Though these are matters of concern to me, from an environmental standpoint I still heartily support the electrification of Caltrain, and implementation of a high speed rail, provided services are made (economically) accessible to all commuters.	7/13/2017 12:54 PM
21	Put tracks below grade through the city. A pedestrian & bike path/green way created above tunneled tracks would be the absolute best solution for all the negative train impacts in the city. Second best would be to lower the train at crossings, to facilitate vehicle, bike and ped traffic.	7/13/2017 12:22 PM
22	Get rid of CalTrain and connect BART from Millbrae to San Jose with as much underground track as possible. Expensive? Yes. Tax gasoline & diesel to pay for it.	7/12/2017 9:04 PM
23	An elevated, quiet, electrified train such as the SkyTrain in Vancouver Canada could overcome these issues.	7/12/2017 3:57 PM
24	The benefits of electrification and high speed rail and increase train traffic outweigh the negative.	7/12/2017 1:30 PM

25	I am more concerned about bike/ped access at university than the at grade crossings in south palo alto. The noise would be much less without at grade crossings.	7/12/2017 12:26 PM
26	I think that the safety and impacts on the living environment within the neighborhoods is greater than the 'physical and visual barrier issue. The physical and visual barrier has been there since the city started and residents have adjusted to it.	7/11/2017 11:03 AM
27	Agree to the extent that crossings remain at grade. If the at-grade crossings are eliminated, I would support more train traffic.	7/11/2017 5:47 AM
28	The vibration problem exists NOW. Either the tracks are not set up to handle heavy freight trains, or the trains are overloaded. Our home, one block on the east side of Alma and therefore a block + from the tracks, shakes and vibrates on most nights with the freight train that goes thru shortly after 11 p.m. Tracks will need to be better, if anything, with high speed rail. (Japanese high speed rail tracks are monitored and touched up as necessary every single night). These problems can be made worse or better with new work and installations. Please make decisions that will make them BETTER. Thank you.	7/11/2017 12:14 AM
29	If the trend continues without change, all within 5 blocks of the tracks will suffer serious medical issues related to sleep disturbance. Pollution is also a growing concern.	7/10/2017 10:08 PM
30	Safety is my biggest concern. Churchill and Meadows X Alma. The amount of children on bikes is so high. There is really not safe guard for them. I feel we are failing our children.	7/10/2017 8:23 PM
31	Noise is very loud. I'm looking forward to zero diesel particulates which come into our house when the windows are open	7/10/2017 8:16 PM
32	Palo Alto is falling further behind other Peninsula cities in planning for these crossings. It's taken many, many years just to get a pedestrian/bike bridge over 101. Something needs to get started ASAP	7/10/2017 6:47 PM
33	Electrification may have a positive impact if quieter.	7/10/2017 5:14 PM
34	Rail traffic should be encouraged and skencil lights (as in Lytton and alma) should be an alternative for foot and bike traffic.	7/10/2017 3:19 PM
35	These challenges will continue to get worse in the future as auto traffic increases, whether or not rail traffic increases.	7/10/2017 2:52 PM
36	I'm very worried about the noise and vibration and most of all, safety.	7/10/2017 2:41 PM
37	Tunnel the tracks do not raise them	7/10/2017 2:34 PM
38	Noise is a major issue for those living near the tracks, especially the use of train horns at night and early morning	7/10/2017 2:05 PM
39	Lowering the train tracks to below-grade is desperately needed for the Churchill crossing and I would strongly recommend continuing the train tracks below-grade through the Meadow and Charleston crossings as well. The bicycle-car traffic situation at the Churchill crossing is especially dire because of the location of Paly. Eliminating the train tracks at that intersection doesn't solve all the bicycle traffic problems, but it lessens them by eliminating the danger of bicycles waiting on the tracks and by allowing the widening of the street and bicycle lanes in the area where the train tracks currently sit. Lowering the train tracks from north of the Churchill crossing through the Charleston crossing would also benefit the neighborhoods adjacent to the train tracks with respect to both aesthetics and noise. Lowering the train grade becomes all the more crucial if we end up with high speed rail sharing tracks with Caltrain and running down the middle of Palo Alto.	7/10/2017 1:56 PM
40	We think a trench or tunnel is the only good solution for Palo Alto	7/10/2017 1:46 PM
41	I think electrification is important as a next step to reduce noise.	7/10/2017 1:38 PM
42	I think this implies it's a bad idea, but it is not. Of course some things will get worse, but other things will get better. So, it's a trade off, as usual.	7/10/2017 12:14 PM
43	The at-grade crossings are a huge safety hazard.	7/10/2017 10:01 AM
44	At-grade train crossings (and also at-grade intersections with Alma) can create significant traffic delays. They also create city-wide noise, because the trains need to toot their horns.	7/10/2017 9:29 AM
45	Consider putting tracks below grade.	7/9/2017 11:15 PM
46	At grade crossings generally work OK as things stand. I think a few minutes wait while trains pass is perfectly OK. As long a signalig and timing is well adjusted, most of these are OK as is.	7/9/2017 9:50 PM
47	Quality of life followed by property values, but safety is the overall concern	7/9/2017 9:33 PM

48	Providing grade separations should solve the majority of these problems. I would strongly support grade separations between surface roads and Caltrain.	7/9/2017 9:26 PM
49	Agree, but not that it will get much worse.	7/9/2017 8:24 PM
50	I would specifically mention the attraction and accessibility of these crossings for those attempting to end their lives, rather than subsume this under the general heading of a "safety" concern. Safety concerns are different in that they typically are the result of misjudgement or mishap (e.g., a car getting stranded on the tracks).	7/9/2017 3:19 PM
51	Last sentence not factual. First sentence poorly written.	7/9/2017 3:13 PM
52	All tracks should be elevated above ground	7/9/2017 8:03 AM
53	The Caltrain is a vital service and I believe that the electrification effort will likely reduce noise.	7/9/2017 6:49 AM
54	Electrification reduces engine noise. Electrification is not responsible for increased noise - running trains that sound their horns more frequently is.	7/8/2017 11:25 PM
55	I think the safety concern (and physical barrier), rather than the visual barrier, is the most important problem.	7/8/2017 11:13 PM
56	This is a messed up survey. WHO designed this? I disagree with physical visual barrier. It is a source of safety concerns for some at-grade crossings. I'd prefer to not have the whistle, but the general train noise is fine and I live a few houses away. I'd much prefer to have high speed rail; the benefits outweigh the concerns I'd have.	7/8/2017 9:53 PM
57	As train traffic increases, there is increasing congestion at crossings like Charleston, Meadow, and Churchill. These were a consideration in my changing jobs because my commute time was so severely impacted by waiting for trains at peak commute hours, especially in the afternoon/evening.	7/8/2017 8:47 PM
58	I believe that electrification and high-speed rail are necessary improvements to the existing system which will alleviate the issues cited in the statement.	7/8/2017 6:53 PM
59	This statement doesn't include factors that need to be weighed against the problems created by the corridor like the critical nature of the corridor for transit on the Peninsula, which is critical to the livability, economy, and sustainability of the Peninsula and South Bay.	7/8/2017 5:53 PM
60	Caltrain modernization is critical to REDUCING / MITIGATE car traffic and helping to sustain economic growth in the area.	7/8/2017 5:35 PM
61	East bound traffic on Churchill is already often backed up to El Camino, causing serious delays.	7/8/2017 4:08 PM
62	We MUST have grade separations at Churchill and Alma crossings to eliminate safety hazards and gridlock. With more trains, the problems only get worse.	7/8/2017 1:36 PM
63	especially noise, vibration, traffic	7/8/2017 1:27 PM
64	Faster trains means more commuters and possible commuters into/out of Palo Alto. We need to improve the size of stations to handle commuters and mainly the at grade crossings which pose a serious threat to bikes, pedestrians and vehicles who cross on the same elevation as the trains themselves. The train noise/vibrations will automatically be reduced when Caltrain electrifies their system.	7/8/2017 12:48 PM
65	The focus on safety should precede the focus on 'visual barrier'.	7/8/2017 11:09 AM
66	The need for efficient, non auto transportation is urgent. As long as the plan does not create massive NEW traffic blockage east/west, I support it.	7/8/2017 10:49 AM
67	we need a faster, more reliable, energy-efficient mass transit solution taking commuters between San Jose and SF	7/8/2017 9:23 AM
68	With school zoning kids have to cross the tracks to get to gunn so we need a better solution.	7/8/2017 9:00 AM
69	We live in an increasingly urban community that needs good, safe, efficient and affordable transportation. There will of course need to be trade-offs with noise and vibration as train traffic increases but this is the most logical way for Palo Alto to move into the future without coming to complete gridlock.	7/8/2017 8:31 AM
70	I am concerned about safety, especially for the young people of our community, but I feel the need for high speed rail outweighs my concerns. The attendants at the grade level crossings have been effective, in my view, in keeping people safe.	7/8/2017 8:23 AM
71	More public transportation is beneficial to all concerns. Less pollution, less car traffic. Safety for pedestrians and bicyclists.	7/8/2017 7:45 AM

72	I want high-speed rail to avoid having to drive Hwy 5 to LA. I am in support of having a station for high speed rail in Palo Alto.	7/8/2017 12:19 AM
73	They will also continue to get worse because of increased population/density/traffic in the area.	7/7/2017 11:16 PM
74	Traffic congestion and noise would be my concerns but I hope we electrify Caltrain and get high speed rail.	7/7/2017 11:05 PM
75	The emphasis on Caltrain as a problem obscures the fact that single-occupancy automobile trips are a far bigger problem; lack of high density housing near transit corridors may be considered a larger problem. That said, if Palo Alto enjoyed something like the underground BART line such as that at Shattuck Ave in Berkeley, there could be advantages (noting that BART runs on a viaduct in other parts of Berkeley)	7/7/2017 9:43 PM
76	Safety must be the number one concern	7/7/2017 6:36 PM
77	Contact Elon Musk, and get his tunnel digger on loan. Construct underpasses of tracks and Alma for autos plus separated bike/pedestrian lane. One-way auto traffic would be fine, controlled by light.	7/7/2017 6:35 PM
78	This should be seen as an golden opportunity to partially remove the east-west barrier that separates the neighborhoods of PA. We need more Homer-type underpasses that allow easy bed/bike crossing.	7/7/2017 6:26 PM
79	Since I use the rail corridor frequently, I find it hard to agree with an isolated statement about "issues" and "getting worse". There are benefits too, including to noise and traffic .	7/7/2017 6:19 PM
80	At the same time, the Caltrain corridor could contribute to improved mobility on the Peninsula. This promise merits full attention and investment to reduce problems.	7/7/2017 6:17 PM
81	it will never get cheaper to either elevate or trench/tunnel the rail lines thru the city...do it and get rid of all crossings..I prefer a covered trench	7/7/2017 6:09 PM
82	Therefore, we must have quieter trains (electrification will help tremendously); must have grade separation, and must have maximum attention and financial underwriting of safety concerns.	7/7/2017 5:32 PM
83	I have more concern for people who use Caltrain as a suicide method and would like to see it made more difficult by under/over passes at all crossings. I don't care as much about noise and vibration, but traffic is sometimes an issue whether at grade crossings or over/under crossings, and I'd like to see that improved.	7/7/2017 5:30 PM
84	Train should be below ground level	7/7/2017 5:07 PM
85	The plans for having high speed rail utilize the existing CalTrain line will significantly increase rail traffic -- and seriously exacerbate all the problems!	7/7/2017 4:36 PM
86	Your phrasing seems to be trying to imply that we shouldn't do the modernization/electrification. I find that highly disingenuous!	7/7/2017 4:19 PM
87	P.A. should lobby the state for a bill enabling spending for sound walls along the tracks.	7/7/2017 4:07 PM
88	bury the train reclaim the space above as a linear park.	7/7/2017 3:26 PM
89	Underground crossings that are safe and easily navigable for bicycles and wide bike trailers/baby strollers.	7/7/2017 2:52 PM
90	I'm wouldn't say I'm particularly concerned about the barrier aspect, but safety and noise are concerns. I don't know if those will get worse or not with modernization.	7/7/2017 2:40 PM
91	Your survey seems to be intentionally loaded to achieve some specific result. This is bullshit. You are wasting my time.	7/7/2017 2:36 PM
92	US101 and Interstate 280 are physical barriers. Both people and goods move through these corridors. We learned to live with them.	7/7/2017 2:02 PM
93	But there has to be solutions for the improvement of the train and hopefully the addition of high speed rail	7/7/2017 1:05 PM
94	I would prefer underground train traffic even though it may cost more.	7/7/2017 12:25 PM
95	I have safety concerns for pedestrians, bicyclists. It is very easy to not get hit by train. Cars can get stuck on tracks due to sudden changes in traffic flow.	7/7/2017 12:22 PM
96	This is a biased statement. The train tracks were there first! Are you proposing putting the train underground, or eliminating public transit in Palo Alto? Otherwise, seems like a moot point. We need more, and all, public transit options. I'd like to see fewer cars, actually.	7/7/2017 12:14 PM

97	More modern trains should be much quieter, so less vibration and noise. This is my experience from living in Japan. No trains there were as noisy as current Caltrains. The other issues are a matter of project design.	7/7/2017 11:54 AM
98	especially during rush hours and when schools are in session.	7/7/2017 11:51 AM
99	If people live with 1/2 mile of a Caltrain track, they have bought into the noise issue. Congestion at crossings is a problem. In Palo Alto at Churchill, you have Palo Alto High traffic in addition to train crossing with cars stopped.	7/7/2017 11:41 AM
100	Could the Embarcadero bike/foot crossing be made into an above-grade, ramped crossing over the train tracks rather than an under-track tunnel?	7/7/2017 11:12 AM
101	It is obvious that we need rail service more than ever to reduce the number of cars on the road, and yet our rail infrastructure is older and poses risks and environmental problems for Palo Alto citizens.	7/7/2017 9:49 AM
102	lowering the tracks solves a lot of the concerns for homes, connectivity, noise, create park setting or other uses at grade	7/7/2017 9:37 AM
103	i would add that grade crossings create traffic congestion, particularly at rush hours when there is more traffic AND there are more trains.	7/7/2017 9:28 AM
104	My greatest concern is for the safety of bikers, many of whom are children commuting back and forth over the tracks and through busy intersections for school.	7/7/2017 9:25 AM
105	Agree with statement, but increase in trains is a net benefit to the community	7/7/2017 9:08 AM
106	There really isn't a significant barrier. Caltrain should be modernized and high speed rail should be added.	7/7/2017 9:06 AM
107	I assume that electrification will reduce noise. Trains can now be heard two miles away -- I live two miles from the tracks and hear the whistles.	7/7/2017 8:59 AM
108	I hope this survey will drive design to minimize as much as possible these effects while allowing access to expanded train transportation.	7/7/2017 8:43 AM
109	The sooner the grade separations can be constructed, the better for all concerned.	7/7/2017 8:40 AM
110	Also, the positioning of traffic lights and spaces to stop before and after our at-grade crossings is confusing, and unintentionally invites motorists to find themselves stopped on the tracks.	7/7/2017 8:38 AM
111	Is it possible to put the train tracks below the street level so that cars and pedestrians can cross over at street level?	7/7/2017 8:30 AM
112	All of these issues will improve greatly if the entire rail corridor is built below grade at all intersections. If that's too expensive consider an above grade track. The at grade crossings need to be improved and made much more safe.	7/7/2017 8:24 AM
113	palo alto has to get over it the visual aesthetic hang ups. Functionality is the best looking solution.	7/7/2017 8:03 AM
114	I believe going below grade is the best option in the long run to alleviate noise, vibration and other concerns.	7/7/2017 7:56 AM
115	The barrier already exists. I do not see modernization as worsening the problem. Instead, hopefully there will be constructive ideas to help improve flow as Caltrain modernizes.	7/7/2017 7:51 AM
116	I am pro high speed rail and general improvements in technology. We just need to be safe.	7/7/2017 7:34 AM
117	Elevating high speed rail would destroy Palo Alto. I know because the lovely home town of my youth allowed a freeway to vivisect the town, and it effectively carved the town into two distinct entities, and the noise became pervasive. To avoid the visual and noise impact of high speed rail on Palo Alto it needs to be put in a trench. If the cost exceeds the benefit, then don't build it!!	7/7/2017 6:36 AM
118	While true, the benefits of having a good rail connection to other parts of the bay area are worth the inconveniences of the corridor.	7/7/2017 2:15 AM
119	the last sentence assumes there is no way to make the improvements to train service neutral to issues of noise, vibration, traffic, and visual impacts. I don't take that as a given, I hope we can find a way to make things better.	7/7/2017 12:06 AM
120	biggest concerns are safety and increased train and auto traffic	7/6/2017 11:26 PM
121	Get real, bite the budget bullet, show some leadership and tunnel, elevate or bury the antiquated early 20th century era rail system design.	7/6/2017 11:00 PM

122	We also derive benefits from rail traffic.	7/6/2017 10:51 PM
123	Go with the moon shot if possible (trenching the entire segment). Otherwise, go with the slightly raised rail and lowered road at Charleston	7/6/2017 10:50 PM
124	The at-grade crossing at Charleston MUST be converted to grade-separated or cars will be unable to cross Alma due to longer and more frequent trains.	7/6/2017 10:45 PM
125	It's time for Palo Alto to get these crossings right. They should all have separate underpasses for vehicles and pedestrians/bikes. Get rid of intersections that are too close to the tracks: Charleston, Meadow, etc. (e.g. Charleston should go under BOTH Alma and the tracks.)	7/6/2017 10:45 PM
126	Vibration and noise should both improve with new rail equipment	7/6/2017 10:41 PM
127	Electrification will improve noise issues but frequency of trains for service and speed of trains for high speed rail will worsen the impacts.	7/6/2017 10:41 PM
128	Trains have always been part of daily life in Palo Alto. The railroad has been there since before Palo Alto existed. Is CalTrain going away? Nonsense. Palo Alto needs to stop fighting and start supporting progress in transit. Tunnel the underpasses, support high speed rail, and support electrification. Palo Alto should also support the Dumbarton Corridor connection for CalTrain, which would help ease congestion by promoting smart development in the East Bay as well.	7/6/2017 10:20 PM
129	No comments	7/6/2017 10:18 PM
130	Definitely a safety issue, but not sure it's a divider. The noise from a train will be the same. Possibly quieter if underground?	7/6/2017 10:16 PM
131	Electric, as I understand it, will reduce noise (and pollution) - so that specific word seems inaccurate.	7/6/2017 10:09 PM
132	Alma traffic corridor will be completely gridlocked as train traffic increases	7/6/2017 10:05 PM
133	with the growth in the area this is to be expected. without trains / high speed train the impact of cars / airplanes traffic would be much worse.	7/6/2017 10:03 PM
134	I would not like to live on Alma due to noise, traffic, vibration issues. The visual impact does not bother me. It is a fact of life in a train corridor.	7/6/2017 10:03 PM
135	Grade separations are far cheaper than digging a trench, so let's make a plan to do the eminent domain, etc. needed to undertake the cheaper alternative ASAP.	7/6/2017 10:03 PM
136	There should be zero at grade crossings, there should be separate bike and pedestrian lanes at all crossings for safety	7/6/2017 9:59 PM
137	With high speed rail a possibility we should not even consider at-grade crossings.	7/6/2017 9:59 PM
138	Trains are not frequent enough to cause a huge hassle. I would rather keep at grade crossings if it meant a safer situation for bikes and peds.	7/6/2017 9:56 PM
139	However, these negative impacts would be lessened if the at grade crossings are changed to go under the tracks, even if just for pedestrians and bicyclists. I think we need to consider having trains elevated while creating paths under the tracks as done in San Carlos.	7/6/2017 9:53 PM
140	I strongly support upgrading Caltrain in every way.	7/6/2017 9:42 PM
141	It is my opinion that there will be increasing numbers of trains and traffic in the very near future and that we could easily experience gridlocks multiple times each day.	7/6/2017 9:40 PM
142	Neutral to agree. The corridor certainly creates a barrier but I appreciate the convenience of Caltrain. I live 4 blocks from the corridor so am mostly concerned about noise abatement, safety, traffic and aesthetics	7/6/2017 9:39 PM
143	This seemed like a trick question. I am all for better public transportation - trains can be loud, I would prefer them to improve (electrification as well as better east-west connectivity), then eliminate completely. I live by the tracks, I don't need to use public transport as much, but I still want to see improvements in public transports for better connectivity, less traffic and environmental concerns.	7/6/2017 9:33 PM
144	At all costs, pedestrians, cyclists, and autos need to be separated. Aesthetic concerns are secondary to connectivity. Need to revise this to say that noise and vibration should be greatly reduced with the introduction of electric trains (acknowledge that there are solid positives in exchange for these, totally resolvable, challenges). Other communities have managed to address these challenges, and Palo Alto can too.	7/6/2017 9:25 PM

145	Transportation is a major problem in the Bay Area. Caltrain, with electrification will be less noisy and intrusive. It or something similar is essential. to help solve both traffic and housing problems.	7/6/2017 9:21 PM
146	Last sentence to read:" Due to Caltrain modernization and possible high speed rail, these problems will become much worse in the future, affecting the quality of life of those living nearby and the livability of our City.	7/6/2017 9:16 PM
147	Of course, it all depends on what modifications are done to accommodate these changes.	7/6/2017 9:08 PM
148	High speed rail should not use the Caltrain route. HSR is for long trips and will not stop at more than one place between San Jose and San Francisco. There is no point in running it through the middle of cities.	7/6/2017 9:08 PM
149	While mitigating these impacts is important and will be beneficial, I believe this statement unfairly casts the impacts of Caltrain electrification and HSR as being primarily negative. I believe both of these projects also offer great opportunity to Palo Alto in helping to reduce reliance on cars for transportation, and keeping our community (which historically has been an important hub for American innovation) connected to the regional and state economies	7/6/2017 9:01 PM
150	I agree with the statement of the problems. I don't agree that they'll get significantly worse, in the long run. In particular, if High Speed Rail removes the at-grade crossings, i think things will improve (except maybe aesthetics).	7/6/2017 8:59 PM
151	Urgent need for better transportation and safer crossings far outweighs other considerations which are overblown in perceived importance.	7/6/2017 8:44 PM
152	Electrification will make the trains quieter.	7/6/2017 8:42 PM
153	Obviously we need to separate the trains from the cars, bikers and pedestrians. Trenching with park space surrounding the trench for a north/south bike lane, walking/jogging trails and dog park. No development should be allowed on this land.	7/6/2017 8:40 PM
154	We need to keep the grade crossings at grade, but keep the security guards. There have not been any teen suicides since the city hired the guards for the crossings. As for the high-speed rail, it can be put underground, beneath the Caltrain tracks. Bikes and pedestrians should be separate from cars. We can build more pedestrian railroad crossings along the Caltrain line.	7/6/2017 8:39 PM
155	Train corridor needs to be placed below grade to provide a safer environment, less traffic congestion, and reduction in noise for City	7/6/2017 8:37 PM
156	The train noise and vibration makes living close to the tracks very difficult and unpleasant.	7/6/2017 8:35 PM
157	We need high speed rail. People can't use until it is available. Safety is important. Decreased car traffic impact is ideal. People drive cars!! NIMBY be damned...	7/6/2017 8:34 PM
158	Tracks put under ground	7/6/2017 8:34 PM
159	We shouldn't have grade crossings in the 21st century.	7/6/2017 8:32 PM
160	Electrification is good. Need street undercrossing for all that do not have it, such as Churchill, etc.	7/6/2017 8:26 PM
161	Below grade crossings, although more expensive, would reduce many of the stated issues.	7/6/2017 8:24 PM
162	Risk wrath of near-track Palo Altans regarding other so-called "priorities."	7/6/2017 8:18 PM
163	I welcome Caltrain modernization as we need to improve commute traffic between San Jose and San Francisco. I do NOT think that high speed rail should be added to the Caltrain corridor through the peninsula, but should be routed East of the San Francisco Bay as it is to be used for travel beyond the Bay Area, hence should be placed where it would have less onerous impact on our densely populated area with stations in San Francisco, Oakland and San Jose as connecting points.	7/6/2017 8:16 PM
164	As a cyclist I am in favor of grade separation at all crossings, but NOT in a manner that requires cyclists to walk their bikes. I also favor electrification and big speed rail.	7/6/2017 8:05 PM
165	The statement about the future must state the assumptions made. If more trains are added without changing the crossings, then things w'll get worse. But things could improve with grade separation.	7/6/2017 7:49 PM
166	I'll tolerate short-term problems in order to solve long-term problems, such as the need for modernization and even replace of at-grade crossings with under grounding.	7/6/2017 7:48 PM
167	Bring in BART. BART around the bay would be better than Caltrain or extending light rail. Could go underground if community wants that.	7/6/2017 7:46 PM

168	Mass transit is critical to maintaining the quality of life in Palo Alto. Traffic is a much more significant problem than the train corridor!!	7/6/2017 7:43 PM
169	Electrification will make the trains quieter. Investment in public transit to increase ridership is vital to support the growth of Silicon Valley.	7/6/2017 7:37 PM
170	One life lost at a train crossing is too many.	7/6/2017 7:37 PM
171	It is possible that ELECTRIC locomotives will be quieter than the current diesel ones. Some actual facts about noise levels of the two types would be important inputs to the process.	7/6/2017 7:21 PM
172	Put tracks underground!	7/6/2017 7:21 PM
173	These issues can be solved with proper planning and investment.	7/6/2017 7:21 PM
174	All elements must be considered now: employment, number of residents, regional impacts such as aspects and actions of neighboring cities in order to make wise, long term decisions.	7/6/2017 7:20 PM
175	Make them pay to put the whole thing in a tunnel	7/6/2017 7:18 PM
176	any European city has figured out how to manage a rail line such as this. 1) electrify and 2) change rail grade for safety or get rid of the train.	7/6/2017 7:09 PM
177	Noise in downtown Palo Alto is already at the unbearable stage. I can't imagine staying where I live across from the PA station with any increase in noise and vibration. This is a terrible place to retire.	7/6/2017 7:04 PM
178	Caltrain needs to get modernized. I think things will improve. If possible - put the tracks underground and finance the project by rezoning the at grade real estate vacated by the train for development/housing.	7/6/2017 7:01 PM
179	I hope for a practical, cost -effective compromise between safety, a; traffic flow, noise and aesthetics. I hope the trains will not be raised high off ground, which might be safer but would create eye sore and noise.	7/6/2017 7:00 PM
180	I am hoping (optimistically?) that electrification will actually reduce noise and vibration. Increased train traffic is of moderate concern.	7/6/2017 6:59 PM
181	Electrification will *decrease* the noise and vibration, not increase it. The statement makes no sense.	7/6/2017 6:53 PM
182	Tunneling or below grade rail passage is the only long-term solution with a decent outcome.	7/6/2017 6:37 PM
183	Issues will also become worse as auto/truck traffic increases; it's not simply a matter of train traffic.	7/6/2017 6:24 PM
184	I would prefer a trench, but we need separation at all crossings and it that need trumps aesthetics.	7/6/2017 6:21 PM
185	As rail traffic increases, at grade crossings become less safe, and more of a barrier to all forms of traffic trying to cross the rail corridor.	7/6/2017 6:20 PM
186	vibration is a huge problem; high speed rail is dumb; below grade a better option	7/6/2017 6:19 PM
187	We need grade separated crossings at Charleston and Meadow Streets to mitigate this barrier and improve safety for pedestrians and bicyclists.	7/6/2017 6:19 PM
188	Churchill very unsafe...eliminate cars have pedestrian overpass only	7/6/2017 6:17 PM
189	I agree with the physical barrier concern but not necessarily concerned about the visual aspects. We need safe transit solutions to solve our city growth problems.	7/6/2017 6:16 PM
190	Mass transit is necessary. Many cities all over world have much safer quieter more efficient than ours! We need to catch up	7/6/2017 6:14 PM
191	It depends on the design of corridor	7/6/2017 6:12 PM
192	I care about safety. The rest does not matter. Careful planning for HSR should solve all else.	7/6/2017 6:12 PM
193	Cars are the problem, trains are the solution.	7/6/2017 6:11 PM
194	Way to look only at the negatives Debbie Downer.	7/6/2017 6:07 PM
195	CalTrain service is a tremendous asset for our suburb, providing easy and eco-friendly transport to the City, Airport and Sports Venues.	7/6/2017 6:06 PM
196	Nevertheless, I support modernization and addition of hi-speed rail!	7/6/2017 6:05 PM

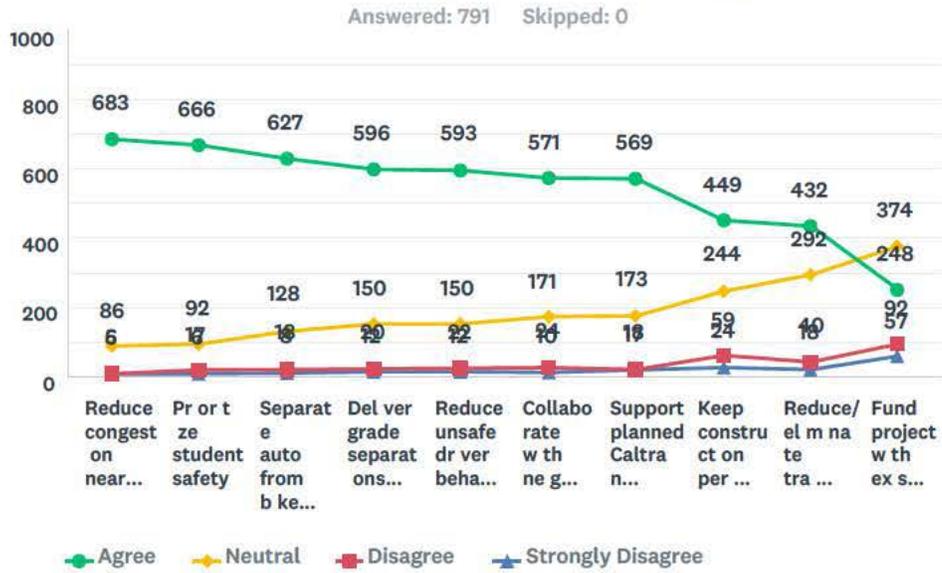
197	I am seriously concerned about the cost of "watchers" at the at grade crossings. I want the railway to be inaccessible to prevent suicides and cars being stalled for whatever reason on the rAils	7/6/2017 5:46 PM
198	What is the point of this question? Seems very leading.	7/6/2017 5:44 PM
199	Agree that the Caltrain corridor creates a barrier within Palo Alto. Disagree that they will get significantly worse with additional train traffic.	7/6/2017 4:59 PM
200	We need better passenger train service as an alternative to drowning in car commute traffic. This question would make sense if there were an alternative to continuing to have train tracks running through the city.	7/6/2017 4:41 PM
201	safety is a no. 1 priority and other factors are very important too.	7/6/2017 4:32 PM
202	The safety and traffic issues are paramount at at grade crossings, but today's grade separated crossings are inadequate as well. Please find an overall solution that solves the safety, neighborhood unification, capacity for all modes of transit and visual appeal issues in a comprehensive manner across current at grade and grade separated crossings	7/6/2017 4:30 PM
203	I appreciate the attention being given to resolution of this difficult situation. As a homeowner, I would willingly accept an additional assessment to pay for portions of the cost of improvements in safety, noise and accessibility.	7/6/2017 4:25 PM
204	The below grade option is expensive but totally worth it...less noise, less divided visually... much safer if has grated top so can drive and walk over it. Above grade or at grade trains will damage the quality of life in Palo Alto.	7/6/2017 1:44 PM
205	If people object to the train noise, why did they buy/rent where it now bothers them?	7/6/2017 1:29 PM
206	I support undergrounding of the rail corridor	7/6/2017 1:24 PM
207	Assumes that high speed rail will be at grade. If grade separated then the challenges due to high speed rail will be less.	7/6/2017 1:13 PM
208	Offsetting the increased train traffic with modernization of CalTrain tracks will be less auto conjection	7/6/2017 1:04 PM
209	This is biased.	7/6/2017 12:37 PM
210	I agree with the safety and congestion issues for at grade crossings. I do not agree about the physical and visual barrier. I live far from the railroad and there is limited line of sight and many physical barriers due to road design to prevent through traffic. That is not a real issue. Noise should decrease dramatically with electrification as electric trains are much quieter than diesels. Smoother tracks for high speed rails should also decrease noise and vibrations. I was just in Switzerland and it is amazing how much quieter their trains are than Caltrain.	7/6/2017 12:33 PM
211	If grade crossings are eliminated, would-be suicides will inevitably find another way to die. "Recollections of a Tule Sailor", a memoir by San Francisco paddlewheel ferryboat captain John Leale (published 1939, download available online), notes that before the Golden Gate Bridge was built, the favorite local suicide method was to leap off the ferryboat ahead of the paddlewheels. Moral of the story: technology changes, human nature stays the same. Elevating Caltrain 25' up, plus another 17' soundwall, will create a 4-story-high continuous wall blocking light. I've seen this done in Germany and elsewhere. Bad idea for the residents of Palo Alto. Put Caltrain tracks in a trench, or leave it at ground level and save a huge amount of money.	7/6/2017 11:42 AM
212	The increase in auto traffic makes churchill avenue gridlock at times due to back to back trains.	7/6/2017 11:22 AM
213	We should be spending our time and effort to create below grade crossings in prep for HSR. We do not want HRS on a viaduct!!!	7/6/2017 11:15 AM
214	The crossings work and will continue to work.	7/6/2017 11:10 AM
215	Ignore ansewrs to question 6. Survey did not allow me to skip questions.	7/6/2017 10:51 AM
216	From my point of view, safety at existing at-grade crossings is the greatest problem. Noise can often be mitigated by using multi-pane windows.	7/6/2017 10:49 AM
217	"an intermittent physical barrier". I don't notice a visual barrier today.	7/6/2017 10:44 AM
218	Well-designed and affordable public transportation is essential for the health and well-being of California and the Bay Area as development and the population continues to increase.	7/6/2017 9:45 AM
219	I agree that Caltrain creates an east-west barrier, but I do not agree that it creates a safety concern.	7/6/2017 9:32 AM
220	I support a fully trenched Caltrain through Palo Alto	7/6/2017 9 20 AM

221	I don't know that that's the primary problem with the tracks and crossings as they are now. It seems to me there are so many congestion issues and safety issues that are more pressing. But I don't live in those neighborhoods so perhaps they do deserve the emphasis in the problem statement.	7/6/2017 8:46 AM
222	I do think that the Caltrain corridor serves a valuable purpose in reducing street and highway traffic and air pollution from Auto exhaust. While there may be noise, safety and other issues at the moment, I would suggest investing resources in reducing these negative impacts, and not opposing the modernization project. I say this as someone staying two blocks from the tracks, who can hear every single train from the earliest at 5am to the last one past 1am. I still support Caltrain modernization.	7/6/2017 7:57 AM
223	At grade crossings seem less safe, cause increased noise, pollution and traffic. We need to modernize, increase public transit frequency, and better connect our neighborhood.	7/6/2017 7:52 AM
224	This rail line has existed for as long as Palo Alto has. It is less of a barrier than the huge, high berms that have been build further north on the line. Overpasses at existing grade crossings will be ugly and do more to damage the aesthetics of existing neighborhoods than leaving things as they are. Drivers, pedestrians, and cyclists need to learn to respect the trains and follow the rules at crossings. With regard to student safety, blame should not be placed on the railroad; rather, responsibility rests with parents and school officials who create stress or fail to recognized or deal with it. The fact that this community must pay over \$1 million dollars a year on track guards to prevent our kids from jumping in front of trains is a sad commentary on what the values of this city have led us to.	7/5/2017 11:22 PM
225	Slanted against the trains	7/5/2017 10:39 PM
226	I don't think that the tracks cause a "physical and visual barrier" or that it divides the city. El Camino is more of a "barrier" as is Oregon Expressway. I do agree that there are safety concerns, but not sure whether the issues in the surrounding neighborhood will appreciably "get worse." The tracks are already there and people who buy or rent in the neighborhoods do so with that knowledge.	7/5/2017 10:35 PM
227	Any disruption of pedestrian or auto use of these crossings will bring severe dislocation to members of the public.	7/5/2017 10:13 PM
228	It's a very confusing statement and hard to figure out what I'd be agreeing with as It depends on which part of the statement is important. I agree with first half (currently splits city, safety, noise, etc.), but strongly disagree that these will all continue w electrification. Also, if the crossings are all above/below grade, this will improve safety. And if tracks are below ground, noise would decrease drastically as well.	7/5/2017 10:02 PM
229	Live near Churchill crossing. I find it hard to believe the City allows such an unsafe intersection/crossing especially given the proximity to the high school. The congestion on Churchill is not only inconvenient but it makes it very difficult to access the south gate neighborhood where I live and can back up all the way to El Camino, ,asking it impossible to turn from El Camino and causing unsafe conditions there.	7/5/2017 9:46 PM
230	Traffic is the main issue. I think the crossings are very safe - I bike over them weekly, with no concerns.	7/5/2017 9:35 PM
231	Agree until the last sentence. The last sentence COULD be true if planning is done poorly.	7/5/2017 9:22 PM
232	I welcome more public transportation options in spite of the challenges. Long term benefit with short term challenges.	7/5/2017 8:58 PM
233	High speed rail should not proceed as long as we have at grade crossings. The safety issues are too large.	7/5/2017 8:54 PM
234	even though i agree w/statement , was train here long before neighborhoods built around it? street traffic along el camino, middlefield, 101 is really lousy, train next best thing to use	7/5/2017 8:41 PM
235	If nothing is done Palo Alto residents will continue to be miserable dealing with the traffic congestion in their city. The city absolutely must change the at-grade crossings. And not just in North Palo Alto, but throughout the entire city.	7/5/2017 8:37 PM
236	Hi-speed rail along this corridor is expensive, inappropriate, and unnecessary. Electrification may be ok, but only if at-grade crossings are eliminated. These are just a disaster waiting to happen.	7/5/2017 8:17 PM
237	Strongly opposed to HSR. Voters approved \$60B, not \$100B+.	7/5/2017 8:15 PM
238	I think grade separation will be very important with increased train traffic.	7/5/2017 8:07 PM

239	It's absolutely the case that the Caltrain corridor splits Palo Alto in half. But so do the Embarcadero and El Camino Real. Palo Alto needs transit options to accommodate the large numbers of people who live here and work in San Francisco, and vice-versa. Our goal should be to mitigate the harms of Caltrain electrification as much as possible while preserving as many of its benefits for our citizens as we can.	7/5/2017 8:06 PM
240	I'm not sure why you would bother with this survey except to mitigate all of those issues going forward.	7/5/2017 7:57 PM
241	Electrification might help with pollution and noise issues, and it's nice to have a train nearby. Having more trains (which they promise) might solve some congestion issues, too.	7/5/2017 7:39 PM
242	Physical barrier is an issue because of traffic congestion and bike/pedestrian safety. Visual barrier not a new issue	7/5/2017 7:14 PM
243	Combining the real risk of level crossings with the imagined sues of noise etc in the future is particularly disingenuous.	7/5/2017 7:01 PM
244	Noise and visual impacts are big issues particularly if high speed rail is implemented, as is the fact that the existing barrier creates a 'this side / that side of the tracks' issue for Palo Alto.	7/5/2017 6:50 PM
245	I live on Mariposa Ave in the Southgate which runs parallel the train tracks. It would be ideal if the tracks can be put in a tunnel or well below grade to avoid noise and at-grade crossing. The elevated tracks as proposed by the High Speed Rail program will be the worst option in our area as it will cutoff access to the other side of Palo Alto.	7/5/2017 6:48 PM
246	I suggest using stronger language regarding the safety issues. At-grade crossings have been subject to multiple studies and are sites of multiple deaths by suicide & accident.	7/5/2017 6:47 PM
247	I support a partially covered trench, paid for by selling air rights above the covered sections. But it has very little chance unless PA works with Mountain View, Menlo Park Atherton and Redwood City at a minimum. It is worth giving up El Palo Alto (the tree) which will not survive construction around the University Ave. Station.	7/5/2017 6:30 PM
248	Grade separations are imperative.	7/5/2017 6:25 PM
249	Leave it as is.	7/5/2017 6:10 PM
250	What a biased survey question! We need more Caltrain capacity or we'll choke in 101 traffic!	7/5/2017 6:03 PM
251	Caltrain is incredibly important. The train tracks predate the city itself. Palo Alto should do everything it can to increase ridership on Caltrain and reduce car use.	7/5/2017 6:03 PM
252	put the train under ground	7/5/2017 6:00 PM
253	But maybe this will decrease car traffic if more people start using CalTrain. This will not happen unless Palo Alto improves bus connections to the train.	7/5/2017 5:59 PM
254	The train tracks MUST be separated from the traffic. The tracks should be undergrounded.	7/5/2017 5:53 PM
255	electrification will reduce noise significantly. Trains need to observe a maximum speed limit in Palo Alto	7/5/2017 5:50 PM
256	Please be mindful of the strong ground vibration experienced in nearby buildings as speeding trains pass	7/5/2017 5:47 PM
257	The only concern is safety for pedestrians and bikes.	7/5/2017 5:42 PM
258	My preference is below-grade tracks; reduced sound, traffic congestion and greater safety.	7/5/2017 5:42 PM
259	We need high speed rail as well as BART around the bay. Although expensive, tunneling would be the best solution.	7/5/2017 5:41 PM
260	Considering the cost of 24/7 guards & accidents, suicides, a train tunnel will be safer & in the long run cheaper. The above ground could be needed parks, dog parks, and maybe even some shop areas. It would make it possible to widen alma if needed. Think how much quieter at night it will be for nearby homes.	7/5/2017 5:33 PM
261	Stop increasing jobs/housing development. Stop adding so many more commuters that cause congestion and don't make ME pay their commuting expenses.	7/5/2017 5:28 PM
262	The Caltrain tracks barrier is a much bigger problem for pedestrians and bicyclists than for car drivers	7/5/2017 5:27 PM
263	I understand the cons, but I think the train is important for a lot of people in the Bay Area and as a regular rider think that more trains would be helpful.	7/5/2017 5:24 PM

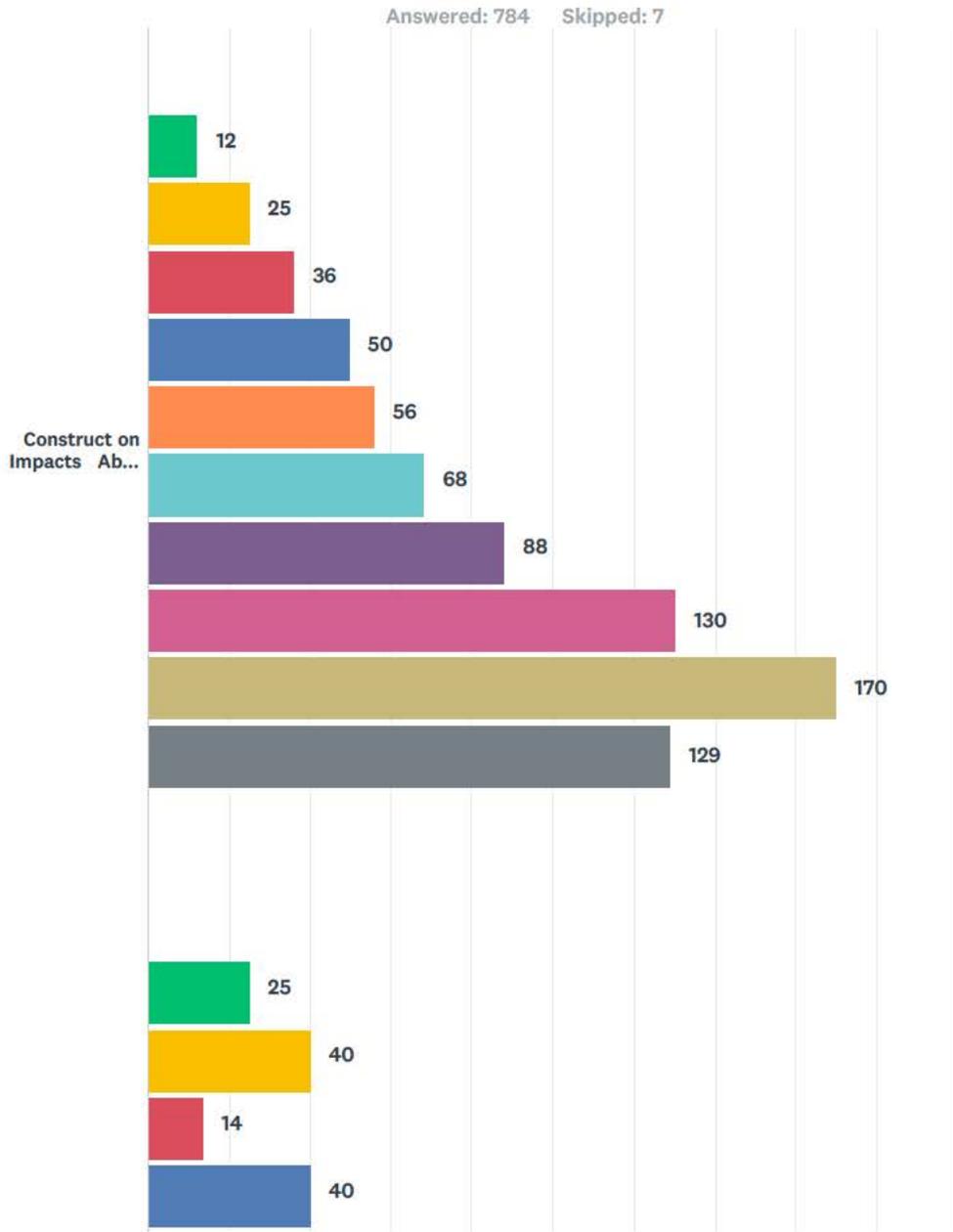
264	I would hope that the modernization and electrification of caltrain will help reduce noise. I hope they intend to factor this in their new design.	7/5/2017 5:21 PM
265	These are tradeoffs--a matter of more trains (more efficient transportation) or more cars.	7/5/2017 5:17 PM
266	I believe that electrification will improve noise levels and air quality. I want it to happen.	7/5/2017 5:14 PM
267	Freight trains also use the tracks. They run much longer and cause more vibration than the Caltrain passenger trains.	7/5/2017 5:14 PM
268	Please, no high speed rail. Electrify CalTrain.	7/5/2017 5:13 PM
269	It is a necessary evil of population growth.	7/5/2017 5:13 PM
270	Not such a problem for me. The wait times are not bad. The safety issue is about suicidal pedestrians; these can be handled with video monitoring and emergency responses.	7/5/2017 5:11 PM
271	Please put the trains underground	7/5/2017 5:10 PM
272	Strongly agree with first sentence. Strongly disagree with last sentence. Electrification and modernization are the means to alleviate the problems cited in the first sentence. Isn't this obvious?	7/5/2017 5:10 PM
273	The Caltrain corridor is also potentially a wonderful opportunity to provide a bicycle/pedestrian route, free from stoplights and car traffic, up and down the Peninsula!	7/5/2017 2:53 PM
274	The lack of grade separations at all rail crossings has been a problem along the entire Caltrain rail corridor for a very very long time. A fully separated rail corridor is the only long term, if not permanent solution. Yes, it is an expensive undertaking, but once done, it's done. The various at grade crossing gate 'solutions' I have seen proposed are collectively a giant fools errand, costing valuable monetary resources and time, and will almost certainly need to be replaced in the years to come because they are inadequate to mitigate the effects of more faster trains expected in the future. If a trenching 'solution' is chosen, perhaps even the extra noise associated with fast high speed rail trains can be mitigated, certainly the visual issues are resolved. Please stop studying this well known problem for the nth time, and start acting, please. Look no further than BART for guidance here, their management is a mess, but they had the sense to make BART a completely grade separated system.	7/5/2017 1:38 PM
275	The opposite will be true - safety will improve due to new safety equipment, less pollution due to electrification and more people will ride the trains so less traffic	7/5/2017 1:30 PM
276	I live near the trains on Churchill Ave.	7/5/2017 12:05 PM
277	Ideally, it should be underground.	7/5/2017 11:48 AM
278	Less concerned about "visual" - El Camino, Alma St. 101 are visual barriers will we remove / underground them too?	7/5/2017 11:44 AM
279	The train tracks already separate the City physically and culturally. The increase in train frequency will severely impact traffic and noise in the region. An above ground separation is highly undesirable.	7/5/2017 11:34 AM
280	The City has already segregated north Palo Alto from Midtown and south Palo Alto. Please do not segregate east and west Palo Alto.	7/5/2017 11:25 AM

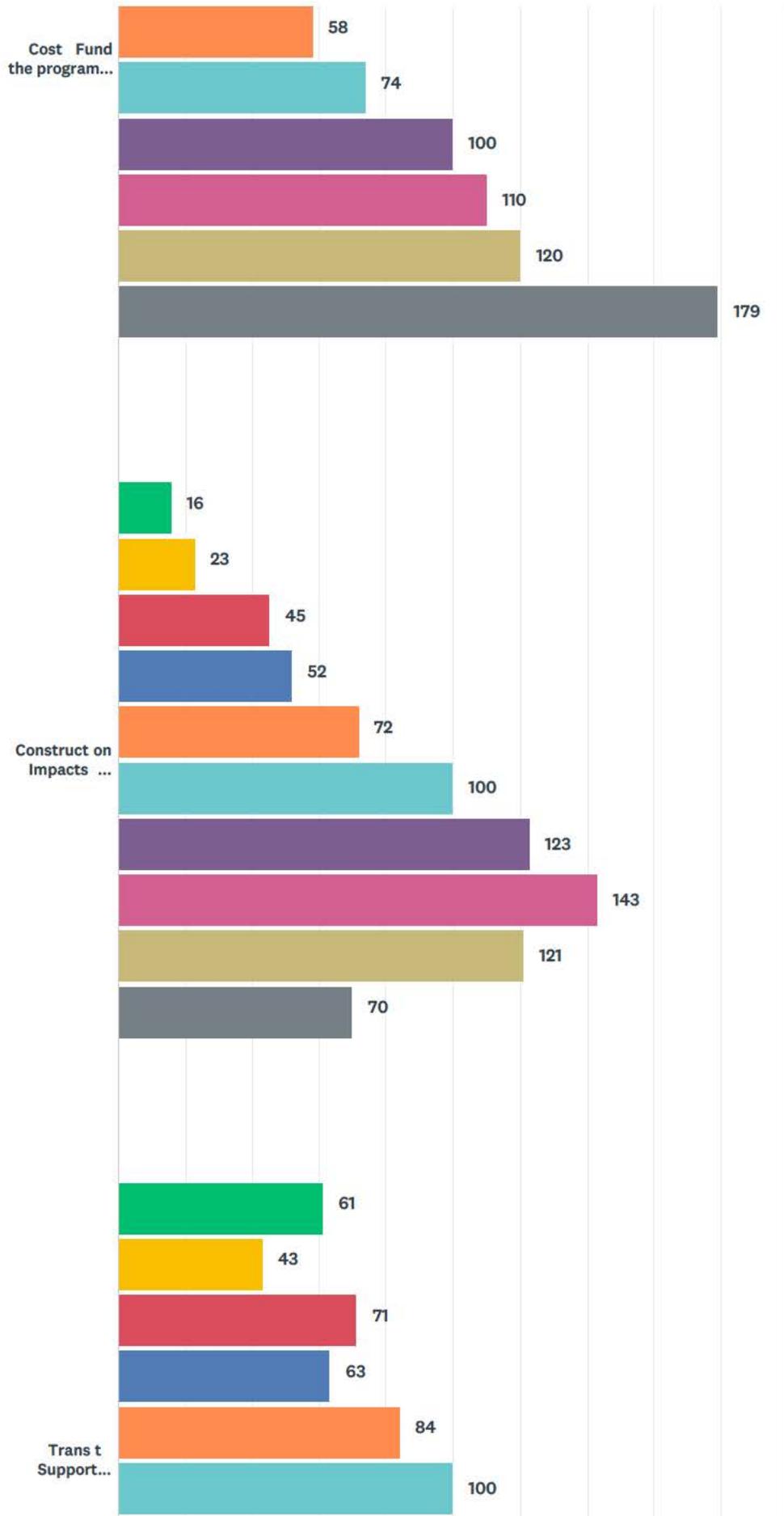
Q5 Please help us prioritize the focus of our rail corridor efforts. Rate your response to each goal below:

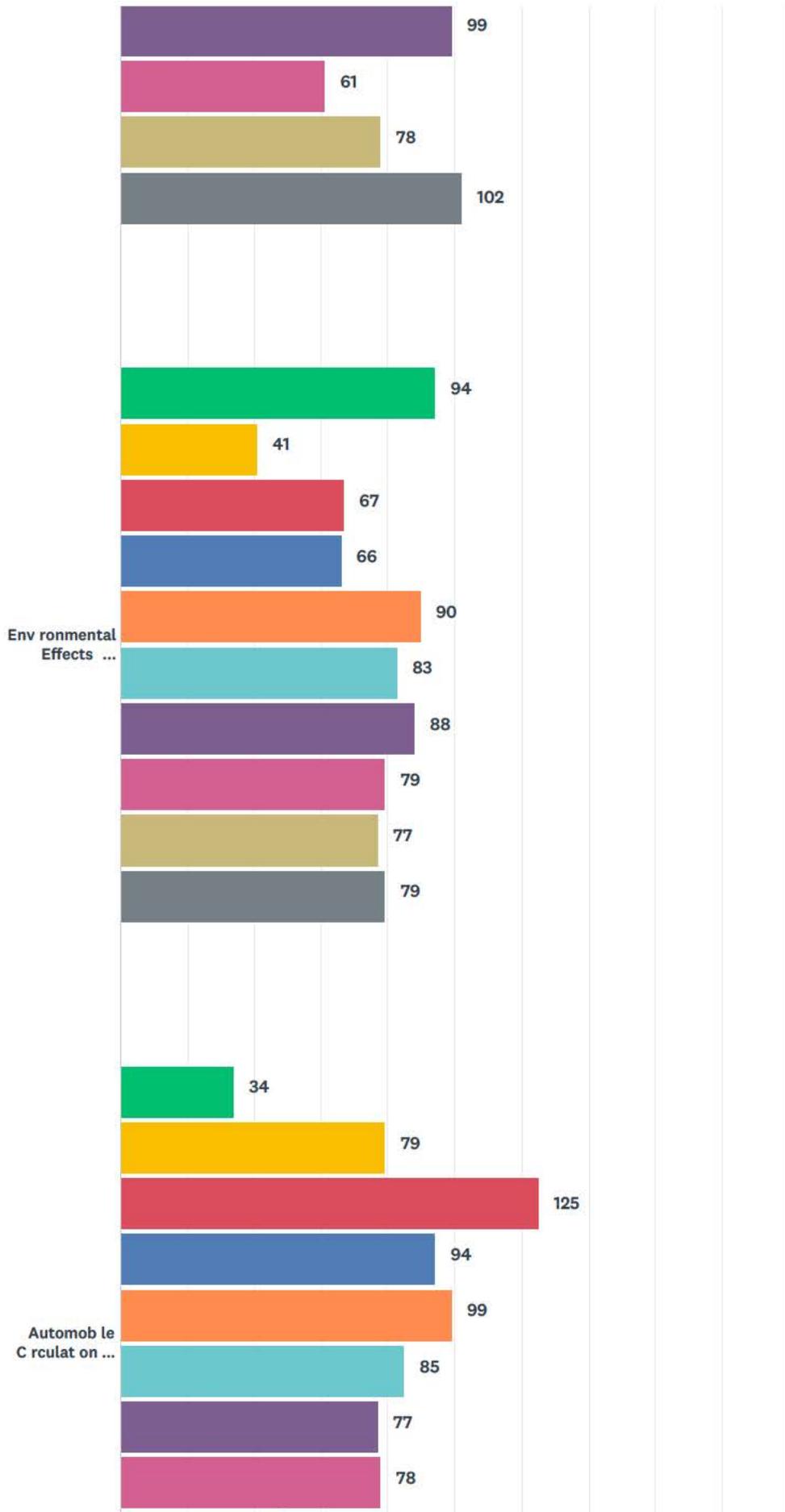


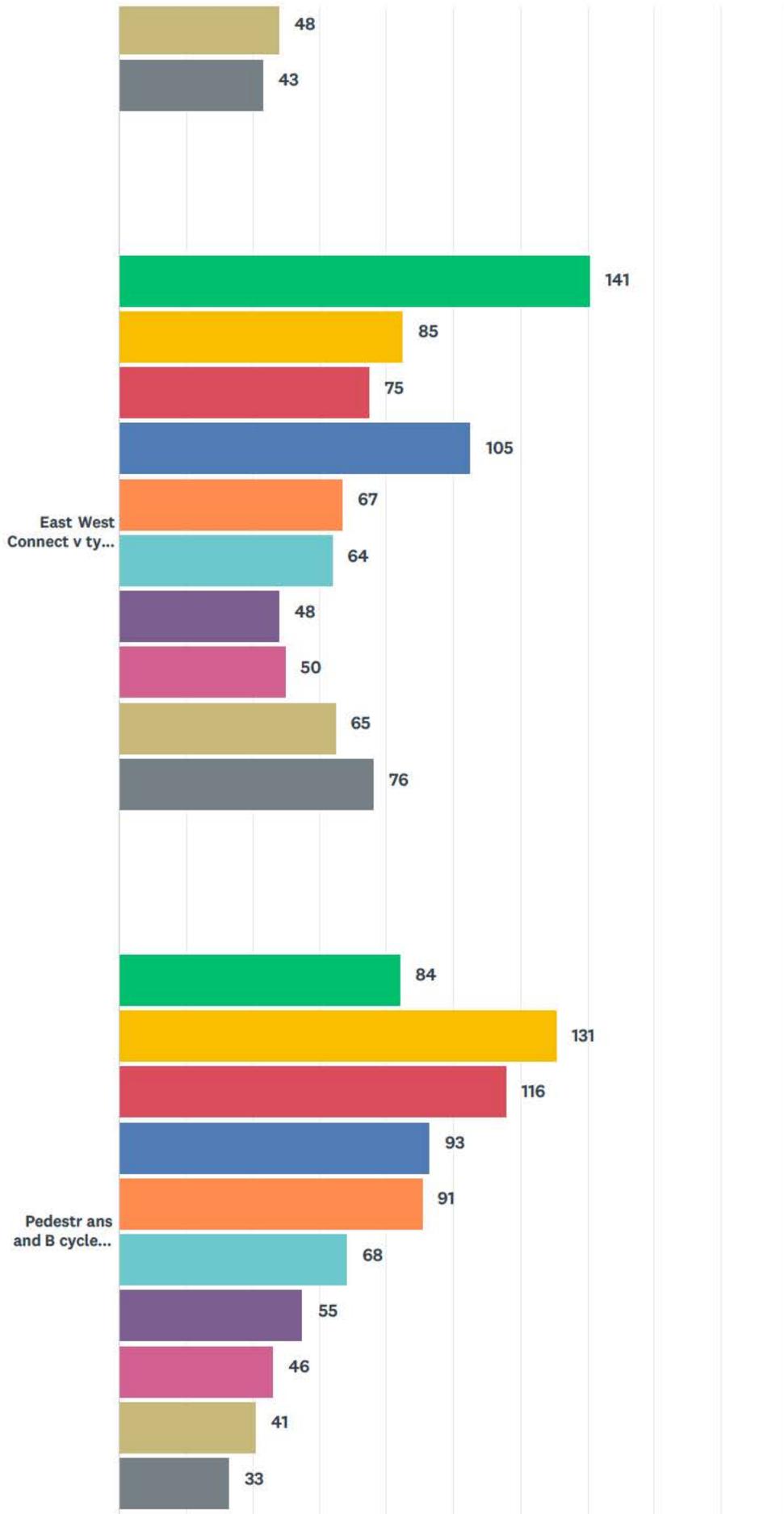
	Agree	Neutral	Disagree	Strongly Disagree	Total
Reduce congestion near at-grade crossings	87.56% 683	11.03% 86	0.77% 6	0.64% 5	780
Prioritize student safety	85.28% 666	11.78% 92	2.18% 17	0.77% 6	781
Separate auto from bike/pedestrian traffic	80.28% 627	16.39% 128	2.30% 18	1.02% 8	781
Deliver grade separations in a timely manner	76.61% 596	19.28% 150	2.57% 20	1.54% 12	778
Reduce unsafe driver behavior	76.32% 593	19.31% 150	2.83% 22	1.54% 12	777
Collaborate with neighboring cities and agencies	73.58% 571	22.04% 171	3.09% 24	1.29% 10	776
Support planned Caltrain service improvements	73.23% 569	22.27% 173	2.32% 18	2.19% 17	777
Keep construction period disruptions to a minimum	57.86% 449	31.44% 244	7.60% 59	3.09% 24	776
Reduce/eliminate train noise and vibrations	55.24% 432	37.34% 292	5.12% 40	2.30% 18	782
Fund project with existing funding from local sources	32.17% 248	48.51% 374	11.93% 92	7.39% 57	771

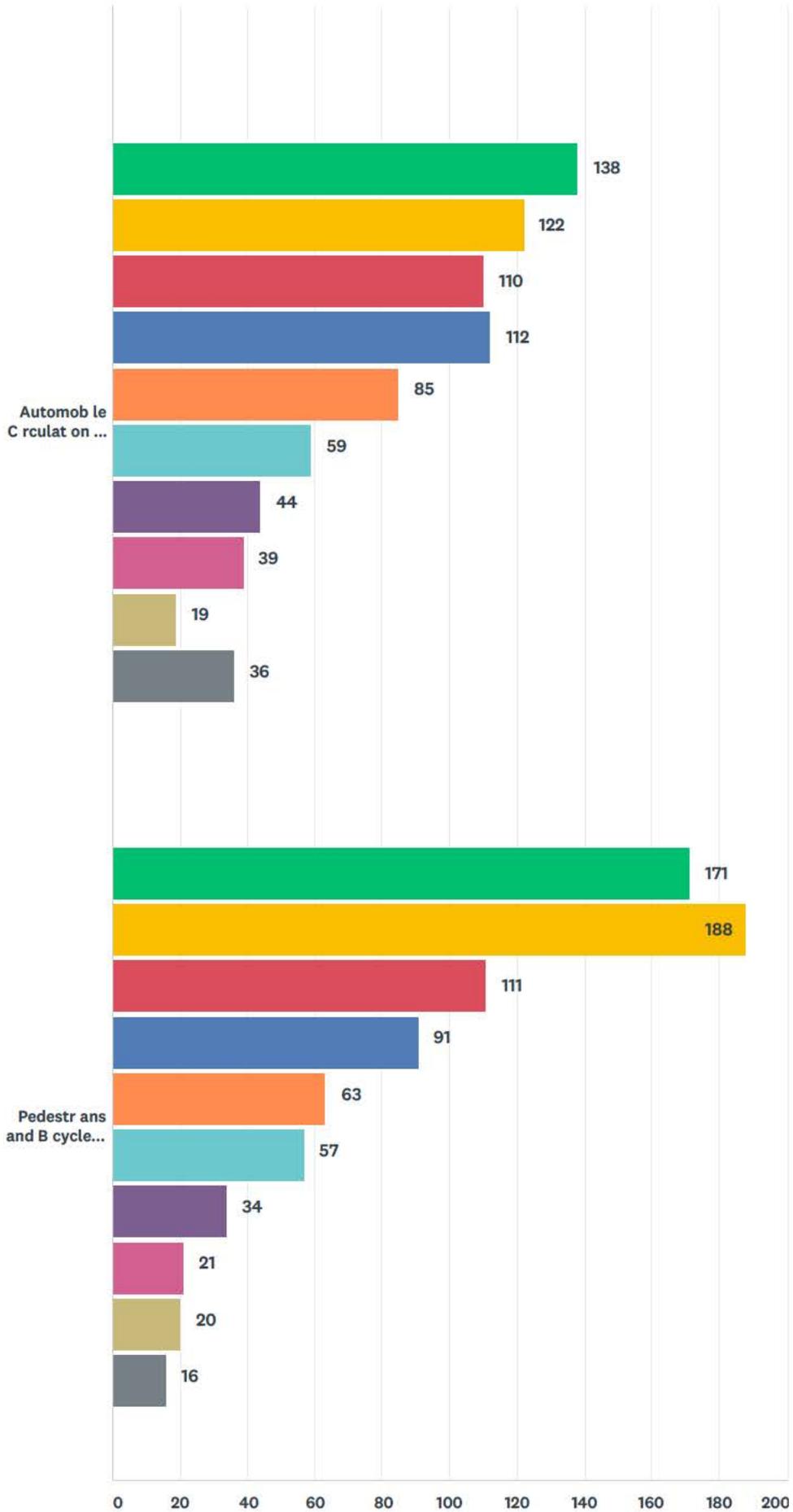
Q6 In order to evaluate potential grade separation alternatives, the City needs to establish a comprehensive shortlist of evaluation criteria. Please identify the most important criteria by arranging the criteria options below in a sequence of your preference. (Criteria 1 = Most Important, Criteria 10 = Least Important). Notice: do not rate each criteria individually. Each criteria should be ranked with the other criteria in consideration and have a unique ranking from 1 to 10. Duplicate answers will automatically be erased. Example: “Construction Impacts - Able to implement in phases” and “Cost - Fund the program with available funding sources” cannot both be ranked as 10.













	1	2	3	4	5	6	7	8	9	10	Total	Score
Construction Impacts - Able to implement in phases	1.57% 12	3.27% 25	4.71% 36	6.54% 50	7.33% 56	8.90% 68	11.52% 88	17.02% 130	22.25% 170	16.88% 129	764	3.76
Cost - Fund the program with available funding sources	3.29% 25	5.26% 40	1.84% 14	5.26% 40	7.63% 58	9.74% 74	13.16% 100	14.47% 110	15.79% 120	23.55% 179	760	3.77
Construction Impacts - Minimize construction period disruption (detours/street closures)	2.09% 16	3.01% 23	5.88% 45	6.80% 52	9.41% 72	13.07% 100	16.08% 123	18.69% 143	15.82% 121	9.15% 70	765	4.26
Transit - Support Caltrain service improvements (level boarding, platform extensions, etc.)	8.01% 61	5.64% 43	9.32% 71	8.27% 63	11.02% 84	13.12% 100	12.99% 99	8.01% 61	10.24% 78	13.39% 102	762	5.05
Environmental Effects - Reduce noise and visibility of trains from neighborhoods	12.30% 94	5.37% 41	8.77% 67	8.64% 66	11.78% 90	10.86% 83	11.52% 88	10.34% 79	10.08% 77	10.34% 79	764	5.35
Automobile Circulation - Reduce traffic on neighborhood streets	4.46% 34	10.37% 79	16.40% 125	12.34% 94	12.99% 99	11.15% 85	10.10% 77	10.24% 78	6.30% 48	5.64% 43	762	5.79
East-West Connectivity - Facilitate movement across the corridor for all modes of travel	18.17% 141	10.95% 85	9.66% 75	13.53% 105	8.63% 67	8.25% 64	6.19% 48	6.44% 50	8.38% 65	9.79% 76	776	6.16
Pedestrians and Bicycle Circulation - Separated from auto traffic	11.08% 84	17.28% 131	15.30% 116	12.27% 93	12.01% 91	8.97% 68	7.26% 55	6.07% 46	5.41% 41	4.35% 33	758	6.54
Automobile Circulation - Reduce queue length and time	18.06% 138	15.97% 122	14.40% 110	14.66% 112	11.13% 85	7.72% 59	5.76% 44	5.10% 39	2.49% 19	4.71% 36	764	6.96

Pedestrians and Bicycle Circulation - Clear/safe passageways	22.15% 171	24.35% 188	14.38% 111	11.79% 91	8.16% 63	7.38% 57	4.40% 34	2.72% 21	2.59% 20	2.07% 16	772	7.57
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Q7 Please use the text box below to share any additional comments or concerns regarding the future of the rail corridor in Palo Alto.

Answered: 650 Skipped: 141

#	Responses	Date
1	Current Caltrain is dividing palo alto in to 2 . Not only traffic movement is a problem but aesthetically also the sound , noise and view is a big problem for us . So underground grade is my preference.	7/19/2017 10:41 AM
2	Many Accident happen every other day in chaleston meadow and east Meadows . Last December the accident (sucide) made a truck break into one of the houses. City should think about safety of their people first. Without grade separation it will impact both houses, road safety on Alma side and many sucides. Citys first priority should be safety of Citizen all others come later.	7/18/2017 8:55 PM
3	under ground cal train would help in noise reduction and free traffic flow . I vote for it .	7/18/2017 8:54 PM
4	Please electrify Cal Train! I believe that driving under the tracks such as at Univ. Ave. is the most effective and attractive solution.	7/18/2017 3:24 PM
5	The Caltrain project calls for one more train in each direction at peak times after electrification. I strongly suggest that since the VTA has not made grade separations a regional funding priority that our city not be made to pay for separations required by the High Speed Rail plans.	7/18/2017 12:18 PM
6	Totally restrict the freight trains from passing through Palo Alto!!!	7/18/2017 7:23 AM
7	In the last year, getting the 3.4 miles from work to the only gym I can afford on town can take me twenty minutes! It's become incredibly frustrating to live here which saddens me greatly.	7/17/2017 8:00 PM
8	This is very important for those with high school students and becomes less important as their students graduate. At Churchill there is not enough space for all the bikes and pedestrians to wait safely while the gates are closed. Churchill needs police or similar to watch how vehicle traffic as well as bikes and pedestrians behave at school commute times.	7/17/2017 6:37 PM
9	I support trenching or tunnelling any else will divide the city and be destructive to the high school and nearby resident.	7/17/2017 5:37 PM
10	I do not want the High Speed Rail trains moving up and down the Peninsula at high speed. Once the trains enter the Peninsula they should be required to slow down.	7/17/2017 5:19 PM
11	Ability to separate and provide trains their own corridor of travel from pedestrian/bike/car traffic is optimal for long term usability of future train electrification plans. We should follow footprints of how cities do this in Europe and Asia.	7/17/2017 2:31 PM
12	I am concerned that we are prioritizing the short term over the long term. I am a longtime peninsula resident and I have seen very little improvement in transportation infrastructure over my lifetime (almost 50 years!). We need the fortitude to make drastic improvements to the ability to move about on public transportation (train, subway, busses), improve ability to move about with bikes (including safety and convenience), and be willing to endure the years it takes for major construction. It is not acceptable to take 45 minutes to commute 10 miles on 101, which is what reality is these days.	7/16/2017 12:37 PM
13	No high speed rail unless it can be put below grade freeing up more space for public use and development in Palo Alto	7/15/2017 6:00 PM
14	I live about 50 yards from the rail corridor and take Caltrain daily as a part of my commute. I look forward to future improvements, and I also recognize that local travel across the corridor is difficult. For both safety and traffic reasons, I would advocate Palo Alto use grade-separated crossings as much as possible.	7/15/2017 1:25 PM
15	Make Churchill crossing below/above grade.	7/15/2017 11:56 AM
16	(Minor correction: Embarcadero ROAD not Embarcadero Avenue)	7/15/2017 11:16 AM
17	Could the high speed trains go under the bay?	7/14/2017 9:24 AM
18	Public transit that does not use motor vehicle roads (such as trains, but not buses) has benefits.	7/13/2017 9:34 PM

19	Time to move into the 20th century - electrify CalTrain, eliminate grade crossings, high-speed rail	7/13/2017 3:22 PM
20	Look to Burlingame -- elevate the tracks!	7/13/2017 2:56 PM
21	Trenching or the construction of separate bike/pedestrian crossings near schools (Meadow, Churchill, and Charleston especially) need to be a priority. Trenching would be preferred as auto congestion is as much an issue as safety.	7/13/2017 12:54 PM
22	We should encourage train use and usability so upgrades to service are desirable. Seek additional funds to lower the tracks below grade at crossings. If money could be raised, create a beautiful greenway/bike path above submerged tracks through Palo Alto.	7/13/2017 12:22 PM
23	Most important is to get more people using the train	7/12/2017 9:31 PM
24	An overpass should be built at Charleston. Meadow and Churchill should be closed.	7/12/2017 5:36 PM
25	I'd like to see an elevated or underground quiet train service from San Jose to San Francisco. I am impressed by the Vancouver Canada SkyTrain and wish we could develop something similar.	7/12/2017 3:57 PM
26	I strongly support below grade transit by autos, peds, and cycles.	7/12/2017 12:26 PM
27	It would be best for safety, environmental, congestion relief and aesthetic reasons to have the trains underground.	7/11/2017 3:09 PM
28	An important part of upgrading CalTrain is the healthy impact reduction in diesel and dust particulate impact on our neighborhoods. Not to mention noise reduction. This will be helped by electrification and is not noted here.	7/11/2017 11:03 AM
29	Turn Churchill Avenue into a 3 lane road, with turn off lanes and an extra turn lane from Madrono to El Camino, allowing cars to more easily turn north onto El Camino, to facilitate less back up on Churchill. Churchill is a nightmare. There is plenty of land along School District parking lot on Churchill.	7/11/2017 6:26 AM
30	Safety is most important -- eliminating at-grade crossings is critical.	7/11/2017 5:47 AM
31	Use the land around the train station to create a mixed use area with offices, entertainment retail and housing, while connecting downtown PA and the shopping center, Use zoning to add FAR and use some of the additional value for funding a better place around the PA Station	7/11/2017 12:26 AM
32	Strongly support high speed rail. Again, vibration concerns from heavy trains. Need more frequent Caltrain service to facilitate Palo Alto / San Francisco travel. Those ten priorities all matter. Thanks for asking.	7/11/2017 12:14 AM
33	We commend this effort. The existing antiquated crossings are an embarrassment for a town that is otherwise at the forefront of technical and environmental innovation. In addition to implementing over or underpasses, the town should solicit help from the Silicon Valley technical companies for advanced noise cancellation techniques.	7/10/2017 10:08 PM
34	With traffic congestion keep getting worst in the Bay Area. I really don't see why we can agree to much more increase of train traffic and no grading change to help smooth out car and pedestrian congestion. The safety concerns should be up on decision process. How can a rich city like Palo Alto operate at 3rd world train tracks. Running across everyone's life with such disruptions for years and years to come.	7/10/2017 8:23 PM
35	Grade separation is the very most important feature. Each suicide triggers the memory of our child dying on the railroad tracks. Electrification is important. because diesel a block away at our house affects air quality	7/10/2017 8:16 PM
36	Get grade separation done! Palo Alto can find the money to do it properly. No reason why cars and trains should be intersecting at any crossing.	7/10/2017 6:47 PM
37	Train noise, especially the horn blowing, is the biggest problem.	7/10/2017 5:14 PM
38	Please do not elevate the trains as this will be very noisy in the adjacent neighborhoods.	7/10/2017 3:45 PM
39	Prioritize residents highly Or at least on par with business and business employees	7/10/2017 3:19 PM
40	Please, put the rail system above or below grade to facilitate traffic and mitigate accidents	7/10/2017 2:26 PM
41	I tried to order the criteria so as to align with my primary recommendation -- that PA find a way to put the train tracks below grade for Churchill, Meadow and Charleston. Naturally I would like to minimize construction impacts and cost but not at the expense of doing the right thing for neighborhoods, east-west connectivity, and safety/convenience going forward.	7/10/2017 1:56 PM
42	Strongly prefer a below ground train in north Palo Alto	7/10/2017 1:36 PM

43	I feel very strongly that raising the tracks to create grade separation will destroy the east-west unity of Palo Alto, and will also create more noise. My first choice would be a tunnel from Charleston through Palo Alto Avenue, or at least through Churchill Ave, but if that can't be done, a trench, which then might allow for additional pedestrian/bike crossings at other intervals.	7/10/2017 1:05 PM
44	The at-grade railroad crossings are confusing; they allow one car to cross to the other side (see Meadow Dr crossing). All at-grade railroad crossings should be eliminated/minimized especially in areas which have bicycle traffic.	7/10/2017 10:01 AM
45	Implement high speed rail from Modesto along the 580 corridor and cross the bay parallel to 92 make land fall south of SFO, or cross the bay from Oakland airport to Hunter's point.	7/10/2017 9:33 AM
46	We need to think long-term. Any construction impact will be short-term and should have lower priority over traffic and noise improvements.	7/10/2017 9:29 AM
47	We need grade separations in Palo Alto ASAP. (Many other peninsula communities already have this or are adding this now.)	7/10/2017 12:22 AM
48	Improving the rail corridor should prioritize the rail itself, not the automobile. Providing adequate crossing is important, but the most important to me is providing excellent train service and bike infrastructure Grade separations should improve both train traffic and also automobile wait times, so that seems like the best approach.	7/9/2017 9:26 PM
49	Grade separation should be the top priority.	7/9/2017 4:27 PM
50	The lists of "efforts" and "evaluation criteria" appear somewhat biased in that it doesn't appear to envision the possibility of under-grounding Caltrain and HSRail (or whatever passenger rail service may come up the Peninsula). This was discussed, with considerable professional input, when HSR was first being proposed, and it has major advantages for resolving all of the issues presented with the possible exception that it would incur construction disruption at some locations that already have grade separations in which cars cross under the tracks). However, some of those have their own problems (e.g., flooding and dangerous exits/entrances to/from Alma at the Oregon underpass, major East-West barriers (e.g., at San Antonio overpass) and most of the current separations require separate accommodation for pedestrians/bicycles. All of the problems would be greatly improved if the solutions of the past (e.g., the traffic circle/maze/mess at University, the Oregon and Alma undergrounds) were eliminated and replaced by rational surface crossings for motor, bicycle, and pedestrian movement. Also, the land currently devoted to some of these constructions could be developed for other purposes and could yield revenue and housing possibilities, and the value of the adjacent land would be increased by elimination of noise and other problems. And clearly, safety and would be maximized and access for those in crisis could be greatly reduced. Please take the lead in working with other cities to further develop the ideas that were initiated some years back. Please do not simply set aside the possibility of an underground rail solution on the grounds of cost and construction time. We desperately need a solution and not a band-aid. We need to invest in a future infrastructure that really works. The possibility of funding a significant portion of the cost, not from current sources but from revenue generated by recovery of highly valuable property should be seriously and creatively examined. And Palo Alto and the rest of the Peninsula should not remain hostage to solutions driven by CalTrain or other rail interests. Their needs must be accommodated, especially when they provide valuable passenger transportation, but it is no longer possible to justify freight movement at street level through a major metropolitan area, whether during the day or at night.	7/9/2017 3:19 PM
51	Noise from train horns is unacceptable. Freight trains should be eliminated or quieted also.	7/9/2017 3:13 PM
52	High speed rail should NOT go through densely populated communities	7/9/2017 8:03 AM
53	I originally chose to live in Palo Alto because of the excellent Caltrain service. I've stayed for seven years, and hope that Palo Alto continues strong support for public transit.	7/9/2017 6:49 AM
54	Remind stakeholders that Palo Alto developed around the train corridor - the train tracks were not imposed on the City. Palo Alto is here because of the train, not despite it.	7/8/2017 11:25 PM
55	Safety is #1 but please don't go into debt for this!!	7/8/2017 9:54 PM
56	I think it's crucial that we act now to change the grades where cars, bikes, and pedestrians cross these train tracks. I have lived here in Palo Alto since 1996, and it has never made sense to me.	7/8/2017 8:47 PM
57	Tracks near Paly and at charleston must be made safer for our teens and young adults. Housing near tracks will always be less prime and therefore cheaper which will be advantageous for some- hiding the tracks, noise and such is moot.	7/8/2017 8:35 PM

58	Solve the "last mile" problem, to conveniently move people between their single family neighborhoods and the transit hubs.	7/8/2017 6:28 PM
59	Very concerned about noise and vibration. Also inconvenience in moving by car.	7/8/2017 5:40 PM
60	Budget is finite - better to have 4 grade crossing separations which are ugly but practical than 1 or 2 that are super beautiful, and exotic but leave no money for the remaining 1 or 2!	7/8/2017 5:35 PM
61	I strongly support Caltrain, but without grade separations, increased train service will strangle Palo Alto. Let's do whatever it takes to have a safe, efficient rail corridor.	7/8/2017 1:36 PM
62	grade separation just makes sense. trenching is likely the best long-term solution	7/8/2017 11:09 AM
63	The crucial goal should be a system that is very rapid, and therefore more attractive than cars, and that is integrated with BART and other parts of the Bay Area systems.	7/8/2017 10:49 AM
64	Important to support modernization of Caltrain - it is an important mode of transportation for people who work and live in Palo Alto.	7/8/2017 10:28 AM
65	I am concerned with train noise impacting all of Palo Alto- this is about the future of our city- time to dig deep for \$\$ and tax to pay the high amount to bury the train and create parks/bike paths for our town. I know that it costs a lot but it's a huge investment to make Palo Alto a good place to live and will positively impact all of our house values. Also it's a disgrace that so many kids are dying on the tracks as well as many cars getting stuck on the tracks. We have to do better. Our kids are required to cross charleston & Churchill and we need to make it safe and nice	7/8/2017 9:00 AM
66	This survey seems a bit of apples and oranges. Some choices, i.e. ranking impacts are arbitrary and misleading. Thanks for asking for feedback but this survey leaves me disappointed in how it's structured and whatever conclusions it draws suspect.	7/8/2017 8:31 AM
67	My first choice option to is to underground the entire Caltrain corridor from San Antonio to Palo Alto Ave, and create a linear park above it which provides continuous cycling infrastructure and a shuttle. To fund this, we should use value capture at key transit nodes to develop land for housing, retail, community services, small businesses, etc	7/7/2017 11:49 PM
68	We have to design for the future, growth seems likely to continue, and the suburban design paradigm of prioritizing cars over other commuting modalities will not get us to a pleasant and functional future. This project is a unique opportunity to increase the viability of a high ridership, speedy transit option for the future. We should do whatever we can to make Caltrain work better.	7/7/2017 11:16 PM
69	Taking action on these points should be city government's highest priority.	7/7/2017 11:12 PM
70	Cars should have to wait behind rail lines and never wait in front of them. East Meadow crossing is an accident waiting to happen. High school cyclists in the morning cause cars to wait to turn right into Park Blvd. Cars end up sitting on tracks until cyclists pass and those who wish to turn right, can.	7/7/2017 10:33 PM
71	transit should be part of the solution to the jobs:housing imbalance	7/7/2017 9:43 PM
72	Safety of pedestrians, bicyclists, & cars	7/7/2017 6:36 PM
73	Ask Elon Musk to send a consultant/advisor to optimize the tunnel digger and construction. He may appreciate Palo Alto as a "proof of concept" for the tunnel digger in a residential neighborhood.	7/7/2017 6:35 PM
74	Great opportunity to improve east-west connectivity of our city	7/7/2017 6:26 PM
75	I look forward to highspeed rail and increased access to public transit	7/7/2017 6:19 PM
76	Caltrain is an important asset to me, At the same the rail corridor is considered, consideration should be given to shuttle access to trains.	7/7/2017 6:17 PM
77	Covered trenching would produce a wide north-south corridor that would generate air space rentals, create a park/trail on the whole Peninsula, great quality of life improvement	7/7/2017 6:09 PM
78	# 6 is difficult to answer in your way of presenting the priorities. We must insure safe and reliable grade crossings. I fully support the arrival of high speed rail and electrification of all the trains. If there is not enough available funding, we must seek whatever is needed.	7/7/2017 5:32 PM
79	I use Caltrain regularly and would like to see improvement in the number of trains (more) but not necessarily higher-speed trains unless they connected San Jose and San Francisco faster. I don't want to see high-speed trains without removing the grade crossings as they are even more dangerous than the existing trains.	7/7/2017 5:30 PM

80	Put the train line below ground level to reduce noise, environmental impact on neighborhoods and traffic congestion	7/7/2017 5:07 PM
81	Safety is a priority. Churchill now is a disaster and unsafe for bikes, cars and pedestrians	7/7/2017 5:06 PM
82	Is there a possibility of putting all of the train traffic below grade?	7/7/2017 4:51 PM
83	CalTrain provides us all with an important connection up and down the Peninsula. I live in South Palo Alto, about a mile from the train, and I don't find noise to be a problem -- but others who are closer most certainly do.	7/7/2017 4:36 PM
84	There is no excuse for level grade crossings of commuter or high-speed rail in a modern city. This is archaic and unacceptably unsafe. Do WHATEVER is needed to replace these outmoded crossings.	7/7/2017 4:07 PM
85	As transportation is rapidly changing I hope Palo Alto is doing a comprehensive study of use habits for future generations, and not looking at the rail corridor as an isolated issue.	7/7/2017 3:26 PM
86	This question requires an answer - even if you have no additional comments. Stupid questionnaire design!	7/7/2017 2:54 PM
87	Make safe, quiet, and reduce negative effects re. Global warming.	7/7/2017 2:52 PM
88	grade separation for the whole stretch will help with safety	7/7/2017 2:45 PM
89	These upgrades are essential and long overdue.	7/7/2017 2:40 PM
90	None	7/7/2017 2:40 PM
91	Do a MUCH BETTER job of connecting CalTrain to SFO. Is currently gravely inconvenient and therefore not very useable. Don't pass the buck and say this is some other agency's responsibility.	7/7/2017 2:36 PM
92	Not interested in special funding/budget to improve traffic movement in Palo Alto.	7/7/2017 2:33 PM
93	Palo Alto needs to take a strong position regarding HSR: (1) prefer routing along Interstate 280 corridor; (2) if along Caltrain corridor, it needs to be UNDERGROUND	7/7/2017 2:17 PM
94	Run any future HSR across the bay at Dumbarton and through Altamont route.	7/7/2017 2:06 PM
95	think big....this needs to a solution for 100yrs and a city 3X as dense. Bury the train for safe, quiet, high-throughput, and use the space above for bike/pedestrian. Why spend years of community time on a minor plan??	7/7/2017 2:03 PM
96	Get the rail corridor done. Traffic is impacting everyone's lives around here -- we cannot get anywhere without spending more time on the roads.	7/7/2017 2:02 PM
97	we need grade separation as priority 1	7/7/2017 1:50 PM
98	At grade crossings are the most dangerous and troublesome	7/7/2017 1:32 PM
99	Would like an underground railway through Palo Alto	7/7/2017 1:28 PM
100	No additional comments	7/7/2017 1:28 PM
101	We should leverage mass transit in our areas. More housing close to train, more business, etc.	7/7/2017 1:15 PM
102	I support the development and hope that there isn't too much push back from community members. The public transportation in this area is poor and we need to improve it.	7/7/2017 1:05 PM
103	Rail through Palo Alto is important and needs to be improved	7/7/2017 12:57 PM
104	need to work with Menlo Park and Mountain View on one vision instead of 3	7/7/2017 12:56 PM
105	.	7/7/2017 12:53 PM
106	Those horns!!!! If no crossings are at grade, I hope they can stop blowing the horns. I hope electric trains will be more quiet. Some of the number of predicted trains per day sound like a nightmare for nearby residents.	7/7/2017 12:46 PM
107	I live on the corner of Middlefield and Charleston I am concerned the construction noise will be tremendous.	7/7/2017 12:33 PM
108	We should be taxing ourselves OR raising money from private individuals / foundations for putting Caltrain and High Speed Rail underground, even if it is just a ditch. Failure to do so will be a huge mistake that will terribly affect Palo Alto life, and success in doing it will be a landmark achievement for this and future generations. (Proposal: name the new north-south green space along Alma after the donors!)	7/7/2017 12:32 PM

109	-	7/7/2017 12:28 PM
110	Preference for electrification and underground train tracks - sound proof if possible.	7/7/2017 12:25 PM
111	none	7/7/2017 12:24 PM
112	It is not so bad now.	7/7/2017 12:24 PM
113	Electrification and increased volume of trains is required to support growth in this region, which is inevitable. Let's make sure that it's smart, well planned growth. This is a great opportunity for multiple generations of impact if done right, and problem or missed opportunity if done wrong.	7/7/2017 12:22 PM
114	Strongly support grade separation, but not elevated tracks. Moving cars across tracks and up/down Alma is priority. Being able to walk or bike across is needed, but separating them from cars has a weak ROI in an expensive important project.	7/7/2017 12:22 PM
115	CAL Train needs to increase ridership with improved service, including electrification and more frequency. Grade level crossings need to be eliminated.	7/7/2017 12:19 PM
116	The rail corridor should be the main area of focus to ensure frequent and reliable public transit. First, more trains more frequently to more places more quickly. Second, encourage safe bicycle and pedestrian access to and from, and across, the rail corridor.	7/7/2017 12:14 PM
117	Impact on neighboring streets should not dominate a decision that has effects on all the city and on commuters. Residents moved next to RR tracks. They do not own public policy regarding transportation.	7/7/2017 12:06 PM
118	If the obstacles to high-speed rail on the Peninsula are too large, I would be completely in favor of only taking high speed to San Jose and connecting to high speed rail at the San Jose station through CalTrain.	7/7/2017 11:54 AM
119	Better rail service in Palo Alto would be wonderful. Please find a way to make this happen in a way that fits best with our city.	7/7/2017 11:54 AM
120	Please share survey results and City decisions in public forums.	7/7/2017 11:51 AM
121	timely	7/7/2017 11:45 AM
122	Bicyclists should have their own lane. Traffic congestion should be controlled. Two trains shouldn't pass within 3 minutes of each other. There are people on the lookout in Palo Alto for "jumpers" and the City is paying for it. I think that's fair, but I think Caltrain should also contribute to the cost.	7/7/2017 11:41 AM
123	This corridor is extremely important in order to get people out of their cars.	7/7/2017 11:37 AM
124	Please prioritize safety, aesthetics, circulation, noise. And make the construction process efficient. Thanks	7/7/2017 11:37 AM
125	Any chance we can reduce the urine smell in the University grade separation tunnels?	7/7/2017 11:34 AM
126	Let's build a public transportation system that is fast and effective, even if it is expensive and disruptive in the short term.	7/7/2017 11:28 AM
127	I look forward to improvement in the rail corridor	7/7/2017 11:12 AM
128	As an interim solution, we need much more abundant and consistent planting screens along Alma. Some stretches of Alma have lots of trees/shrubs that are well maintained, others have nearly none	7/7/2017 11:12 AM
129	I hope other cities find this information also useful	7/7/2017 10:55 AM
130	I do not understand the questions about funding - what are the implications?	7/7/2017 10:46 AM
131	None	7/7/2017 10:36 AM
132	I would like the grade separations to be under the tracks. If we have to have high speed train through Palo Alto I would like the train to run below street level to minimize the impact on our city.	7/7/2017 10:31 AM
133	I would like to see the trains be moved underground.	7/7/2017 10:01 AM
134	Please underground/trench the train. Sell above grade development rights to finance. It can work!	7/7/2017 9:58 AM
135	Electrification: yay! High-speed rail: boo.	7/7/2017 9:52 AM

136	Investing in up-to-date infrastructure and design of our rail corridor will pay off in the future and reduce the number of automobiles on the roads in Palo Alto	7/7/2017 9:49 AM
137	The streets near the train tracks are already too crowded.	7/7/2017 9:48 AM
138	Prefer undergrounding	7/7/2017 9:47 AM
139	We need more crossings to facilitate bike and pedestrian traffic, and discourage short automobile trips.	7/7/2017 9:45 AM
140	the best solution may be the most costly to arrive at the solution best fitting. - given a number of constraints it should be brought to a vote where the money goes or how it is to be spent. Safety doesn't mean beautiful and neighbors care to not hear bells and horns or see twelve signs and backed up traffic in front of their driveways. Please provide a residential scale solution that makes sense to the adjacent neighborhood because the residents live full time in the decisions made by a passing council - commuters can use main roads - we have been down this road with high speed rail and now doing the same thing over again only to not plan appropriately the use of the same tracks - meaning if the corridor gets wider - more frequent - more noise and vibration - more congestion off the tracks. What the effects are and how to address overhead wires, views are obstructed, noise, smells, etc.	7/7/2017 9:37 AM
141	None	7/7/2017 9 29 AM
142	the grade separations at university and embarcadero need to be redone to be more accommodating to pedestrians and bikes.	7/7/2017 9:28 AM
143	n/a	7/7/2017 9:25 AM
144	Safety of current crossings.	7/7/2017 9:18 AM
145	Run more trains	7/7/2017 9:17 AM
146	I support tunneling with additional local resources, including revenue from development on newly created surface land above the tunnel.	7/7/2017 9:08 AM
147	Rail needs to be more accessible! Palo Alto should prioritize building out better public transit networks to help reduce car traffic.	7/7/2017 9:06 AM
148	There will be disruption. Get through disruption as quickly as possible but think long term.	7/7/2017 9:02 AM
149	The projects to reconstruct at-grade crossings should be independent of the CalTrain electrification project, so that electrification can take place as soon as possible. Your survey does not allow me to rank the importance of electrification relative to improvement of at-grade crossings. So I want to make it clear that I think electrification should proceed as quickly as possible so the CalTrain system can benefit from the improved service as soon as possible.	7/7/2017 9:01 AM
150	Please move this forward and don't get bogged down in Palo Alto process.	7/7/2017 8:59 AM
151	Traffic congestion and continuing problem of cars SITTING ON TRACKS at red light. Treacherous for bikes and I bike to work EVERY DAY along one of these crossings.	7/7/2017 8:59 AM
152	Caltrain is extremely important to traffic reduction and should be supported. If undergrounding will be expected with HSR, might as well start undergrounding with Caltrain electrification in spite of cost.	7/7/2017 8:59 AM
153	Electrification and more easy crossings are most important	7/7/2017 8:59 AM
154	N	7/7/2017 8:58 AM
155	Protecting the thousands of students who cross the rail corridor every day should be a major priority.	7/7/2017 8:49 AM
156	We support improvements to Caltrain and highspeed rail transportation in ways that will be safe and aesthetically pleasing, and are will to spend a little more in taxes in order to enable this long term investment in the community.	7/7/2017 8:43 AM
157	please move into design and construction phases for grade separations as soon as possible	7/7/2017 8:40 AM
158	North/South circulation (on Alma St.) is also heavily affected by gate closings at the at-grade crossings. More trains will also mean more N/S congestion, as long as the crossings remain at-grade.	7/7/2017 8:38 AM
159	It seems to implement the grade separation would be very expensive as you can not shutdown the corridor for extended period of time.	7/7/2017 8:35 AM
160	If we can sink the train tracks below ground, I'm willing to pay more tax \$ to do it.	7/7/2017 8:30 AM

161	Safety is more important than looks.	7/7/2017 8:24 AM
162	Be visionary. Even though putting the rail below grade is expensive, it's the best long-term solution. How beautiful our city would be if the rail was hidden below grade allowing auto, pedestrian and bicycle traffic to free flow at grade. Don't opt for a compromised solution. We can afford a below grade solution if paid for over an extended period of time. We'll regret a compromised solution.	7/7/2017 8:24 AM
163	Do something about the Embarcadero traffic congestion near el Camino and the train tracks.	7/7/2017 8:23 AM
164	none	7/7/2017 8:15 AM
165	Vigilance on safety to pedestrians and bicyclists and reduce the impact of the construction as much as possible to our surrounding neighborhoods	7/7/2017 8:11 AM
166	I don't think underground is a affordable solution and will be hard to maintain with the water table we have.	7/7/2017 8:09 AM
167	electrification will reduce noise. If the at grade crossings are separated by raising the tracks the neighborhood traffic will be impacted the least. Also the least dividing of the city as the existing crossing are preserved.	7/7/2017 8:03 AM
168	My greatest concern is making the bicycle passages safer and easier.	7/7/2017 7:56 AM
169	In my opinion this needs to get done. The grade separation should take the rail below grade. maybe costlier but in the long run it will address all safety issues, noise and vibration and protect the value of property in our City.	7/7/2017 7:56 AM
170	In my ideal Palo Alto, the train would be underground (like BART in SF) and the current rail would be a park-like corridor with biking, walking and gathering spaces (like the hi-line in NYC). Even with at-grade automobile crossing, it would increase the opportunity for community interaction and provide safe biking and walking areas. I believe the improvements to living in our community would be worth the expense.	7/7/2017 7:52 AM
171	Please continue to push forward! We need improved public transit in our region.	7/7/2017 7:51 AM
172	I fully support caltrain improvements. I do NOT support the high speed rail corridor project in ANY way.	7/7/2017 7:36 AM
173	East west transit needs to be facilitated. We have more bikes. Solutions need to separate bikes from cars. It	7/7/2017 7:34 AM
174	Separate the grades and add more trains. Electrify them and add high speed trains.	7/7/2017 7:32 AM
175	No comment	7/7/2017 7:32 AM
176	I think we need to welcome additional connectivity to the city. We need to balance that with safety and effective traffic flow.	7/7/2017 7:25 AM
177	The best for everything would be to underground the trains. We should bite the bullet and raise the money	7/7/2017 7:20 AM
178	Ideally trains would be tunneled.	7/7/2017 7:11 AM
179	n/a	7/7/2017 7:07 AM
180	Consider cheapest and fastest grade separation solution.	7/7/2017 7:02 AM
181	Alma is still an important thoroughfare. Difficult to see how you can add tracks without narrowing Alma to one lane each direction. Would cause big traffic delays.	7/7/2017 7:00 AM
182	My biggest concerns are noise and being able to cross from east to west safely and easily (car, bike, pedestrian) without big backups and queues.	7/7/2017 6:58 AM
183	None	7/7/2017 6:56 AM
184	if PA is to continue to promote alternatives to driving, the safety of pedestrians and bicycle riders must be a top priority	7/7/2017 6:45 AM
185	Red light improvement	7/7/2017 6:44 AM
186	Caltrain is a key community and regional resources that should be expanded and improved, but with sensitivity to the local neighborhoods and safety as a priority.	7/7/2017 6:40 AM

187	This survey tries to blend Caltrain and high speed rail, when in fact the two scenarios are entirely different. The only way high speed rail can be effectively implemented without destroying neighborhoods and bifurcating the city into two entities is to put it in a trench. To prove my point someone should go visit a high speed rail facility in Japan or France and stand 100 yards away as a train goes past at 150 MPH!	7/7/2017 6:36 AM
188	No high speed rail - yes to electrification of the existing rail	7/7/2017 6:18 AM
189	Relieving traffic congestion should be the highest priority. The payoff to this will be massive - and justifies the investment required - even if it requires external/additional funding.	7/7/2017 5:58 AM
190	Palo Alto and its residents will benefit from expanded rail service through the city to destinations on and beyond the Peninsula. Rail is one of the few alternatives that really make sense in this era of sensitivity to pollution. Better rail service (more trains, faster trains) will get cars off the road. But to make this work, we need to focus on the quality of the rail experience for both riders and neighbors. We need to increase the number of tracks, provide for local and express trains, and integrate with high speed rail that will connect us to Southern California. The cost of trenching seems insurmountable, but I feel it is the only realistic option that addresses long-term growth, neighborhood-friendliness, and east-west flow. I strongly support a major program to secure the investment necessary to put tracks below grade, particularly south of California Ave, and to electrify the entire rail corridor. This has the potential to reduce / eliminate the serious safety issues at Meadow and Charleston, significantly improve the noise problems along the corridor, improve the aesthetics, and improve east-west flow. I don't see a better alternative, and I don't support spending on "band aid" measures that will only have to be re-considered in the future.	7/7/2017 5:36 AM
191	I believe that the train tracks should be trenched..this will improve east-west connectivity, noise pollution, all safety issues and air quality issues.	7/7/2017 5:35 AM
192	I believe that the tracks should be located in a deep underground tunnel. The value of the land above that tunnel is worth \$10 million an acre (264 Million per mile) which would help pay for the tunneling through Palo Alto. This will happen sooner or later anyway so we might as well do it now!	7/7/2017 3:43 AM
193	I'm in favor of making public transportation a more attractive option so that more people use it.	7/7/2017 2:15 AM
194	Need to accept that this will be expensive	7/7/2017 1:30 AM
195	Grade separations are a must and even though putting the train in a trough would be expensive it would be the best solution going forward for the next century while preserving neighborhoods and the aesthetics of the city.	7/7/2017 1:02 AM
196	we are already suffering from incredible increases in air noise - please do not make us suffer more train noise also. I'm supportive of making public transit more accessible though as it is a key way to keep our city liveable.	7/7/2017 12:06 AM
197	Please go below grade. A better solution from all points of view... except \$\$.	7/7/2017 12:01 AM
198	Cal train needs dedicated funding!!	7/6/2017 11:52 PM
199	None	7/6/2017 11:46 PM
200	Ideal would be for trains to be below grade, but to be honest, ANY grade separation is better than current situation	7/6/2017 11:26 PM
201	N/A	7/6/2017 11:23 PM
202	Let's do grade separation.	7/6/2017 11:16 PM
203	Safety for cars, bikes, and pedestrians should be the most important factor.	7/6/2017 11:14 PM
204	I think the East-West movement is crucial and more. Important than any other issue.	7/6/2017 11:10 PM
205	None	7/6/2017 11:10 PM
206	The corridor would serve us best if it were below street level.	7/6/2017 11:09 PM
207	Alternatively, move the high speed rail to a right of way along the bay or over the baylands.	7/6/2017 11:00 PM
208	x	7/6/2017 10:51 PM
209	Car/Ped/bike safety is top priority, then noise / air pollution, then traffic congestion, but aesthetics is also important and affects emotional wellbeing... The existing grade separation at Oregon expwy is depressing /inhospitable to pedestrians / bikes. We must do better... I am most concerned with the Charleston crossing in this regard while also preserving ability to turn left or right onto Alma when traveling towards they bay shore on Charleston	7/6/2017 10:50 PM

210	It's important to fix the grade level crossings.	7/6/2017 10:48 PM
211	Funding for grade separation at Charleston is crucial. Cars will not be able to cross Alma in order to go to other parts of the city. I think trenching would be the best approach. Overall I do not see how the train can run during the construction process. If it cannot run, it will be a disaster for commuters. Also, the Churchill intersection is an impossibility. You can't close it, but you also can't grade-separate it. It's a no-win proposition. All in all, cars will be waiting a long time to cross Alma and it's going to bring traffic to a screeching halt.	7/6/2017 10:45 PM
212	Please raise adequate taxes to do a GOOD job at all intersections. Don't pull another "Homer Ave" job, please. Forget noise, that's why those properties are cheap. Re-engineer the stupid intersections (Charleston, Meadow). Thanks.	7/6/2017 10:45 PM
213	Good luck not making everyone angry with the decision.	7/6/2017 10:43 PM
214	Improve all auto-truck merging at Oregon Expressway	7/6/2017 10:41 PM
215	Pleasantville New York is a good example of how a train track can be depressed so that streets and pedestrians can flow over the tracks without interruption.	7/6/2017 10:41 PM
216	I still don't understand how you can have "grade separation" without have to remove houses. Embarcadero needs to be rebuilt ASAP with 4 lanes.	7/6/2017 10:29 PM
217	n/a	7/6/2017 10:28 PM
218	Please, please please support transit investments. The Bay Area is choking on itself, commutes are unbearable. Companies are moving to better transit hubs like Redwood City. Modernizing and expanding CalTrain (dublin corridor), and please bring High Speed Rail!	7/6/2017 10:20 PM
219	No comments	7/6/2017 10:18 PM
220	Don't stand in the way. Caltrain modernization / electrification / HSR needs to happen.	7/6/2017 10:16 PM
221	Hurry.	7/6/2017 10:16 PM
222	We need improved Caltrain and Amtrak service including separate rails for cargo and people.	7/6/2017 10:12 PM
223	Thanks for requesting broad input.	7/6/2017 10:09 PM
224	grade separation is really important	7/6/2017 10:08 PM
225	Population of area will continue to increase along with traffic, congestion, noise...I support high speed rail and bike, walk paths	7/6/2017 10:06 PM
226	Nothing further	7/6/2017 10:05 PM
227	none	7/6/2017 10:04 PM
228	a covered rail system with parks and east west connections above would be great. Palo Alto has an opportunity to implement a great plan for the long term.	7/6/2017 10:03 PM
229	Speedier trains with below and above level crossings will attract more people to ride the trains. Get people out of their cars.	7/6/2017 10:03 PM
230	CPA needs to get more stories in media about costs of undergrounding roads and consequent need for tax increase to pay for train impacts.	7/6/2017 10:03 PM
231	thank you for asking.	7/6/2017 10:02 PM
232	Accept it may be simpler just to shut some at-grade crossings that are close to existing below-grade. e.g. Alma vs University. Embarcadero vs Churchill (or bike/ped tunnel under Alma+Tracks). Close Meadow and then put Charleston under.	7/6/2017 9:59 PM
233	Would not want to see an ugly over pass that makes our town look like a big, dirty city	7/6/2017 9:59 PM
234	Widen university under pass by taking back the parking lot by Trader Joe's(original roadway prior to underpass curve), it needs two lanes both ways. Eliminate light between Paly and Town and country, make both have access only via el Camino .route alma crossing further from el Palo Alto to preserve the tree. For goodness sake build safe underpasses , it's the 21st century!	7/6/2017 9:59 PM
235	Trench the whole Caltrain corridor. Increase overhead crossings. Put Palo Alto and California St. stations underground. Move Alma St. to on top of the rails. Put in 4 rail lines to accommodate high speed trains. Pay for it from HSR funds.	7/6/2017 9:59 PM
236	Palo Alto must remain connected. A poorly designed rail system will destroy the unity of the city.	7/6/2017 9:57 PM

237	Please keep crossings safe for all modes of transport without creating unsafe (and dirty and smelly) tunnels like University and Embarcadero. The Dutch do this stuff so well and so simply emulate them instead or reinventing a complicated crossing.	7/6/2017 9:56 PM
238	Na	7/6/2017 9:55 PM
239	I hope that the predicted ridership benefits are more realistic than in previous studies so that benefits can be realistically compared with the costs to nonriders. I don't mean dollar costs. I am referring to how many people will be able to use the existing train and street corridor. If the train takes a lane of Alma, will there be more or fewer people in total using this corridor?	7/6/2017 9:53 PM
240	Below grade separation is the long term solution	7/6/2017 9:52 PM
241	None	7/6/2017 9:49 PM
242	I think Caltrain is critical to enable Silicon Valley to grow. This means I am willing to pay with my taxes for improvements to tracks, train cars and safety, like grade separation.	7/6/2017 9:42 PM
243	Maybe have CalTrain have fewer trains with more cars. The stations might have to accommodate longer trains.	7/6/2017 9:40 PM
244	Thanks for requesting feedback	7/6/2017 9:39 PM
245	Prefer under ground trains regardless of cost.	7/6/2017 9:38 PM
246	I feel strongly that P.A. should move forward with implementing grade separation for improving train speed and service.	7/6/2017 9:36 PM
247	I believe in better public transport, east-west connectivity, low environment impact, safety for our kids - I am ok with construction times, costs and even the noise/traffic in my neighborhood, if overall it serves the larger community. I live by the tracks. And I don't need to use public transport. I support it nonetheless, as long as it's beneficial to the masses.	7/6/2017 9:33 PM
248	It is unacceptable that this work has taken so long. Palo Alto has the resources to tackle grade separation. People needlessly die at crossings while we dither. Address the long-neglected bike/pedestrian crossing experience and knit together this town. Neighboring cities have long ago completed grade separation projects and station renovations. A vocal few have been able to stall this important work.	7/6/2017 9:25 PM
249	l	7/6/2017 9:22 PM
250	Transportation and housing are in crises. This provides transportation and will make more housing available.	7/6/2017 9:21 PM
251	we need a viable system for our growing community to support commuters	7/6/2017 9:20 PM
252	Deal with the noise is a long term issue, but very important for the city.	7/6/2017 9:19 PM
253	I hope our leaders will make firm decisions and implement them.	7/6/2017 9:18 PM
254	Need at least two new grade separated crossings for automobiles	7/6/2017 9:16 PM
255	Electrification is key	7/6/2017 9:15 PM
256	Grade separation at the rail crossings is essential for reducing traffic congestion and improving safety for all. So I strongly support it ASAP.	7/6/2017 9:12 PM
257	PLEASE do the grade separations. MUCH needed for future traffic and safety considerations. And youth suicides.	7/6/2017 9:11 PM
258	NO HIGH SPEED TRAINS	7/6/2017 9:08 PM
259	N/A	7/6/2017 9:08 PM
260	eliminate bottlenecks e.g. lane reduction at Embarcadero Road	7/6/2017 9:08 PM
261	Not applicable	7/6/2017 9:06 PM
262	We should support the expansion of Caltrain yet at the same time balance the safety of all those who cross the tracks every day.	7/6/2017 9:02 PM
263	Cost to residents.	7/6/2017 9:02 PM
264	The rail corridor is a great asset to our community. I hope wise planning can help increase its value in providing transportation options to residents and local businesses in addition to minimizing its negative impacts.	7/6/2017 9:01 PM
265	I'm not sure i understood "local funds". :(And i'm surprised that the aesthetics was not one of the priorities in question 6. Good luck to us all! :)	7/6/2017 8:59 PM

266	We are going to need to separate crossing traffic and trains, I am willing to pay taxes to do this.	7/6/2017 8:58 PM
267	Although it will come at a cost, I really feel the train needs to be under-ground. The amount of grade level land that will free up for parkland, bicycle paths, new homes, new buildings... perhaps the new buildings can pay in part for the undergrounding of Cal Train.	7/6/2017 8:58 PM
268	I just traveled in Switzerland and was amazed at the safety of trains due to use of tunnels. Please protect our kids by tunneling the train.	7/6/2017 8:52 PM
269	This planning needs to coordinate with affordable housing near transit	7/6/2017 8:52 PM
270	Thanks for doing this. I use Caltrain often going up to the city, and enjoys it's service. However, the horn-noise when it crosses at grade is awful. In addition, waiting for two consecutive trains is a nightmare on Charleston.	7/6/2017 8:49 PM
271	It is important to have safe, efficient, and effective public transportation. The rail corridor should extend and enhance other options.	7/6/2017 8:49 PM
272	Provide better Caltrain service. Provide for additional tracks for passing, high speed overtake. Improve safety. Don't waste time on options that can never happen like undergrounding. Don't run a process that allows a small non-representative group of interests to derail progress for the rest of us.	7/6/2017 8:44 PM
273	The sooner the better.	7/6/2017 8:42 PM
274	It would be best to trench the train track, but only if surrounding lands will be used for open space - bike paths, dog parks, walking trails - not development. If large buildings are planned then I would rather leave the train at grade or have over and under passes.	7/6/2017 8:40 PM
275	More pedestrian railroad crossings for bike and foot travel. Keep existing at-grade crossings, but put in more guards to prevent any crashes, accidental or on purpose. A pedestrian railroad crossing at Peers Park that connected the park with the Alma and Seale intersection would be useful to easily connect Old Palo Alto with Southgate and Evergreen Park.	7/6/2017 8:39 PM
276	I use Caltrain 4 days a week to San Francisco. I support the initiative to electrify the system however for safety, environmental, and traffic (growth) reasons we need to fight to put the train underground - open trench is fine.	7/6/2017 8:37 PM
277	Electrify the trains. Put the trains below grade.	7/6/2017 8:35 PM
278	More public transport will only succeed when it is readily available. People will always drive cars. Balance and a realistic approach is most ideal... don't be a NIMBY!	7/6/2017 8:34 PM
279	I would suggest the bore a tunnel under the exist tracks and turn the tracks into bike and pedestrian park.	7/6/2017 8:34 PM
280	Nothing else at this time.	7/6/2017 8:34 PM
281	Xx	7/6/2017 8:32 PM
282	I am more concerned using Alma Street, since autos, trucks and cyclist use it everyday. How will that impact since some drivers do not respect cyclist or others drivers.	7/6/2017 8:31 PM
283	Safety for kids biking to and from school is highest priority	7/6/2017 8:29 PM
284	To me, the main issue is separating the grade between track and road. This alleviates the safety issue, which is of the utmost importance, with traffic delays being second most important.	7/6/2017 8:29 PM
285	Critical need for grade separations at all Palo Alto Caltrain crossings!	7/6/2017 8:27 PM
286	Electrify and build under passes like Oregon Expwy	7/6/2017 8:26 PM
287	Elevated crossings in residential areas would be a major mistake. They would substantially reduce property values in a wide swath on both sides of the tracks	7/6/2017 8:24 PM
288	none	7/6/2017 8:22 PM
289	Safely reducing the effort it takes to cross the tracks in any mode of transportation helps unify our community.	7/6/2017 8:20 PM
290	Prioritize S Palo Alto for once or dramatically lose support. Now: optimize traffic light scheduling, eps for E to W (correct your traffic-survey errors). With train traffic increase: semi-raised rail grade is acceptable ONLY with European wheel and track quieting (demonstrate to doubtful public). Publicize to far-from-grade PA with alternative: hostility of those near-grade folks in almost everything else.	7/6/2017 8:18 PM

291	By improving grade separations for the at grade crossings one at a time the construction disruption will be minimized. Funding for these grade separations should be largely from Palo Alto with possible aid from Caltrain. Pedestrian and bicycle users must have respect for auto circulation as well as the reverse, something that has been increasingly lacking over the last few years.	7/6/2017 8:16 PM
292	Can't wait!	7/6/2017 8:14 PM
293	None	7/6/2017 8:13 PM
294	It would be great to bury or elevate the train but not at the cost of \$1B.	7/6/2017 8:10 PM
295	We have to support increased utilization on this important corridor. It's way more important to get it right than to "save money" or "get it done fast". If done right it will improve the lives of everyone in Palo Alto for many decades.	7/6/2017 8:06 PM
296	We need it. Need plenty of bike space on trains, would be great to extend bike/walk adjacent to train path through entire city	7/6/2017 8:05 PM
297	Oregon Expwy on-ramps are too small, short, and accident prone.	7/6/2017 8:04 PM
298	Environmental loss of trees on right-of-way	7/6/2017 7:56 PM
299	Freight trains going over the relatively poorly maintained rails shake all the structures as if with an earthquake for 100s of feet from the tracks. They run both during the day and at night, and are far more disturbing than is Caltrain.	7/6/2017 7:55 PM
300	nothing to add at this time	7/6/2017 7:55 PM
301	I still can't understand why there can't be a high speed rail stop in San Jose and there be a separate slower speed electrified train that runs up the peninsula.	7/6/2017 7:54 PM
302	Safety is first priority.	7/6/2017 7:51 PM
303	Caltrain with diesel engines and at grade crossings is an antiquated system that creates a lot of pollution, including noise. Palo Alto is a vibrant hub that requires world class infrastructure. Get it done!	7/6/2017 7:49 PM
304	As a long-term resident, I'd like see high speed trains even at the cost of short-term disruption. At-grade trains are too noisy, dangerous, and block traffic.	7/6/2017 7:48 PM
305	Please bury the train underground and convert the existing tracks to a bike route.	7/6/2017 7:47 PM
306	Bring in BART. Would be better for workforce and residents, particularly for getting to/from East Bay.	7/6/2017 7:46 PM
307	Improving and expanding rail service MUST be a priority!	7/6/2017 7:43 PM
308	Safety is my prime concern. Reducing traffic is second	7/6/2017 7:43 PM
309	.	7/6/2017 7:37 PM
310	Safety for our students and motorists should be priority.	7/6/2017 7:37 PM
311	N/A	7/6/2017 7:35 PM
312	//	7/6/2017 7:33 PM
313	Safety is number one for children ESP.	7/6/2017 7:27 PM
314	'we need it!	7/6/2017 7:27 PM
315	We are all still hoping that High Speed Rail doesn't happen. It's a boondoggle. However, if CalTrain will be running more frequently, that will still impact the at-grade crossings and I would like to make sure this does not impact safety and minimally affects access (East-West connectivity). Any construction needs to leave the Charleston crossing accessible for cars and bicycles and pedestrians, or kids will not be able to get to school. You cannot ask the kids to bicycle the huge detour to East Meadow or down into Mountain View to cross the tracks. If you do, they are going to carry their bikes across in unsafe ways at Charleston, instead. Bus service is completely ridiculous at this point; don't even suggest it as a solution.	7/6/2017 7:26 PM
316	none	7/6/2017 7:24 PM
317	I thought this was a difficult survey to answer.	7/6/2017 7:22 PM
318	hello	7/6/2017 7:21 PM
319	Put tracks underground!	7/6/2017 7:21 PM

320	None.	7/6/2017 7:21 PM
321	"Get it right the first time." No use to plan and install a system/scheme that is outdated by the time it's operating.	7/6/2017 7:20 PM
322	sazrfghsdfghsfdgh	7/6/2017 7:20 PM
323	Make the high speed rail folks pay for the whole thing to be in a tunnel	7/6/2017 7:18 PM
324	It is past time for these improvements and the need to make such improvements keeps getting bigger with time.	7/6/2017 7:14 PM
325	Above ground level tracks are more appealing to train passengers. Railroad tunnels are more appealing to neighborhoods.	7/6/2017 7:13 PM
326	None	7/6/2017 7:13 PM
327	Reduce traffic in midtown area and fee based large trucks due to development	7/6/2017 7:11 PM
328	Add more parking near any Caltrain station, include parking decks at very little or no cost to encourage people to use transit. Sequence and coordinate traffic lights to speed flow of traffic better. Coordinate with cities along track.	7/6/2017 7:10 PM
329	Other option: eliminate the rail line and make tracks a transit green belt for bikes.	7/6/2017 7:09 PM
330	None	7/6/2017 7:09 PM
331	Car traffic during commute times is a nightmare. The net effect of Caltrain is to make traffic and car emissions worse by blocking crossings, causing traffic jams. I have yet to see any affordable plan to address this for high-speed rail.	7/6/2017 7:08 PM
332	None	7/6/2017 7:07 PM
333	The future for livability looks dim for Palo Alto.	7/6/2017 7:04 PM
334	-	7/6/2017 7:03 PM
335	Let's get this done.	7/6/2017 7:01 PM
336	I prefer lowest impact i.e. cost, noise, looks, construction, and all-around change.	7/6/2017 7:00 PM
337	I hope the city can come up with a plan to prioritize which crossing should be fixed first and then get on with it and fix it!	7/6/2017 6:59 PM
338	Safety and convenience are top issues for me, but so also are questions of aesthetics and design.	7/6/2017 6:59 PM
339	I support rail transportation -but the controlled intersections are poorly planned and the narrowing street E/W corridors are unnecessarily frustrating	7/6/2017 6:56 PM
340	I think it's a good idea to have this alternative to travel from from north to south round trip.	7/6/2017 6:55 PM
341	None	7/6/2017 6:53 PM
342	The more people use CalTrain vs. driving their cars, the less traffic and smog we will have. CalTrain has been a very popular commute option and we should encourage it.	7/6/2017 6:53 PM
343	We need improvements in rail service. And we need to stop the rail crossing suicides.	7/6/2017 6:51 PM
344	Although expensive, I strongly favor full grade separation for all crossings. Trenching and tunnel. Augment local and regional funding with outside (federal, private, etc).	7/6/2017 6:50 PM
345	We need grade separations. We should get County, State and Fed to help pay for it.	7/6/2017 6:49 PM
346	Not interested in spending billions to move the tracks underground.	7/6/2017 6:43 PM
347	There was significant redundancy in the items listed in this survey made it hard to answer	7/6/2017 6:41 PM
348	none	7/6/2017 6:39 PM
349	For the questions with "fund the program with available funding sources," I gave this a low rating because I don't really know what that means. What would be the alternative to "available funding sources"?	7/6/2017 6:37 PM
350	Despite higher cost, below grade rail lines are worth the ultimate results.	7/6/2017 6:37 PM
351	Cost-effective grade separations solutions should be sought first. Improvements to the Churchill Street crossing should be studied with improving the Embarcadero Road crossing (is fiscally feasible).	7/6/2017 6:36 PM

352	If it can safely be possible to put the train underground, do it.	7/6/2017 6:34 PM
353	<p>High Speed Rail needs to go underground with a Highway above it. Placing Caltrain and HSR in a tunnel from San Jose to San Francisco will allow the trains to travel faster and more frequently than if implemented at grade as currently constructed. Placing Caltrain and HSR in a tunnel will allow a new 4 to 6 lane expressway to be built above the rail line. This would transfer anywhere from 25% to 30% of the vehicles from Hwy 101 and El Camino to another road way. By incorporating the building costs as well as the cost of land for a new expressway into the cost of building the infrastructure of HSR and its required grade separations the tax payer expense of a new expressway would be exceedingly cost-effective. Elon Musk's "The Boring Company" could work with Caltrain, HSR, local and state policy makers on reducing the cost of creating the tunnel in exchange for some time specific exclusive rights to a traffic lane on the roadway. Example: The Boring Company provides tunneling services to Caltrain and HSR at a reduced cost of "X" dollars. Caltrain, HSR and local municipalities provides "The Boring Company/Tesla" exclusive rights to the inside lane of the roadway for a period of 7 years at the onset of it operation. This inside lane is dedicated to "Autonomous," "Zero Emission" Vehicles whose separation distances and speeds are regulated by the programs and sensors embedded in the roadway and the vehicles. These sensors will allow the vehicles to travel more safely even when traveling at higher rates of speed reducing accidents while decreasing travel time. Obviously this is just one example of many possible agreements that could be worked out to benefit everyone involved. In addition to utilizing the dedicated lane for its own vehicles The Boring Company/Tesla can lease use of the dedicated lane to individuals and companies to help recoup the reduced cost creating the tunnel. {Temporary and part privatization of the roadway to pay for construction of the tunnel and roadway itself.} New roadways are needed. Placing a roadway above the rail line saves the tax payers money while reducing traffic congestion by increasing roadway capacity. Requiring that a third or even one-hundred percent of the vehicles that use the new roadway are "Zero Emission" would be beneficial for the environment. Traffic congestion on El Camino and Hwy 101 between San Jose and San Francisco is untenable now imagine what it will be like in 20 years. Caltrain just received \$647 million in grant money to electrify its trains on the Peninsula. High Speed Rail, HSR, will quickly follow. Regardless of the mitigating effect that electrification and HSR will have on traffic congestion there will be more cars on the roads 20 years from now. The Peninsula needs another high capacity roadway/expressway from San Jose to San Francisco. Maximizing the use of the last convenient piece of land by utilizing the land for the dual purpose of a rail line and a roadway makes too much sense to not do it. The Bay Area Municipalities need to start thinking about new ways, "outside the box" to transport large numbers of people around the bay area instead of the old systems which cannot keep up with, demand, with the population growth. Start thinking what traffic is going to be like 20 to 30 years from now if things continue as they are utilizing the current transportation modes even if everything goes all "green." You need to incentivize private businesses to help implement new modes of transportation. You could go all out with HSR underground, a Hwy at grade level above the HSR and a high speed tram above the Hwy all on the same piece of land, maximizing its use while reducing the cost of implementing 3 new modes of mass transportation. The Boring Company</p> <p>https://www.theverge.com/2017/6/28/15890934/elon-musk-the-boring-company-first-tunnel-los-angeles SkyTran not only alleviates traffic congestion but also help with affordable housing: http://www.jpost.com/Business-and-Innovation/Health-and-Science/Lofty-thinking-with-SkyTran-463286 http://www.skytran.com/ http://money.cnn.com/2015/10/23/smallbusiness/skytran-air-taxis/index.html https://www.youtube.com/watch?v=qR2_3_kXyYI The above solution has already been proposed to HSR, Caltrain and Tesla officials</p>	7/6/2017 6:32 PM
354	vv	7/6/2017 6:29 PM
355	n/a	7/6/2017 6:29 PM
356	We need to stop developing so much office space, and close some down, so we can put a lid on the crowding, which leads to so much difficulty with road and transit.	7/6/2017 6:25 PM
357	none	7/6/2017 6:25 PM
358	I think the entire track should be underground or electric	7/6/2017 6:25 PM
359	High-speed trains in this corridor do not seem safe.	7/6/2017 6:24 PM
360	xx	7/6/2017 6:24 PM

361	Some thought obviously went into the survey, but I'm not convinced the answers will be a realistic reflection of community concerns and priorities. For example, student safety and unsafe driver behavior are high priorities; but they are not limited to rail corridor improvements. It doesn't make sense to compare those concerns with "funding from existing local sources." Should Palo Alto NOT pay attention to Menlo Park and Mountain View in this process? Also, I could have spent hours on section 6; those are complex issues, and it's not easy to put them into numerical order.	7/6/2017 6:24 PM
362	I prefer to get it right rather than get it quick.	7/6/2017 6:21 PM
363	High speed rail will ruin Palo Alto and every other city along the Caltrain tracks. I hope the city will do everything it can to stop high speed rail from going through Palo Alto.	7/6/2017 6:21 PM
364	I appreciate the thoroughness of this effort to gain community input. Bicycle and pedestrian safety and ease of getting around are high priorities for me.	7/6/2017 6:20 PM
365	train should be below grade. let bikes, pedestrians and autos stay above.	7/6/2017 6:19 PM
366	We need more grade-separated crossings in South Palo Alto to mitigate the hazards of crossing the train tracks. Our children are not safe bicycling to school. Our citizens are not safe riding bicycles and walking to Parks and Open Space in South Palo. Alto.	7/6/2017 6:19 PM
367	Xx	7/6/2017 6:18 PM
368	Lousy survey.confusing.	7/6/2017 6:17 PM
369	Get people out of cars with more convenient and accessible transit options	7/6/2017 6:16 PM
370	We need better mass transit. Sorry that some people bought houses next to tracks!	7/6/2017 6:14 PM
371	I support the improvement of the system	7/6/2017 6:12 PM
372	It is very important for Silicon Va"ley.	7/6/2017 6:12 PM
373	Eliminate grade crossings, go over or under - coordinate. With Menlo & MtView	7/6/2017 6:12 PM
374	Give priority to trains, bikes, and pedestrians, not cars.	7/6/2017 6:11 PM
375	Please	7/6/2017 6:10 PM
376	I dont ride the train. To expensive.	7/6/2017 6:09 PM
377	Would be great to run rail below grade and covered.	7/6/2017 6:09 PM
378	None	7/6/2017 6:09 PM
379	more access	7/6/2017 6:09 PM
380	The SF-SJ Metro Area is not going to become less populous in the near or longer term. It is imperative that well integrated transit options such as CalTrain be supported whenever possible. As we improve transit, safety should be improved by removing at-grade crossings.	7/6/2017 6:07 PM
381	It is imperative that Palo Alto and other Peninsula cities go the way of San Carols and separate the train tracks from pedestrians, bikes, and cars.	7/6/2017 6:06 PM
382	Please study Chicago and New York Suburban commuter rail models as they are similar and very effective.	7/6/2017 6:06 PM
383	traffic congestion with street closures for extended time is critical	7/6/2017 6:06 PM
384	Make it safe.	7/6/2017 6:05 PM
385	Strongly support grade separation at all crossings. Top priority is public safety and timely emergency vehicle east-west connectivity	7/6/2017 6:05 PM
386	Yes to hi-speed rail	7/6/2017 6:05 PM
387	I'm very concerned about the noise and congestion resulting from the high speed rail project.	7/6/2017 6:03 PM
388	Traffic in the Palo Alto area had become unbearable. I work in Palo Alto, but my location makes it impossible for me to use the train. However I drive a lot for work and the traffic at the crossings inhibits my ability to perform my job in a timely manner.	7/6/2017 6:02 PM
389	N/A	7/6/2017 6:01 PM
390	1) Grade separation 2) noise reduction by tunneling the train	7/6/2017 6:01 PM
391	Lets go over or under these crossings so we can have high speed rail without compromising human and care safety. And especially change the crossings where suicides have happened.	7/6/2017 5:46 PM

392	We need a better process for the community to be engaged in this process. How will this survey be used?	7/6/2017 5:44 PM
393	Will the tracks go underground at any time?	7/6/2017 5:24 PM
394	I occasionally take Caltrain from Palo Alto to SF; it's way more painful than it should be because the trains run too infrequently. We need a huge upgrade in Caltrain infrastructure to allow more people to ride. Our surrounding area has over-invested in car infrastructure and under-invested in transit infrastructure, and it's time to switch that around. The poor bike infrastructure around Caltrain (especially University Ave, but to a lesser extent Homer and California Ave) are a major issue. Cyclists should be able to ride continuously on safe streets/bike paths without getting off their bikes or going onto unsafe streets. Currently that's not possible on University Ave (cyclists must either dismount and act as pedestrians, or compete with cars) or California Ave (cyclists must act as pedestrians) -- a huge impediment to encouraging cycling. Improving those corridors should be a priority.	7/6/2017 4:59 PM
395	Need a plan to eliminate grade level crossings	7/6/2017 4:42 PM
396	The biggest problems today are the grade crossings and the traffic pattern on Embarcadero between the underpass and El Camino.	7/6/2017 4:41 PM
397	safety, underground tracks	7/6/2017 4 32 PM
398	In all your work, please keep increasing capacity in mind as much as possible.. Stanford is putting \$5B of construction on campus and the city of Palo Alto has already approved more construction than current people movement systems can take. These two things are going to add traffic of all forms to our already terribly congested roadways, freeways, bike lanes, train lines etc. we cannot change those decisions.. please invest in extensive grade separation throughout the city so we can have quiet, round the clock, frequent train service in and out of Palo Alto to remove non local traffic from our streets. Bonus points if you can negotiate much improved connectivity to the airports and San Francisco with Caltrain, so we can remove a chunk of non local traffic from our streets.	7/6/2017 4:30 PM
399	I personally think the aesthetics of sinking the tracks & creating road overpasses is far superior to raising the tracks as they do, e.g. in San Carlos. I am curious to know the incremental cost of that option.	7/6/2017 4:25 PM
400	N/A	7/6/2017 4:20 PM
401	Make the high-speed rail authority pay for this. I don't want my taxes raised. Jerry Brown has some scheme to fund this \$68 billion project, so he should figure out a way to pay for grade separations. When the work happens, I want a minimum of disruptions. If city council tries to foist any of the costs of grade separations on the community, I'll lead a RECALL campaign for those council members.	7/6/2017 4:19 PM
402	This is a ridiculous intrusion on all of these local communities which will be now CUT IN HALF. It is important to keep the feeling of east and west community. WHO LET THIS HAPPEN?!! Also, do not use further funding of this project.	7/6/2017 4:12 PM
403	Rail is important to the future of the bay area. Caltrain works but needs better integration with BART.	7/6/2017 4:06 PM
404	The Big Dig in Boston took forever but it was WORTH it! I would like to see grade separation done well in an aesthetically pleasing way-not so concerned with construction and costs.	7/6/2017 4:04 PM
405	If not obvious from my answers, I support new taxes and other funding sources for additional extensive infrastructure improvements and mass transit improvements on a very substantial scale.	7/6/2017 3:54 PM
406	Do not want high speed rail to separate Palo Alto into two parts	7/6/2017 3:40 PM
407	Do not do anything that will create a bigger barrier btw east and west Palo Alto.	7/6/2017 3:21 PM
408	I feel that clear signage and safety for all travelers (bike, pedestrian and auto) needs significant improvement.	7/6/2017 3:09 PM
409	Safety first	7/6/2017 2:46 PM
410	I am concerned about CONSTANT construction in Palo Alto, and how it really affects quality of life. To regrade the current grade level train crossings will add years of construction and will be yet another long-duration construction-traffic-noise annoyance.	7/6/2017 2:37 PM
411	No HSR! Focus on traffic movement at peak periods.	7/6/2017 2:19 PM
412	Objective should be to eliminate grade crossings as train traffic increases.	7/6/2017 2:10 PM

413	The rail corridor should not replace houses. Bike lanes and pedestrian crossing - safety above all.	7/6/2017 1:57 PM
414	More shuttle service from more parts of the city.	7/6/2017 1:54 PM
415	Needs improvement	7/6/2017 1:52 PM
416	Do it right because the consequences of a bad job will affect us all for generations. (i.e. Bad job is tracks at ground level or above grade)	7/6/2017 1:44 PM
417	All grade separations	7/6/2017 1:34 PM
418	Make any fixes for safety and traffic flow. The people who suddenly discovered they don't like trains can move - the trains were there first.	7/6/2017 1:29 PM
419	Do not allow to to split our city in two.	7/6/2017 1:26 PM
420	Improve non-auto transit - train, bike, pedestrian - first.	7/6/2017 1:25 PM
421	Thx!	7/6/2017 1:24 PM
422	Rail underground for all of peninsula and coordination with other public transit services	7/6/2017 1:24 PM
423	I'm frequent commuter on Caltrain. It provides a vital service that should be enhanced while ensuring safety and good street traffic flow. Grade separation is an excellent way to address this..	7/6/2017 1:13 PM
424	Do everything possible to increase rail passenger use	7/6/2017 1:04 PM
425	it will all take too long to do anything.	7/6/2017 1:04 PM
426	What about the impact of high speed rail	7/6/2017 1:02 PM
427	These goals need to be accomplished in a cost effective manner with as little expense given to achieving aesthetic desires as possible	7/6/2017 1:00 PM
428	1. The focus should be on improving the safety and speed of track crossing above all else. 2. People living near the tracks have gotten a discount on their houses and should not now receive a public subsidy to increase their house values.	7/6/2017 12:58 PM
429	Grade separation investment is overdue.	7/6/2017 12:46 PM
430	At grade crossings are unsafe. Proven track record of accidents and suicides	7/6/2017 12:41 PM
431	.	7/6/2017 12:37 PM
432	For such a dense and rich area, it is time to rebuild the at grade crossings to improve safety and traffic flow. Whether by bridge or tunnel for the roads or elevating the tracks or even, if you have enough money, by a train tunnel, just get it done. Having better train service is very important to this area. Every new high density housing project approved by the city council is supposed to rely on public transportation. Yet at the same time the city is throwing up multiple roadblocks to Caltrain, which is probably the most important mode of public transportation now and in the future.	7/6/2017 12:33 PM
433	None	7/6/2017 12:31 PM
434	Trench the train tracks	7/6/2017 12:26 PM
435	tracks should be sunk below grade	7/6/2017 12:26 PM
436	We are no longer a small town but a high traffic area. It is shameful that we have not applied some of our wealth to provide grade separation and stop endangering citizens.	7/6/2017 12:16 PM
437	Currently San Antonio and Alma are overloaded due to the exclusion of commercial traffic from central and northern Palo Alto. Neighborhood residents along San Antonio and Alma/Park corridor already deal with exceptionally high levels of noise and traffic. The rail corridor plans should include an approach that positively improves these areas. Current noise measurements, including during early morning hours, should be taken across the residential areas along these roads.	7/6/2017 12:13 PM
438	My answers are from a car's perspective. I do not bicycle or walk in these areas.	7/6/2017 11:54 AM
439	As train traffic increases, grade crossings must go.	7/6/2017 11:54 AM
440	do not take homes by eminent domain nor invade neighborhoods	7/6/2017 11:49 AM

441	Use electrified high-short-term-horsepower locomotives to speed up trains between stops. Most commutes average far below 60mph including stops. Getting up to 79mph faster, and using regenerative braking to pump the energy back into the grid when slowing down for a stop, will help accomplish this. German stopping trains average much faster average speeds including stops.	7/6/2017 11:42 AM
442	I think undergrounding the rail is worth the investment of time and money to get done.	7/6/2017 11:23 AM
443	Bury the corridor!--that will solve many problems--east west, noise, traffic congestion, more crossings at surface grade possible, walking park	7/6/2017 11:22 AM
444	We should be spending our time and effort to create below grade crossings in prep for HSR. We do not want HRS on a viaduct!!! Bury the train!!!	7/6/2017 11:15 AM
445	In order I favor trains underground, elevated, at grade with road tunnels. If at grade I would favor complete traffic system reorganization with right turn only and/or one way streets. Eg Meadow east west only and Charlston West east only or vice versa.	7/6/2017 11:13 AM
446	Observant Jews don't ride automobiles or bicycles on the Sabbath. Previous construction closures of the Meadow crossing forced us to walk a mile out of our way to get to synagogue, when a path could have easily been made around the construction.	7/6/2017 11:10 AM
447	Churchill is the most critical because of the number of high school students on bikes. Also the configuration for cars heading east on Chirchill, there is room for one car to get past the gate and wait at the red light. It would be better if no car could do that, as a second car caught behind tht acar could be stuck on the tracks.	7/6/2017 10:51 AM
448	From my point of view, conversion of at-grade crossings to grade-separated crossings ought to be the highest priority.	7/6/2017 10:49 AM
449	I strongly support Caltrain improvements, have little sympathy for nearby property owners who want to reduce noise. They know what they are buying, and they get a discount for the train side effects.	7/6/2017 10:44 AM
450	None	7/6/2017 9:59 AM
451	I suggest free parking in Caltrain lots if users can put a proof of train ticket purchase on their car dashboards.	7/6/2017 9:45 AM
452	Elevate or put the tracks underground!	7/6/2017 9:34 AM
453	Need to move forward with grade separations despite political opposition	7/6/2017 9:33 AM
454	I think the current at grade-crossings are fine as is and I am not enthusiastic about Palo Alto spending a ton of money (from new or existing sources) to create ugly overpasses or underpasses likes the ones at San Antonio Road, Oregon Expressway, or Embarcadero Road. I would, however, support spending even more money to move Caltrain below ground. That would solve a whole lot of problems (noise, etc.) and address the east-west barrier issue.	7/6/2017 9:32 AM
455	think about opening the rail from fremont to palo alto should be a priority.	7/6/2017 9:24 AM
456	Every non-US city I travel to has good electric trains. I remain sad that we spew diesel exhaust on our schools. As I have been hearing about electrification for 20+ years it seems clear that elected officials do not care about electric rail service.	7/6/2017 9:20 AM
457	Shuttle service 7 days a week throughput Palo Alto so we can more easily get to the train	7/6/2017 9:13 AM
458	Support trenching; reduce taking of homes	7/6/2017 9:12 AM
459	The traffic congestion at these locations has become unsustainable and the safety of kids on bikes going to/from Gunn and Paly must be addressed. Anything that would also decrease the likelihood that the tracks can be used to end one's life would be great as well.	7/6/2017 8:46 AM
460	sdaf	7/6/2017 8:33 AM
461	Anything that can 1) increase the safety of crossing 2) facilitate the fluidity of traffic - cars, bicycles and pedestrians 3) bring this railways system to the 21st century , will be welcome.	7/6/2017 8:17 AM
462	I use the train every day when I go to work, and I am looking forward to the future when the system is electrified and connected to the east bay.	7/6/2017 8:10 AM
463	I strongly support investing in Caltrain modernization. I use it Caltrain every day, and live two blocks from the tracks.	7/6/2017 7:57 AM
464	Na	7/6/2017 7:55 AM

465	More frequent trains with more seating, ease of accessibility for disabled and those lugging up bikes is a must. More and more people are cycling and there must be separate and safe crossings for cyclists. Traffic congestion, related pollution (air and noise) and safety concerns demand grade separations, particularly in Palo Alto.	7/6/2017 7:52 AM
466	#6 is almost impossible to answer as all the listed choices are important. Frankly, I think the entire survey easily leads to skewed conclusion.	7/6/2017 7:42 AM
467	No additional Comments	7/6/2017 7:28 AM
468	traffic on Arastradero and Charleston need to have less traffic and large trucks especially at the west end of Arastradero where there are many schools and another being built.	7/6/2017 6:43 AM
469	Glad to hear that electrification process is underway!	7/6/2017 5:18 AM
470	grade separated crossing is needed at least in one of meadow drive and Charleston road.	7/6/2017 12:45 AM
471	Existing crossing should be made as safe as possible. Police need to enforce traffic laws at crossings, for vehicles, bikes, and pedestrians. Police enforcement should be stepped up at California Ave. underpass to discourage bicyclists from riding. Signs clearly state bikes are to be walked, citations need to be issued to violators. Parents and school administrators need to take responsibility for the safety of our children. The fact that the city pays over \$1 million a year on track guards to keep our kids from jumping in front of trains is a disgraceful commentary on this community.	7/5/2017 11:22 PM
472	The best solution may be a 4 track double deck system, each deck 2 tracks wide with the lower pair elevated quite high. This would enable full grade separation for any number of crossings. It would eliminate the division caused by the Caltrain corridor. It would avoid any need for land purchase or eminent domain.	7/5/2017 11 22 PM
473	I would like CalTrain put underground since that seems to be the best long-term solution to safety and traffic concerns, plus it would reconnect the city across the tracks. Although it is a major infrastructure cost, it would be a tremendous enhancement to an important area resource.	7/5/2017 11:17 PM
474	spend the money now to put the tracks underground	7/5/2017 11:05 PM
475	Do not make it impossible for people to cross East Meadow on foot or bike during improvements period.	7/5/2017 11:03 PM
476	I think improved public transit via CalTrain is a must, but I also prioritize student/pedestrian/bicycle safety.	7/5/2017 10:42 PM
477	Prefer grade separation as solution. With one lanes in certain places on Meadow and Charleston... congestion while waiting at light is longer and longer. Also consider adjusting traffic lights that will monitor for trains and adjust for flow of traffic (i.e. Allowing those waiting longest bc of train to go next)	7/5/2017 10:42 PM
478	We need to support CalTrain improvements and make way for High Speed Rail in order to curb/reduce car traffic. We also must do this in a way that is safe for cars, bicycles, and pedestrians.	7/5/2017 10:40 PM
479	Separate bike paths from pedestrian so bikes can pass without getting off bikes	7/5/2017 10:40 PM
480	On Churchill close to el Camino, take some land so that a right turn lane can be put in. That can relieve backups. Also build an exit out of 25 Churchill onto el Camino.	7/5/2017 10:39 PM
481	Thanks for asking for input. These are difficult decisions and I appreciate the thoughtfulness of the process.	7/5/2017 10:35 PM
482	None	7/5/2017 10:15 PM
483	N/A	7/5/2017 10:15 PM
484	Please build tunnels and send Caltrain underground. Turn the land above into a greenbelt for the city.	7/5/2017 10:13 PM
485	There are currently insufficient east-west connections across the tracks for pedestrians. Some of us walk to places that are across the tracks. Please do not make our path longer by closing existing crossings.	7/5/2017 10:13 PM
486	Please please implement grade separation at all crossings!! By far the best separation I see is Oregon, where bikes/pedestrians have their own way through. Ideally underground with electrification to solve noise, pollution, aesthetic, and safety issues!!!!	7/5/2017 10:02 PM
487	X	7/5/2017 9:55 PM

488	I am concerned that this new initiative of the rail corridor ignores the 10 years of work already considered by this community and insteads starts everything over again. This survey seems spiked, as of course everyone will want to have safety and congestion reduction first, but I hope this does not mean that it would be at the cost of visual impairments. The Comp Plan corridor study has already done much of this work, and it should be a launch to continue the initiative to trench the train. Funds should come from three equal parts, a tax initiative by Palo Alto, Stanford U, and Measure B funds. So, let's do it right and keep those that live along the track not worried or concerned they may loose their house for an above grade rail design.	7/5/2017 9:48 PM
489	Main concern is traffic and driver, pedestrian, and bike safety.	7/5/2017 9:47 PM
490	Doh!	7/5/2017 9:46 PM
491	The city should never have closed California ave crossing - if possible it should be reopened. Safety needs to be top priority, esp. where there are a lot of pedetrrians/bicyclists and students.	7/5/2017 9:46 PM
492	concerns about stations. There is NO station planned between San Jose and Millbrae. Without this, fewer people will take the train to anyplace in between. Also, is this a duplication of BART in most of the northern route areas?	7/5/2017 9:40 PM
493	Please consider noise, especially near Palo Alto High School	7/5/2017 9:38 PM
494	Traffic is awful - please fix it. Current pedestrian/bike safety at Meadow and Charleston is fine. Don't try to fix it at the expense of auto traffic	7/5/2017 9:35 PM
495	Stop drivers from laying on horn soooooo long at night wakes the baby	7/5/2017 9 26 PM
496	as long as its better for the environment and safe for us all im good	7/5/2017 9:22 PM
497	none	7/5/2017 9:22 PM
498	Upgrade trains, lower cost	7/5/2017 9:21 PM
499	Safety issues should be most concern. Need grade separations before anything.	7/5/2017 9:09 PM
500	Safety for children, cyclists is a top priority	7/5/2017 8:58 PM
501	Look at success stories in other cities both in the USA and Europe for ideas. Then let's do this asap! Thanks.	7/5/2017 8:54 PM
502	I very much support continued improvements of the CalTrain, which is an asset to our neighborhood. I like the sounds and sights of trains and value good public transportation. I do also support efforts to reduce car traffic (which expansion and modernization of CalTrain would help with) and improved protection for bikers.	7/5/2017 8:54 PM
503	none	7/5/2017 8:48 PM
504	very much needed. any plans to take train east	7/5/2017 8:41 PM
505	can't wait to see some interesting and innovative solutions at the community meetings!	7/5/2017 8:38 PM
506	The current at-grade crossings do not function and will not function for the current city residents nor for future generations. Something must be done, and the sooner the better. This impacts my family's life on a daily basis and since we purchased our home in July of 2012 we have been hearing about changing the at-grade crossings. Unfortunately, 5 years later we are still at the same situation, sitting through miserable traffic constantly.	7/5/2017 8:37 PM
507	More train frequency please.	7/5/2017 8:35 PM
508	No changes should be made until at-grade crossings are eliminated.	7/5/2017 8:17 PM
509	HSR should be strongly avoided, it is not what the voters bought, it will not be environmentally sound, it will not be cheaper than flying, it will always operate under a structural deficit. Bad idea.	7/5/2017 8:15 PM
510	As in Boston it would be wonderful to have a below ground system that would have green space biking walking trails parks on top. Given the wealth in this area maybe large businesses could help fund in part.	7/5/2017 8:15 PM
511	I'd encourage you to think big - futuristic - something that will last for 100 years. It's going to be expensive, take too long, be painful - be sure the end result is truly amazing.	7/5/2017 8:09 PM
512	You need to make it so safe that kids can't jump in front of the trains to commit suicide. Either bury it or put it up high. I really don't like this train.	7/5/2017 8:07 PM
513	More frequent trains will create possibility of more car/train collisions which seem to happen fairly regularly now.	7/5/2017 8:07 PM

514	I strongly recommend that the city consider closing the Caltrain station at California Ave.	7/5/2017 8:06 PM
515	Increasing rail traffic will decrease auto traffic, which is better for our streets and environment!	7/5/2017 8:03 PM
516	Bike and pedestrian safety is my priority. I am hoping the grade separation project can be done with as little noise and disruption to the neighborhood. A phased approach seems to make sense. Thank you!	7/5/2017 7:59 PM
517	None.	7/5/2017 7:57 PM
518	I have no additional comments..	7/5/2017 7:57 PM
519	crossing at Alma is unique and needs special attention to the creek, El Palo Alto and agreement with Menlo Park	7/5/2017 7:51 PM
520	For safety, remove all grade crossings. Reduced vibration from trains would be great.	7/5/2017 7:47 PM
521	I am concerned about the congestion at the Charleston crossing.	7/5/2017 7:45 PM
522	none	7/5/2017 7:40 PM
523	The highways are really clogged -- we need more effective and efficient rail service to manage the problem.	7/5/2017 7:39 PM
524	Let's start by making PA a horn free corridor, no need for extra noise when we already have bells, lights, barriers and special security guys.	7/5/2017 7:35 PM
525	i support underground train tracks	7/5/2017 7:28 PM
526	Make sure never to close East Meadow crossing. Numerous members of Jewish synagogue Emek Beracha on El Camino need to use the East Meadow crossing on foot on the Saturday Sabbath, as they cannot drive and it is a great hardship to detour pedestrian foot traffic to Charleston.	7/5/2017 7:21 PM
527	Improving Caltrain service and undergrounding bike/pedestrian access are two best things we can do for next 75 years.	7/5/2017 7:14 PM
528	Na	7/5/2017 7:11 PM
529	Non level crossings is absolutely essential for safe railways. I couldn't when I moved here to see level crossings, something that removed from busy urban areas in my country in the 1920s.	7/5/2017 7:01 PM
530	Continue to allow turns between Alma and streets grade separated from tracks.	7/5/2017 7:00 PM
531	Ideally it would be underground.	7/5/2017 6:59 PM
532	//	7/5/2017 6:56 PM
533	Electrification using the power polls is a step backward in aesthetics and safety(wires subject to vandalism and worse)	7/5/2017 6:54 PM
534	If possible, move any implementation of high speed rail to the 101 highway corridor.	7/5/2017 6:50 PM
535	Put tracks underground with tunnel or well below grade.	7/5/2017 6:48 PM
536	I am totally opposed to elevated tracks. Talk about community separation. This would be disastrous.	7/5/2017 6:48 PM
537	High speed rail has no place within city limits above ground. Either it must travel underground or it must go through NON RESIDENTIAL areas.	7/5/2017 6:47 PM
538	Please remove the grade crossings! We've lost too many kids due to train suicides, and it will only get worse as we increase the number and the speed of trains.	7/5/2017 6:40 PM
539	Would prefer to eliminate all at grade crossings.	7/5/2017 6:35 PM
540	no additional concerns	7/5/2017 6:35 PM
541	N/A	7/5/2017 6:34 PM

542	Repeat: I support a partially covered trench, paid for by selling air rights above the covered sections. But it has very little chance unless PA works with Mountain View, Menlo Park Atherton and Redwood City at a minimum to make this happen. It is worth giving up El Palo Alto (the tree) which will not survive construction around the University Ave. Station. Above and below grade crossings would be very disruptive, and very expensive. The cost of constructing such crossings, esp. connecting Alma to such crossing would not only be very costly in \$, but also in significantly reducing the housing stock due to the amount of land that would be required. There will be many lawsuits to determine the FMV as most will require acquisition by eminent domain. It will be very divisive to the community in PA. The alternative, double quad gates etc, will reduce the number of cars that can cross. The circulation will also be affected by the increase in the number of trains blocking traffic circulation for longer periods of time, due to increasing length of the trains.	7/5/2017 6:30 PM
543	No comment.	7/5/2017 6:28 PM
544	It is insane that a high speed train will be passing through Palo Alto, given the disruption to the area and the known risk of child suicides	7/5/2017 6:27 PM
545	Electrify the lines.	7/5/2017 6:25 PM
546	-	7/5/2017 6:12 PM
547	Would prefer grade separation for all railroad crossings, either above or below ground level.	7/5/2017 6:11 PM
548	Please educate the public so that they can answer these questions responsibly, which I cant right now.	7/5/2017 6:11 PM
549	no comment	7/5/2017 6:10 PM
550	I am concerned that houses will be moved to make way for whatever happens. I am against that.	7/5/2017 6:06 PM
551	Clearly the at-grade crossings invite safety issues (primarily the continuing high number of suicides). A below grade crossing at Charleston Rd and at East Meadow would greatly lower that risk.	7/5/2017 6:04 PM
552	I strongly favor trenching the tracks where possible, especially at Churchill. Although that doesn't solve the pedestrian/bike safety issue at that intersection (which I worry about, as a parent of a child that has to cross there to get to Hayes from Southgate). Crossing guards (people) there during school commute times would be beneficial.	7/5/2017 6:04 PM
553	We need to develop a solution that improves service for all 3 modes: bike/ped, train riders, and autos	7/5/2017 6:03 PM
554	Please prioritize transit, cycling and walking. Cars are terrible.	7/5/2017 6:03 PM
555	I think that changing the default settings for signals after trains would help now. For instance, the lights should change depending on traffic flow and long lines.	7/5/2017 6:02 PM
556	We should encourage high-speed rail.	7/5/2017 6:01 PM
557	Let's make it happen!	7/5/2017 6:01 PM
558	put the train underground. make pleasant well lit stations with good elevators and bike ramps.	7/5/2017 6:00 PM
559	Mass transit requires a mass of transit. We need electric buses (see the Marguerite) running to/from Caltrain. Frequent small e-buses would be great.	7/5/2017 5:59 PM
560	none	7/5/2017 5:59 PM
561	Y	7/5/2017 5:58 PM
562	Please put the train in a tunnel	7/5/2017 5:55 PM
563	None	7/5/2017 5:54 PM
564	Also limit the use of eminent domain and destruction of housing stock.	7/5/2017 5:53 PM
565	If it requires raising our taxes to underground the trains, we will gladly vote for a temporary tax to do so. Your question in #6 is badly worded: "Fund the program with available funding sources" is unclear, let's add the phrase, and create more funding sources if need be.	7/5/2017 5:53 PM
566	electrify Caltrain asap and transform it from a morning/evening commuter train to all day transport	7/5/2017 5:50 PM
567	There is too much concern for bikes. Traffic on Palo Alto streets is really messed up as a result (cf. California Ave from Jordan Middle School to Cowper). Priority should be on traffic and pedestrian safety. Bikes should take a back seat to those.	7/5/2017 5:49 PM

568	none	7/5/2017 5:49 PM
569	Please be mindful of *strong* vibration in the ground in adjacent neighborhoods caused by speeding trains. Buildings and the ground actually vibrate! A monorail could an awesome visual symbol of Palo Alto and Silicon Valley in the 21st Century -- much like cable cars have become in San Francisco.	7/5/2017 5:47 PM
570	Raise tracks and have underpass for cars. See San Carlos.	7/5/2017 5:45 PM
571	Safety, safety, safety. Safety should be the #1 concern.	7/5/2017 5:42 PM
572	High speed transit is a value between metro areas however, not within such areas. 100mph trains on the peninsula are a waste of taxes and injurious to preserving communities.	7/5/2017 5:42 PM
573	Since the entire Bay Area would benefit from BART around the Bay and high speed rail, it does not make sense that PA should bear the entire cost of grade separation. This should be a regional project.	7/5/2017 5:41 PM
574	The amount of time spent waiting at peak times to get across a grade-crossing (and not get caught mid-way through the intersection by a train) is ridiculous. To read that the City will start ticketing idling cars is preposterous, given the City's role in creating at-grade crossings and "traffic calming" impediments to auto traffic. Connect Alma with Sand Hill Road, and make Stanford widen Foothill "Expressway" through Dish/golf area.	7/5/2017 5:38 PM
575	Planning for infra-transit connections and high-density housing around transportation hubs seems the most beneficial from a people, systems, and environmental perspective	7/5/2017 5:35 PM
576	Please put the Caltrain tracks underground/below grade at East Meadow and Charleston Ave. In these locations an above grade track is a huge barrier, will add more noise and be aesthetically repulsive. This is a once in a lifetime choice that should be made with the goal to give our city a seamless appearance and to promote (rather than divide) the community. It is worth waiting for and fighting for a long term solution.	7/5/2017 5:33 PM
577	As stated above, underground train tunnels will be safer, quieter and considering cost of 24/7 guards. We've had cars hit, children hit, pedestrians hit and suicides on these tracks. Picture parks, dog parks, tennis courts, possibly single room only housing where train tracks are now. There could even be room to widen Alma if needed.	7/5/2017 5:33 PM
578	No high speed rail.	7/5/2017 5:32 PM
579	None	7/5/2017 5:32 PM
580	Trenching is probably the best option. Would fuel cell engines provide the same benefit as catenary electrification?	7/5/2017 5:32 PM
581	Suicide prevention must also be considered. Even after grade separation, I fear this will still be a problem.	7/5/2017 5:30 PM
582	Streamline the trains and require a moratorium on new office creation because our roads and trains can't sustain this idiotic and costly growth.	7/5/2017 5:28 PM
583	I would like to see fast and efficient train service along the peninsula. However there are many people, especially who live on the rail corridor, who are going to obstruct the process for years (I live 3 blocks from the train tracks on Waverley so am not as impacted as they are). Wouldn't it make sense to have HSR go from San Jose to Oakland instead of San Francisco - it would avoid all the costly negotiations with peninsula communities and also makes more sense as it would then meet up with Amtrak and trains going to other parts of the country.	7/5/2017 5:27 PM
584	Please provide wide, level crossings for pedestrians and bicyclists. Narrow paths with crash bars (like the existing California Ave tunnel) are inconvenient for everyone, but especially parents pulling bicycle child trailers and wheelchair users. If the train tracks are elevated, please provide more bicycle/pedestrian crossings than currently exist. We would really like to have a bicycle/pedestrian bridge or tunnel from Midtown to the California Ave business district without having to cross the Oregon Speedway.	7/5/2017 5:27 PM
585	None	7/5/2017 5:25 PM
586	Let's do grade separations now!	7/5/2017 5:25 PM
587	NA	7/5/2017 5:24 PM
588	You've neglected the visual impact - I live three blocks west of the corridor and am already concerned about the impact of electrification. Grade separation concerns me even more.	7/5/2017 5:24 PM

589	Be great to have a ped/bike crossing between California Ave and Meadow Dr. The Clinic underpass was a waste of money. Need a bike path from Park Charleston to San Antonio CalTrain Station	7/5/2017 5:23 PM
590	Aesthetics and connectivity	7/5/2017 5:22 PM
591	Too much traffic of all kinds trying to cross at same time....	7/5/2017 5:21 PM
592	We need grade separations. They should be below ground. Let's make this happen soon, or the bond money will be gone to projects in other cities.	7/5/2017 5:21 PM
593	Many are deeply affected by the loss of teenagers to suicide. Please include sound walls along the lines that can not only reduce noise level of the train but also prevent suicide.	7/5/2017 5:21 PM
594	No further comments at this time.	7/5/2017 5:21 PM
595	I think Palo Alto people need to think of the bigger picture and curb the "good idea but not in my backyard" mentality.	7/5/2017 5:17 PM
596	It will be costly, but a worthwhile long term investment in safety	7/5/2017 5:16 PM
597	none	7/5/2017 5:15 PM
598	I want grade separation, electrification and high-speed rail to happen.	7/5/2017 5:14 PM
599	The tickets are quite expensive. Could costs be kept low and not be raised to pay for improvements?	7/5/2017 5:14 PM
600	Most countries seem to have figured out how to route transit through developed areas without this level of disruption.	7/5/2017 5:13 PM
601	Do not take away from the flow of autos on Alma.	7/5/2017 5:13 PM
602	Either trains go below the grade or roads go above.	7/5/2017 5:13 PM
603	No funding from Palo Alto! Taxes are high enough.	7/5/2017 5:11 PM
604	Please put the train tracks underground	7/5/2017 5:10 PM
605	#1 priority should be safety. #2 reliability.	7/5/2017 5:10 PM
606	The most important things are to keep CalTrain up to speed with improvements and more trains, and to insure pedestrian and bicyclist safety.	7/5/2017 5:09 PM
607	none	7/5/2017 5:09 PM
608	It is essential that we find ways to improve safety and efficiency of the rail corridor while supporting growth in public transportation.	7/5/2017 5:09 PM
609	-	7/5/2017 5:08 PM
610	Make caltrain better	7/5/2017 5:06 PM
611	Public transit, especially buses, should not be impacted by any construction related to CalTrain and HSR.	7/5/2017 5:05 PM
612	I think for the long term Palo Alto should invest in reducing the grade for the track. This is proven safer and train traffic should only become an increased factor over time. The trains are provably dangerous to students and cars are struck in Palo Alto several times a year. We should be making a greater investment in public transit in the bay area.	7/5/2017 5:05 PM
613	Please make the right decisions without any political agendas	7/5/2017 5:00 PM
614	Reduce traffic flow, bike and pedestran safety, increase city budget	7/5/2017 5:00 PM
615	?	7/5/2017 4:53 PM
616	Cheer for its electrification	7/5/2017 4:11 PM
617	Reduce train noise and pollution	7/5/2017 4:10 PM
618	LA<->SF go!	7/5/2017 3:57 PM
619	the sooner the better	7/5/2017 3:57 PM
620	Improving auto level of service will result in more auto traffic. Please look at this opportunity to increase safety and therefore number if cyclists and pedestrians.	7/5/2017 3:49 PM
621	none	7/5/2017 3:06 PM

622	Homer bike/ped undercrossing and bike/pedestrian path parallel to Alma are fantastic. Great way to access Town & Country and Cal Ave. shopping district. Wish it could be implemented throughout the rail corridor along the Peninsula.	7/5/2017 2:53 PM
623	South Palo Alto desperately needs a ped/bike crossing that is separated from the tracks.	7/5/2017 2:41 PM
624	Concerned about the impact to access to houses to Charleston near the track tracks in the event of grade separation	7/5/2017 2:08 PM
625	I would like grade separation with as little traffic disruption as possible.	7/5/2017 1:57 PM
626	Educate the train drivers that holding down the horn for way more time then is mandated - late at night negatively impacts families. Wakes up children. Have some consideration.	7/5/2017 1:55 PM
627	N/A	7/5/2017 1:49 PM
628	Insist that the railroad tracks go below grade at Charleston, Meadow and California Ave. crossing.	7/5/2017 1:47 PM
629	Please push this newsletter out as hard as you can. I personally would not worry if there was bias in distribution. At this stage get as many people thinking about these parameters as possible. In later stages you can conduct surveys designed for proper sampling.	7/5/2017 1:47 PM
630	Drivers constantly texting make it unbelievably dangerous for our kids. Add the train intersections and it's scary.	7/5/2017 1:42 PM
631	No more comments to add.	7/5/2017 1:40 PM
632	The rail line cuts the eastern side of Palo Alto off from the rest of the city. Delays and congestion have gotten much worse in the last 5 years.	7/5/2017 1:38 PM
633	kjh	7/5/2017 1:38 PM
634	Electrification for Caltrain should be our highest priority - it will make the trains cleaner, safer and increase ridership. Removing at grade crossings should accompany this for maximum safety.	7/5/2017 1:30 PM
635	None	7/5/2017 1:05 PM
636	Not listed above is impact on adjacent uses, e.g., will existing homes have to be demolished?	7/5/2017 12:48 PM
637	Keep people safe, keep the noise impact down as much as possible. Keep the traffic flowing, get cars off the road.	7/5/2017 12:42 PM
638	Thanks for asking! Safety is my main concern.	7/5/2017 12:24 PM
639	Tunnels are obviously the 50-100 year plan. Don't miss the opportunity to tunnel below Sunnyvale and mt view and pa and Menlo and Atherton.	7/5/2017 12:05 PM
640	The following question, I don't think you can put a number on most of these questions. They are all very important and will impact my life.	7/5/2017 12:05 PM
641	The problem of auto circulation is bad currently, but the biggest problem is to contend with future further degradation of traffic due to more trains and more cars. Also, noise and aesthetic issues are framed as whether it's a priority to reduce them from present levels. Future levels are a more important issue.	7/5/2017 12:05 PM
642	Please prioritize the students using the tracks... now that the bus service seems to be diminishing, more students are likely to be biking.	7/5/2017 11:51 AM
643	Keep it safe. Prevent suicidal hot spot.	7/5/2017 11:48 AM
644	- Safety First! for bicycles (is represented here) but for autos too (not really mentioned here) - While I thinks it's great to use funds that are available, we are rich enough that funding should not be an obstacle. - to me this is a "must do" project.	7/5/2017 11:44 AM
645	Grade separations will be the best alternative for Palo Alto in the long term.	7/5/2017 11:39 AM
646	The impact to traffic on Alma will be significant during construction and underestimated. New, elevated grade separations are not acceptable.	7/5/2017 11:34 AM
647	reduce noise and traffic. bicycle safety at the crossings does not appear to be a problem currently.	7/5/2017 11:25 AM
648	I look forward to the reduced noise and vibration due to grade separation (fewer horns) and electrification (eliminates heavy, noisy locomotives.) If all crossings are to be considered, the proposed bike/ped crossing of Alma/CalTrain near Loma Verde should be on the list, too.	7/5/2017 11:24 AM

649	none	7/5/2017 11:23 AM
650	All improvements are welcomed especially those that encourage safer walking and biking for students.	7/5/2017 10:53 AM

Attachment D

Connecting Palo Alto: Problem Statement, Objectives, and Evaluation Criteria August 2017 Draft for Discussion Purposes

Connecting Palo Alto: Suggested Problem Statement

“The Caltrain corridor creates a physical and visual barrier to east/west connectivity within the City of Palo Alto, and is also the source of safety concerns for pedestrians, bicyclists and motorists, especially at existing at-grade crossings. ~~These rail corridor challenges~~ also creates issues in surrounding neighborhoods such as noise, vibration, traffic and visual impacts. While the City of Palo Alto benefits from Caltrain service and supports Caltrain modernization (including electrification), some of the issues experienced along the rail corridor ~~These~~ will continue to get worse in the future with increases in Caltrain service traffic due to Caltrain modernization (including electrification) and the possible addition of high speed rail.”

[Tracked changes show modifications to the draft problem statement included in the July 2017 citizen questionnaire and are based on responses to that questionnaire.]

Connecting Palo Alto: Suggested Objectives*

- To improve safety along the rail corridor
- To reduce the traffic congestion that occurs at existing at-grade crossings every time a train passes by
- To improve circulation and access across the rail corridor for all modes of transportation, separating bicyclists and pedestrians from automobile traffic
- To deliver grade separations and circulation improvements in a timely manner
- To reduce train noise and vibrations and minimize visual changes along the rail corridor
- To support Caltrain service enhancements
- To minimize right-of-way acquisitions and local road closures
- To ensure fairness in terms of the investments and improvements in north and south Palo Alto
- To minimize potential impacts and disruption during construction while enabling continued train service at all times
- To maximize Palo Alto’s fair share of available funding sources

*Suggested objectives are loosely based on July 2017 questionnaire responses and prior studies. These are suggestions only, and are subject to change.

Attachment D

Connecting Palo Alto: Problem Statement, Objectives, and Evaluation Criteria August 2017 Draft for Discussion Purposes

Connecting Palo Alto: Suggested Evaluation Criteria

The following evaluation criteria are suggested as a starting place to support the development and evaluation of alternatives. These can be modified or supplemented with performance measures or metrics based on community input and technical analyses.

Tier 1 Criteria: Most Important

- East-West connectivity: facilitate movement across the corridor for all modes of transportation
- Traffic congestion: reduce delay and congestion for automobile traffic at rail crossings
- Ped/Bike circulation: provide clear and safe routes for pedestrians and bicyclists seeking to cross the rail corridor, separate from automobile traffic
- Rail operations: support continued rail operations and Caltrain service improvements

Tier 2 Criteria: Also Important

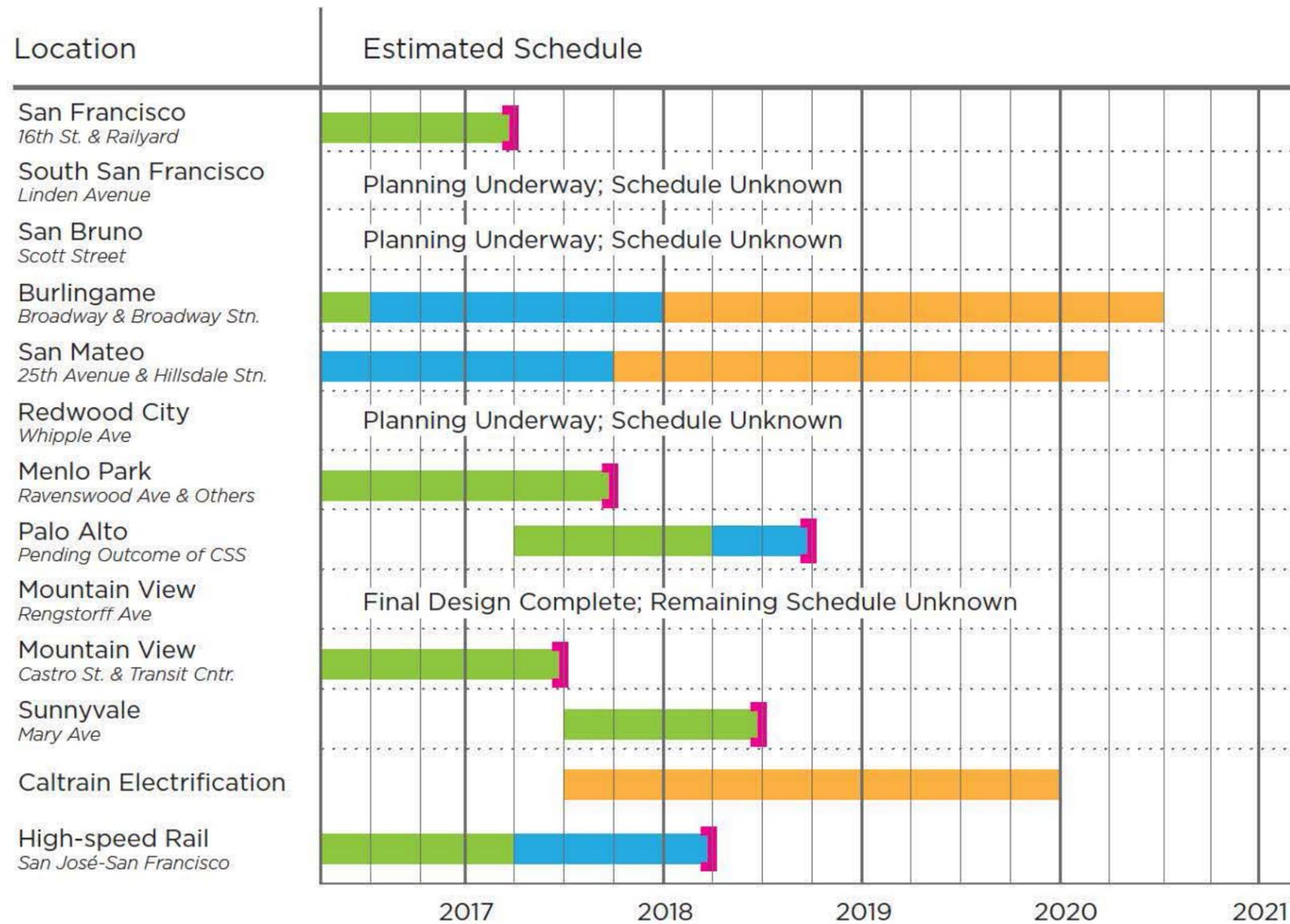
- Environmental impacts: reduce rail noise and vibration along the corridor
- Environmental impacts: minimize visual changes along the rail corridor
- Local access: maintain or improve access to neighborhoods, parks, schools and other destinations along the corridor while reducing regional traffic on neighborhood streets

Tier 3 Criteria: Somewhat Important

- Construction: minimize disruption and the duration of construction activities at any single location
- Cost: minimize right-of-way acquisition & finance with available funding sources

Caltrain Corridor Grade Separation Schedule, Estimates, & Alignment

Connecting Palo Alto: Rail Program



Cost Estimate	Vertical Alignment of Railroad
Unknown	Below Grade At Grade
Unknown	Under Consideration
Unknown	Under Consideration
\$250M	Hybrid ✓
\$180M	Hybrid ✓
	Under Consideration
\$160-200M \$310-390M	At Grade: 1 xing Hybrid: 3 xings
	Under Consideration
\$120M	At Grade ✓
\$45M	At Grade ✓
Unknown	Under Consideration
N/A	N/A

LEGEND

- Planning
- Construction
- Environmental/Design
- Schedule Unknown Beyond Milestone
- ✓ Vertical Alignment Alternative Selected by City Council