

# Expanded Community Advisory Panel (XCAP) Meeting #3 Summary

<p><b>Meeting name</b> XCAP Meeting #3 (#2 was cancelled)</p> <p><b>Subject</b> Connecting Palo Alto Palo Alto Grade Separation Study</p> <p><b>Meeting date and time</b> August 21, 2019 4:00pm-6:00pm</p> <p><b>Location</b> Palo Alto City Hall Community Room 250 Hamilton Ave, Palo Alto</p> <p><b>Prepared by</b> Eileen Goodwin, Apex Strategies</p>	<p><b>Speaker Attendees</b> Ed Shikada, City Manager (PA) Chantal Gaines (PA) Etty Mercurio, Project Manager (AECOM) Millette Litzinger, Deputy Project Manager (AECOM) Peter DeStefano, Engineer (AECOM) Gary Black (Hexgon) Eileen Goodwin (Apex Strategies)</p> <p><b>Project Team in Attendance</b> Meghan Horrigan-Taylor (PA) Phillp Kamhi (PA)</p>	<p><b>CAP Member Attendees</b> Barbara Best Gregory Brail Phil Burton Tony Carrasco Inyoung Cho Megan Kanne Larry Klein Judy Kleinberg Pat Lau Adina Levin Nadia Naik William (Billy) Riggs David Shen</p> <p><b>Not Able to Attend</b> Keith Regsdahl</p>
---	---	--

Ref	Action
01	Staff to distribute XCAP agendas and packets as early as possible to allow for review time
02	XCAP member Phil Burton to provide the City with photos of Sacramento Project for distribution
03	Staff to coordinate with Chamber regarding upcoming Public Policy Forum
04	XCAP Member Tony Carrasco to provide staff with video link from former design study workshop
05	Staff to distribute the Southgate petition to XCAP
06	XCAP to respond back to staff regarding XCAP roster contact information by August 29th
07	XCAP to respond back to staff regarding new website design by August 29th
08	XCAP to respond back to staff with questions for the design workshop by August 29th
09	XCAP and Staff to use the term workshop not charette when describing upcoming meeting
10	Staff to try to develop a workshop format that could accommodate interested public as well as Council and XCAP members
11	Staff to look into recording and posting YouTube style videos regarding grade separation basics
12	Traffic materials should be conveyed in a systematic approach

## Agenda

The Meeting agenda included:

- Welcome and Introductions
- Community Conversations
- Debrief of Council Actions related to Blue Ribbon Committee
- XCAP Homework (Design charrette questions, website)
- Work Plan Update
- Assessment of Traffic Analysis for Churchill Closure and Review of Embarcadero/Alma Options
- Measure B Update
- Summary of Action Items / Next Meeting
- Adjourn and Thank You

There is an audio tape of the meeting presentations and the PowerPoint is archived on the XCAP website. They are not re-summarized below.

## Comments/Questions

Below is a summary of the comments and questions received and the responses provided. Action items from these comments/questions are summarize above.

**Table 1. Summary of Comments/Questions and Responses**

Comment/Questions	Responses
<b>Introductions</b>	
No comments noted.	
<b>Community Conversations</b>	
Emerson Street has been a point of interest.	
Southgate neighborhood continues to be concerned about impacts of project.	
School District staff met with City staff and AECOM team regarding project impacts on the bus yard, parking and circulation issues.	
Dr Scott Gilbree (MIT) has been consulted regarding design issues related to suicide prevention and there are no recommendations from him since there is no data currently available on the topic.	
The BART examples that were used in previous presentations are not the best examples since they don't include the overhead catenary, other projects should be used as examples such as Sacramento LRT.	Photos of the Sacramento LRT can be found here: <a href="#">1</a> , <a href="#">2</a> , <a href="#">3</a> , <a href="#">4</a> , <a href="#">5</a> , <a href="#">6</a>
The business community is worried about a recession and additional taxes.	
What happens to emails that go into the website email?	They are transmitted to Council when the Grade Separation topic is on the agenda
Public Comment: The Southgate neighborhood presented their June/July survey findings to the XCAP members.	
Public Comment: The Southgate neighborhood presented their petition to the XCAP members. It was noted that the viaduct was not previously an option under consideration.	
It was noted that a viaduct, if chosen, would need to be beautified through design.	
XCAP members clarified that the option of taking property at Churchill was off the table per Council vote prior to CAP and XCAP deliberation.	
<b>Debrief of Council Action related to Blue Ribbon Committee</b>	
No action was taken by Council. It will be back on the agenda at the September 9 <sup>th</sup> meeting.	
Since this was continued, will public comment be allowed on September 9 <sup>th</sup> ?	Yes.
Will there be a new staff report?	Yes.
The last we need is two groups discussing similar things? If we need more people at the table, why not add them to XCAP? It is the Council's job to make the decisions, not community member-based groups who are not elected.	Comments noted.

**Comment/Questions**

**Responses**

I do not think we would want the XCAP to have to function under the Brown Act. I would not want to get in trouble for speaking with XCAP members off-line. I do not want other formalities. This group works well to be inclusive regarding the design issues.

I agree that the Blue Ribbon Group seems duplicative and un-necessary. Why start catching a whole new group of people up to speed. We will lose time. I also think the former elected officials do not have broad networks anymore, many of them have moved away and moved on from this type of work. The City should be looking to engage the younger demographic in the discussion like we have here. It's the next generation that will be impacted. The business community should be collaborated with not side-lined.

I think the other committee is supposed to discuss broader City needs than just the grade separations. It is supposed to discuss financial topics.

I like the idea of the Blue Ribbon committee. I agree there shouldn't be two committees.

Public Comment: The Staff memo to Council comes from staff. There shouldn't be outside entities on the Blue Ribbon Committee such as SVLG since they can be influenced.

**XCAP Homework**

Action Items noted above.

**Work Plan Update**

The upcoming meeting should be called a workshop not a charrette

See action item above.

Can YouTube style videos be developed to help get people up to speed on this project?

We can look into that.

Will costs also be part of what is presented at the workshop? That seems important.

Yes.

What is the difference between a community meeting and this workshop?

This workshop's audience is the Council and XCAP getting an opportunity for deep dive on various grade separation related topics. Community meetings are designed for the general public.

There have been previous charettes on this topic. There was a video.

See action item above.  
Links to previous charrette videos:  
[http://www.youtube.com/watch?v=xVz7YQ\\_Zto4](http://www.youtube.com/watch?v=xVz7YQ_Zto4)  
<http://www.youtube.com/watch?v=j5ZOhFkPJY8>

Public Comment: It would be great to have the interested public that has been coming to these meetings

See action item above.

**Assessment of Traffic Analysis for Churchill Closure and Review of Embarcadero/Alma Options**

Roadway should be designed to reduce speed. The area around El Camino Real, Page Mill and Oregon Expressway will be an area of pedestrian point of contention in the future. I would like to see queuing impacts not just LOS. I think there needs to be a systematic approach to this information. I think it needs to be pedestrian focused.

**Comment/Questions**

**Responses**

I agree with the systematic approach. Town and Country area should be a deep dive area in workshop. Roundabout version too. Embarcadero rebuild is an opportunity; we would be able to start from scratch.

Yes, things would be different.

Is there a future "dead end" at Kingsley included in the design? What would it look like?

It could be accommodated if in the future there were four lanes.

Would the pedestrian light be moved?

No, eliminated. It would be replaced by the pedestrian overcrossing.

The students at the high school are unlikely to use that bridge. They will jay walk.

No decisions have been made yet. Kinsley works now. Roundabout designers tell me the left on Kinsley can be accommodated. Going around that block on the designs that are left is a fatal flaw. Keeping ramp in design solves that problem.

What is the problem we are solving? I need to see the system when we are discussing these options. More context is necessary. Don't take the property of someone in the business community without talking with them. We have a way in Palo Alto of calling something a pilot project but then it becomes permanent.

I endorse the request for a pedestrian focused plan. Safety is a big concern.

Public Comment: Embarcadero is a parking lot. Was all future development and the GUP considered and factored into this study? Yes.

Public Comment: That block is my block. I am very worried about the 1100 block of Emerson particularly at 8:00 a.m.

Public Comment: Specific concerns regarding Charleston and Meadow. Pumping stations require equipment and maintenance. The team should look at a siphon option.

**Measure B Update**

No comments noted.

**Next Steps**

See above action items.

Passed out by Inyoung  
Cho @ 6/19/19  
XCAP mtg

**Petition to Palo Alto City Council re: Grade Separation Options for Churchill**

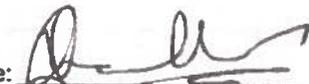
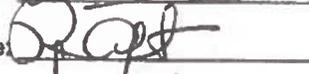
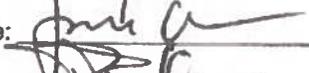
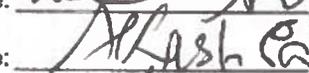
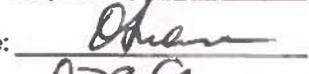
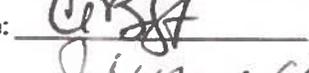
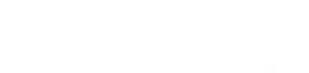
A viaduct recently was added to the options for the Churchill Caltrain crossing, specifically: from City Council Staff Report dated 5/13/19: "3. Churchill Avenue | Viaduct [added this alternative of a viaduct in the Vicinity of Churchill]"

We strongly oppose consideration of a viaduct over the Churchill crossing as a means of grade separating Churchill, for the following reasons:

- A viaduct would have immense aesthetic impact in a beautiful residential neighborhood
- Viaducts are shown to invite crime and graffiti
- Viaducts enable train noise to travel further
- For residents on Mariposa with back yards against the train, the Caltrain right of way is very narrow in this area (50-60 feet), and a viaduct will result in a 36 foot tall presence right on property lines (20' structure with 16' train). Properties are small, so these trains will be just above useful yards and in some cases, above houses, causing loss of privacy, noise and value impairment. Furthermore, there is a safety factor, as derailments are a real risk - with Caltrain reporting a derailment in San Jose on 5/13/19, and a major derailment in 1953.
- For residents along Alma, the 36' presence will be in front yards, as an obvious visual impairment, along with noise and privacy concerns. In the evenings the viaduct and trains will shadow homes.
- For residents who are not immediately adjacent to the tracks, but are close, a train on a viaduct has serious visual and noise implications.
- All are concerned about the negative consequences of putting the train high above ground on an immense structure through our neighborhood.

We strongly encourage City Council to reject options involving a viaduct over Churchill.

Signed:

Name: <u>GRANDEN VEKKAROMAN</u>	Address:	Signature: 
Name: <u>Rachel Croft</u>	Address:	Signature: 
Name: <u>Javier Gonzalez</u>	Address:	Signature: 
Name: <u>Pete Henry</u>	Address:	Signature: 
Name: <u>Stuart Sailer</u>	Address:	Signature: 
Name: <u>AKASH PM</u>	Address:	Signature: 
Name: <u>Olga Petrova</u>	Address:	Signature: 
Name: <u>Cynthia Bright</u>	Address:	Signature: 
Name: <u>Inyoung Cho</u>	Address:	Signature: 
Name: <u>ERICK COOK</u>	Address:	Signature: 
Name: <u>TRACY FERRELL</u>	Address:	Signature: 

**Petition to Palo Alto City Council re: Grade Separation Options for Churchill**

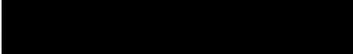
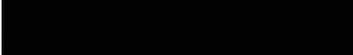
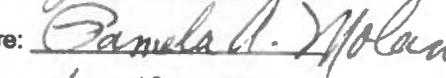
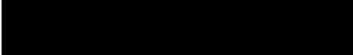
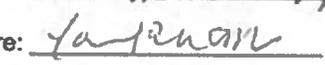
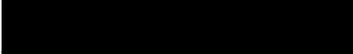
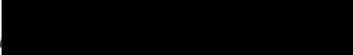
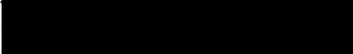
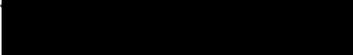
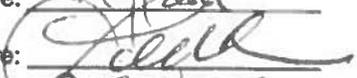
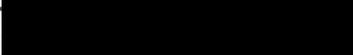
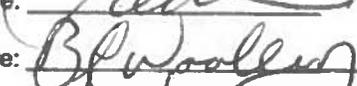
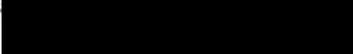
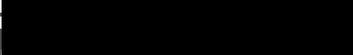
A viaduct recently was added to the options for the Churchill Caltrain crossing, specifically: *from City Council Staff Report dated 5/13/19: "3. Churchill Avenue | Viaduct [added this alternative of a viaduct in the Vicinity of Churchill]"*

We strongly oppose consideration of a viaduct over the Churchill crossing as a means of grade separating Churchill, for the following reasons:

- A viaduct would have immense aesthetic impact in a beautiful residential neighborhood
- Viaducts are shown to invite crime and graffiti
- Viaducts enable train noise to travel further
- For residents on Mariposa with back yards against the train, the Caltrain right of way is very narrow in this area (50-60 feet), and a viaduct will result in a 36 foot tall presence right on property lines (20' structure with 16' train). Properties are small, so these trains will be just above useful yards and in some cases, above houses, causing loss of privacy, noise and value impairment. Furthermore, there is a safety factor, as derailments are a real risk - with Caltrain reporting a derailment in San Jose on 5/13/19, and a major derailment in 1953.
- For residents along Alma, the 36' presence will be in front yards, as an obvious visual impairment, along with noise and privacy concerns. In the evenings the viaduct and trains will shadow homes.
- For residents who are not immediately adjacent to the tracks, but are close, a train on a viaduct has serious visual and noise implications.
- All are concerned about the negative consequences of putting the train high above ground on an immense structure through our neighborhood.

We strongly encourage City Council to reject options involving a viaduct over Churchill.

Signed:

Name: <u>ANNE KRAMER</u>	Address: 	Signature: <u></u>
Name: <u>Jeanne Chin</u>	Address: 	Signature: <u></u>
Name: <u>Pam Molano</u>	Address: 	Signature: <u></u>
Name: <u>Yanan Ruan</u>	Address: 	Signature: <u></u>
Name: <u>Rebecca Brunson</u>	Address: 	Signature: <u></u>
Name: <u>Chas EVERSOLE</u>	Address: 	Signature: <u></u>
Name: <u>EDUARDO Llach</u>	Address: 	Signature: <u></u>
Name: <u>Teri Wlach</u>	Address: 	Signature: <u></u>
Name: <u>Gil Woolley</u>	Address: 	Signature: <u></u>
Name: <u>Chuck Krader</u>	Address: 	Signature: <u></u>
Name: <u>BAG HAIDI</u>	Address: 	Signature: <u></u>

**Petition to Palo Alto City Council re: Grade Separation Options for Churchill**

A viaduct recently was added to the options for the Churchill Caltrain crossing, specifically: *from City Council Staff Report dated 5/13/19: "3. Churchill Avenue | Viaduct [added this alternative of a viaduct in the Vicinity of Churchill]"*

We strongly oppose consideration of a viaduct over the Churchill crossing as a means of grade separating Churchill, for the following reasons:

- A viaduct would have immense aesthetic impact in a beautiful residential neighborhood
- Viaducts are shown to invite crime and graffiti
- Viaducts enable train noise to travel further
- For residents on Mariposa with back yards against the train, the Caltrain right of way is very narrow in this area (50-60 feet), and a viaduct will result in a 36 foot tall presence right on property lines (20' structure with 16' train). Properties are small, so these trains will be just above useful yards and in some cases, above houses, causing loss of privacy, noise and value impairment. Furthermore, there is a safety factor, as derailments are a real risk - with Caltrain reporting a derailment in San Jose on 5/13/19, and a major derailment in 1953.
- For residents along Alma, the 36' presence will be in front yards, as an obvious visual impairment, along with noise and privacy concerns. In the evenings the viaduct and trains will shadow homes.
- For residents who are not immediately adjacent to the tracks, but are close, a train on a viaduct has serious visual and noise implications.
- All are concerned about the negative consequences of putting the train high above ground on an immense structure through our neighborhood.

We strongly encourage City Council to reject options involving a viaduct over Churchill.

Signed:

Name: <u>SUZANNE DEGLER</u> Address: [REDACTED]	Signature: <u>Suzanne Degler</u>
Name: <u>BRIAN MARLES</u> Address: [REDACTED]	Signature: <u>Brian Marles</u>
Name: <u>Melie Sjostrand</u> Address: [REDACTED]	Signature: <u>Melie Sjostrand</u>
Name: <u>Julia Murphy-Chutorian</u> Address: [REDACTED]	Signature: <u>Julia Murphy-Chutorian</u>
Name: <u>Anisha Patel</u> Address: [REDACTED]	Signature: <u>Anisha Patel</u>
Name: <u>SAM LADA</u> Address: [REDACTED]	Signature: <u>Sam Lada</u>
Name: <u>Gail Woolley</u> Address: [REDACTED]	Signature: <u>Gail Woolley</u>
Name: <u>ANUPAM SHARMA</u> Address: [REDACTED]	Signature: <u>Anupam Sharma</u>
Name: <u>Mary Sharma</u> Address: [REDACTED]	Signature: <u>Mary Sharma</u>
Name: <u>Ruth Huard</u> Address: [REDACTED]	Signature: <u>Ruth Huard</u>
Name: <u>Paul Huard</u> Address: [REDACTED]	Signature: <u>Paul Huard</u>

**Petition to Palo Alto City Council re: Grade Separation Options for Churchill**

A viaduct recently was added to the options for the Churchill Caltrain crossing, specifically: *from City Council Staff Report dated 5/13/19: "3. Churchill Avenue | Viaduct [added this alternative of a viaduct in the Vicinity of Churchill]"*

We strongly oppose consideration of a viaduct over the Churchill crossing as a means of grade separating Churchill, for the following reasons:

- A viaduct would have immense aesthetic impact in a beautiful residential neighborhood
- Viaducts are shown to invite crime and graffiti
- Viaducts enable train noise to travel further
- For residents on Mariposa with back yards against the train, the Caltrain right of way is very narrow in this area (50-60 feet), and a viaduct will result in a 36 foot tall presence right on property lines (20' structure with 16' train). Properties are small, so these trains will be just above useful yards and in some cases, above houses, causing loss of privacy, noise and value impairment. Furthermore, there is a safety factor, as derailments are a real risk - with Caltrain reporting a derailment in San Jose on 5/13/19, and a major derailment in 1953.
- For residents along Alma, the 36' presence will be in front yards, as an obvious visual impairment, along with noise and privacy concerns. In the evenings the viaduct and trains will shadow homes.
- For residents who are not immediately adjacent to the tracks, but are close, a train on a viaduct has serious visual and noise implications.
- All are concerned about the negative consequences of putting the train high above ground on an immense structure through our neighborhood.

We strongly encourage City Council to reject options involving a viaduct over Churchill.

Signed:

Name: <u>Marion Krause</u> Address: [REDACTED]	Signature: <u>Marion Krause</u>
Name: <u>Karen Chason</u> Address: [REDACTED]	Signature: <u>Karen Chason</u>
Name: <u>Jodie Clark</u> Address: [REDACTED]	Signature: <u>Jodie Clark</u>
Name: <u>Leslye Coy</u> Address: [REDACTED]	Signature: <u>Leslye Coy</u>
Name: <u>Julie York</u> Address: [REDACTED]	Signature: <u>Julie York</u>
Name: <u>Nick Gillette</u> Address: [REDACTED]	Signature: <u>Nick Gillette</u>
Name: <u>Karen Keltner</u> Address: [REDACTED]	Signature: <u>Karen Keltner</u>
Name: <u>[Signature]</u> Address: [REDACTED]	Signature: <u>[Signature]</u>
Name: <u>Kurt Davern</u> Address: [REDACTED]	Signature: <u>Kurt Davern</u>
Name: <u>Zane Gross-Rieder</u> Address: [REDACTED]	Signature: <u>Zane Gross-Rieder</u>
Name: <u>Monika Rieder</u> Address: [REDACTED]	Signature: <u>Monika Rieder</u>

**Petition to Palo Alto City Council re: Grade Separation Options for Churchill**

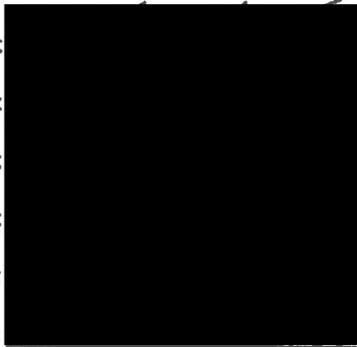
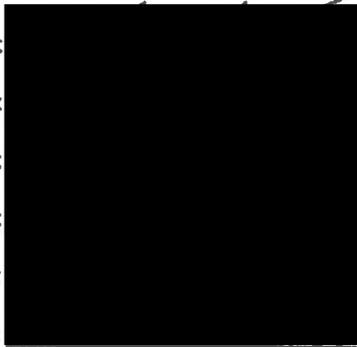
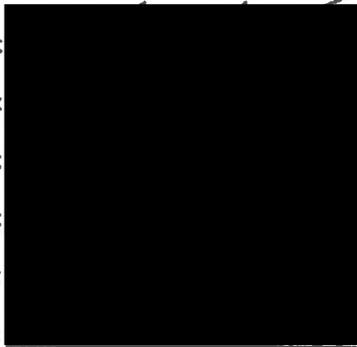
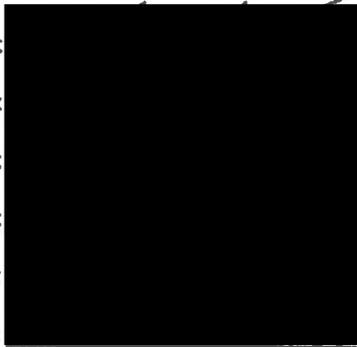
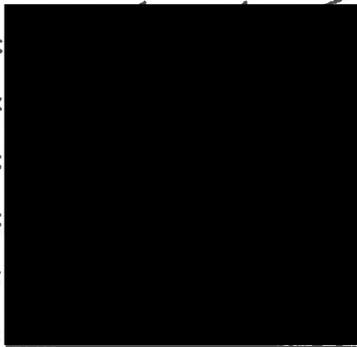
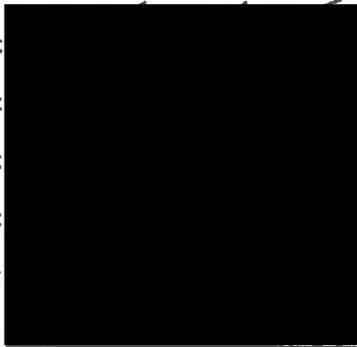
A viaduct recently was added to the options for the Churchill Caltrain crossing, specifically: *from City Council Staff Report dated 5/13/19: "3. Churchill Avenue | Viaduct [added this alternative of a viaduct in the Vicinity of Churchill]"*

We strongly oppose consideration of a viaduct over the Churchill crossing as a means of grade separating Churchill, for the following reasons:

- A viaduct would have immense aesthetic impact in a beautiful residential neighborhood
- Viaducts are shown to invite crime and graffiti
- Viaducts enable train noise to travel further
- For residents on Mariposa with back yards against the train, the Caltrain right of way is very narrow in this area (50-60 feet), and a viaduct will result in a 36 foot tall presence right on property lines (20' structure with 16' train). Properties are small, so these trains will be just above useful yards and in some cases, above houses, causing loss of privacy, noise and value impairment. Furthermore, there is a safety factor, as derailments are a real risk - with Caltrain reporting a derailment in San Jose on 5/13/19, and a major derailment in 1953.
- For residents along Alma, the 36' presence will be in front yards, as an obvious visual impairment, along with noise and privacy concerns. In the evenings the viaduct and trains will shadow homes.
- For residents who are not immediately adjacent to the tracks, but are close, a train on a viaduct has serious visual and noise implications.
- All are concerned about the negative consequences of putting the train high above ground on an immense structure through our neighborhood.

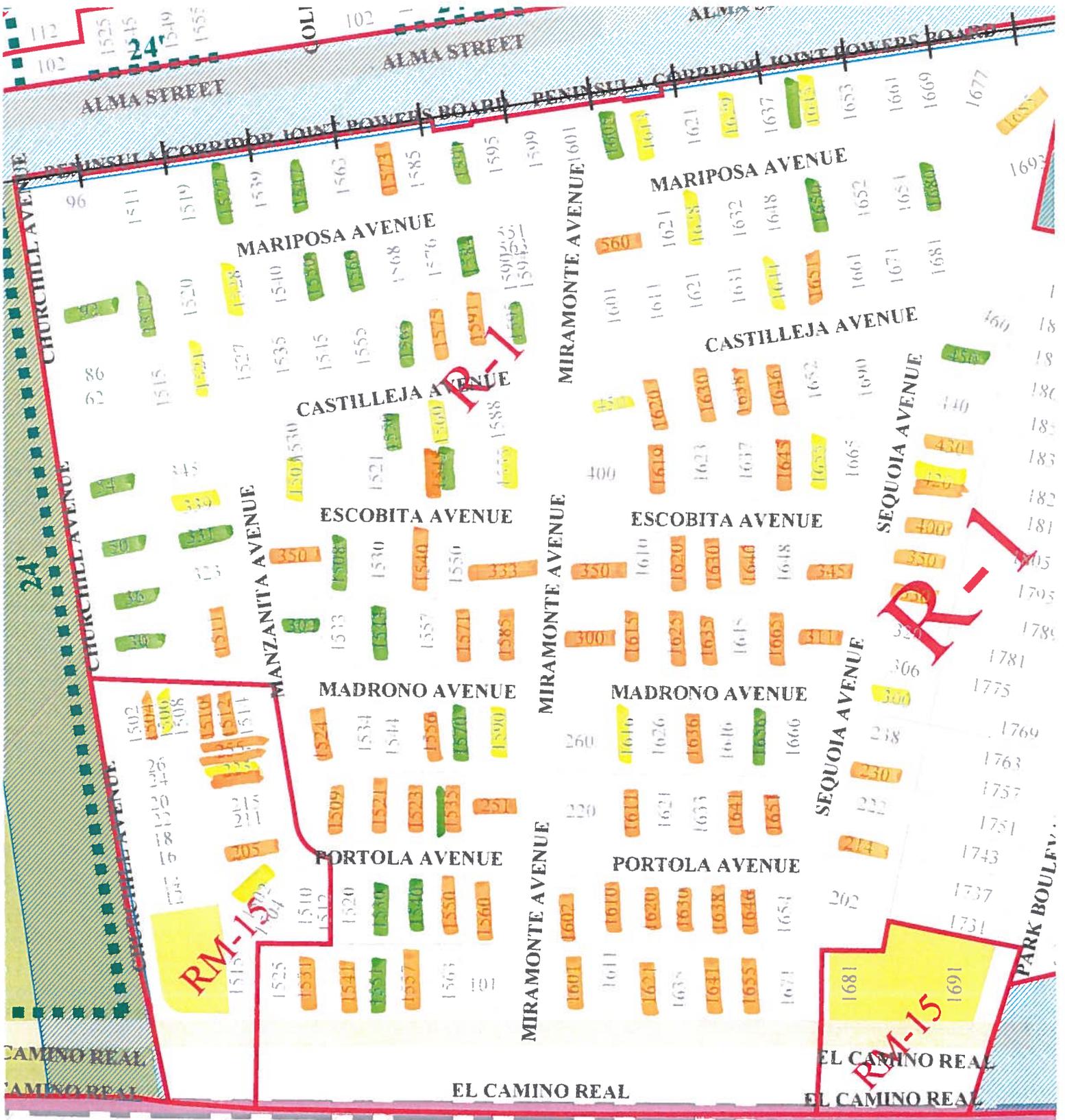
We strongly encourage City Council to reject options involving a viaduct over Churchill.

Signed:

Name: <u>ANNA SCHWENKER</u>	Address: 	Signature: <u>[Signature]</u>
Name: <u>DAVID E. SCHWENKER</u>	Address: 	Signature: <u>[Signature]</u>
Name: <u>PETER SHAMBORA</u>	Address: 	Signature: <u>[Signature]</u>
Name: <u>ANNA HENDERSON</u>	Address: 	Signature: <u>[Signature]</u>
Name: <u>EMIL STEFANUTTI</u>	Address: 	Signature: <u>[Signature]</u>
Name: <u>Susan Kenners</u>	Address: 	Signature: <u>[Signature]</u>
Name: _____	Address: _____	Signature: _____
Name: _____	Address: _____	Signature: _____
Name: _____	Address: _____	Signature: _____
Name: _____	Address: _____	Signature: _____
Name: _____	Address: _____	Signature: _____



favoring Churchill closure  
 against Churchill closing  
 unsure



# SOUTHGATE NEIGHBORHOOD