

## Expanded Community Advisory Panel (XCAP)

### THIS PACKET INCLUDES:

A compilation of emails (public comments, etc) submitted to the XCAP email box, [XCAP@CityofPaloAlto.org](mailto:XCAP@CityofPaloAlto.org), between **April 1 and April 30, 2020.**



Note: This PDF contains bookmarks separating each email in this compilation. If you'd like to see the bookmarks but your internet browser doesn't show them, download this PDF from your browser, then re-open it in a PDF reader (such as Adobe Reader, Foxit, etc) and make sure your bookmarks panel is open.

**From:** [Nadia Naik](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Caltrain and partners continue pursuing November ballot measure  
**Date:** Wednesday, April 1, 2020 6:52:26 PM

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FYI

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

**From:** Green Caltrain <[donotreply@wordpress.com](mailto:donotreply@wordpress.com)>

**Date:** Wed, Apr 1, 2020 at 8:50 AM

**Subject:** [New post] Caltrain and partners continue pursuing November ballot measure

**To:** <[nadianaik@gmail.com](mailto:nadianaik@gmail.com)>

New post on **Green Caltrain**



## Caltrain and partners continue pursuing November ballot measure

by [alevin](#)

On Wednesday, April 1, the [SamTrans board is slated to be the first of 7 boards](#) scheduled to consider approving a resolution that would put a measure on the November 2020 ballot to provide stable funding for Caltrain and contribute to a \$1 billion capital program that would allow Caltrain to increase ridership another 20% or more by 2030, the equivalent of taking an additional 2 lanes of traffic off the freeway.

Despite the uncertainty with the Covid-19 public health crisis, Caltrain and its partners are moving forward taking the steps to approve a resolution enabling the ballot measure.

### Changing how Caltrain is funded

According to presentations by Caltrain staff, the agency agreement for the ballot measure would transform how Caltrain's partners would contribute funding, stabilizing Caltrain's budget, reducing risk for riders, and easing financial constraints for Caltrain's partners. However, key elements of the agency agreements are not documented in the materials the boards are set to approve.

The proposed agreement among the agencies is that the ballot measure would provide funding to relieve member agencies from having to contribute annually to Caltrain's operating and maintenance budget. Caltrain's operating revenues are currently funded by a mix of fares and annual payments from its three member agencies in San Francisco, San Mateo, and Santa Clara Counties. The reliance on partner agency funding has caused repeating waves of instability, resulting in service cuts, and fare increases for riders when occasionally member agencies have been unable to pay their

annual bills.

In exchange for being relieved of the need to pay for Caltrain service with their scarce operating funding dollars, member agencies would be expected to contribute a higher amount toward the [\\$1 billion capital program](#). The capital program includes funding for rail cars and passing tracks needed for more frequent service, level boarding allowing faster and more reliable service, and space to store and maintain the additional trains. These investments would provide greater capacity and support significant ridership increases.

An overview of the goals of the ballot measure, including the new funding arrangement for Caltrain's partners, was presented on [Tuesday, March 24, at a meeting of the San Mateo County Board of Supervisors](#), the first of a series of meetings in the multi-step process to approve a ballot measure.

As presented by Seamus Murphy, Chief Communications Officer for Caltrain/Samtrans, ([at 45:30 in the video](#)). "Those funds from SB797 would be prioritized to support the operating and state of good repair needs of the system, and they can fully fund those needs for the expanded growth scenario. Member agencies would not need to contribute any more to the operating and State of Good Repair budgets. We would have \$300 million from SB797 left over to support the \$1 Billion in capital investments. That means there's about \$700 million more, about \$233 Million from agencies that would need to be covered to fully realize this service vision."

Murphy described agreement to shift Caltrain partner obligations from operating support to capital support as included in presentation being given to agency boards, on slide 17 below. But, these expectations to relieve member agencies of annual operating obligations, and to increase capital funding expectations is not stated explicitly in the resolution ([page 64 in the pdf of the SamTrans board packet](#)). Caltrain staff explains that if the ballot measure passes, the member agencies would sign a Memorandum of Understanding regarding new expectations regarding contributions to the capitol program. But, there is no mention of this process in the staff report.



#### Equity, connectivity and the ballot measure

There are two remaining elements of Caltrain's business plan that are still being worked on regarding improving equitable access to Caltrain and improving connectivity via transit and active transportation. Caltrain's equity and connectivity studies show that these issues are closely interrelated - transit fare and schedule coordination are powerful strategies to improve equitable access to Caltrain. [This blog post](#) covers the preliminary results of the equity and connectivity studies

Caltrain is expecting to come out with additional recommendations on equity and connectivity later in April. While the wording in the ballot measure resolution is terse, identifying equity measures "including" means-based fares, we hope that the Caltrain board approves stronger recommendations that will then become a goal of the ballot measure to fund. We will keep you posted on the next steps of the study on equity and connectivity so you can let the Caltrain board know your thoughts about policies and

funding.

### **A tight timeline in an uncertain time**

While this seems far-fetched at the current moment, as the Bay Area is under a shelter-in-place order during the Covid-19 epidemic, and a world beyond this state of emergency seems far away. And yet this crisis will pass, and there will still be a climate crisis and a need for better transit with stable funding, so Caltrain and its partners are keeping the option open for a ballot measure in the fall.

The one-eighth cent sales tax for Caltrain, using legislative authorization from SB797 passed in 2017, was a backup plan if a large regional funding measure was not going forward in 2020. The regional measure [had been facing steep headwinds in the state legislature](#). On March 17, as the Bay Area economy ground to a halt under a shelter-in-place order, the FASTER business-backed group which had been championing a regional measure announced that they were withdrawing support for a ballot measure in 2020.

The resolution to advance a ballot measure needs to move on a very aggressive timeline in order to make it to the ballot. At the [March 5 board meeting](#), Caltrain announced a the timeline needed for review by the 7 boards that are required to approve the tax according to the process defined in SB797 (see the schedule below). By the August hard deadline, Caltrain would consider the public health situation and polling and decide whether to go ahead with the measure.

### **Getting understandings on record**

We are concerned that absent a public, documented assertion of member agency intentions to contribute to the capital funding, a ballot measure might pass, providing Caltrain with money to run more frequent trains, but without partner support for the capital funding to buy those trains. We're concerned that voters could vote for a ballot measure advertised as delivering more service that will take two freeway lanes worth of cars from highways, but what they get could substantially different.

The resolution has a tight time frame, and sending it back to the drawing board may cause the schedule to break. The important milestone seems to be the board decisions in August about whether to put the measure on the ballot, and regarding the expenditure plan for the measure. We'd like to see the board be much more clear by then that they support the plan to use the funds mostly to run service and to rely more heavily on partners for the capital improvements needed to deliver the service.

The schedule for meetings by agency:



In chronological order, the schedule for the meetings is:

4/1 - SamTrans Board Action

4/8 to 4/17- VTA Committee Info

4/14 - SMC BOS Action

4/21 SFMTA Board Action  
4/21 Direction for Santa Clara County Admin to draft report  
4/22 - Caltrain Board Committee Action  
5/7 - Caltrain board action  
5/13 to 5/21 - VTA Committees to Recommend Action  
6/2- Santa Clara County Report to BOS  
6/4 VTA Board Action  
6/16 - Santa Clara County BOS Action  
8/7 - Caltrain Board Vote whether to place measure on Ballot  
11/3 - Election day

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[alevin](#) | April 1, 2020 at 8:48 am | Tags: [recent](#) | URL: <https://wp.me/pZ1Wi-Qv>

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[Comment](#)

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Change your email settings at [Manage Subscriptions](#).

**Trouble clicking?** Copy and paste this URL into your browser:

<https://www.greencaltrain.com/2020/04/caltrain-and-partners-continue-pursuing-november-ballot-measure/>

**From:** [Nadia Naik](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Fwd: Caltrain notice  
**Date:** Friday, April 10, 2020 9:25:41 PM

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FYI

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

**From:** **Nadia Naik** <[nadianaik@gmail.com](mailto:nadianaik@gmail.com)>  
**Date:** Fri, Apr 10, 2020 at 9:24 PM  
**Subject:** Re: Caltrain notice  
**To:** <[poll@rosenblums.us](mailto:poll@rosenblums.us)>

Thanks for the heads up.

On Fri, Apr 10, 2020 at 6:59 PM <[poll@rosenblums.us](mailto:poll@rosenblums.us)> wrote:

Nadia:  
This Caltrain notice might be of neighborhood interest.

Steve

On April 15-16, there will be a temporary closure of the Palo Alto Avenue railroad crossing. On April 16-17, there will be a temporary closure of the E. Meadow Drive railroad crossing. Crews will be installing foundations during the temporary closures. To learn more, please visit our [Resources](#) page.

**From:** [Peggy E. Kraft](#)  
**To:** [Expanded Community Advisory Panel](#); [Council, City](#); [Transportation](#)  
**Subject:** Grade Separation Charleston/East Meadow ONE LANE ROUNDABOUT  
**Date:** Sunday, April 12, 2020 1:55:59 PM

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Dear Community members,

I have written to you previously with my opinions on the grade separation plans for the Charleston/East Meadow rail crossings.

There has been discussion about a grade separation idea that would sink Charleston below Alma but leave Alma at normal grade level. I believe that design engineers are working on this plan and one of the components is to put a roundabout on East Charleston. I like the idea of a simple drop below the rail line at Charleston and Alma but I have NOT been in favor of the roundabout for the reasons that I have stated previously of adding so many more cars to this residential/school/park corridor and taking private property.

IF a roundabout is necessary I would like to suggest a ONE LANE ROUNDABOUT. The two lane roundabout in the early plan is too large and disruptive and requires the taking of private property. There are examples of this type throughout Palo Alto. An example is at Everett and Emerson. It serves a two lane residential street and did not require any property to be taken by eminent domain. East Charleston is a two lane residential street and does not require a two lane roundabout.

I like the plan to drop Charleston below the rail road track and leave Alma at grade without a roundabout on East Charleston. As I stated previously I do not want to see all of the northbound traffic on Alma that currently uses the westbound turn lane be directed onto East Charleston and then through the roundabout to be turned back west. This would add thousand of cars to our quiet residential street and schools and park corridor. The cars coming from the south on Alma that want to turn west onto Charleston can use San Antonio Road or Oregon Expressway to go west. These roads can handle the extra traffic at peak hours and would have this traffic divided between them.

The main reasons for this email is to ask that IF we have to have a roundabout designed into this proposal that it be a ONE LANE ROUNDABOUT. This allows some of the traffic to use it to turn west but would encourage some drivers to use other means to go west on Charleston from Alma and not dump so m any cars onto East Charleston. This is true for East Meadow as well.

Thank you,  
Peggy  
Mumford Place  
Palo Alto ,CA

NEWS

# Caltrain to receive \$49 million bailout

## While VTA is poised to get \$73 million

A regional transportation agency will hand out more than a billion in federal funds to agencies including Caltrain, Samtrans and VTA, which are struggling amid plunging ridership because of the COVID-19 outbreak.

The Metropolitan Transportation Commission, or MTC, is slated to give \$49 million to Caltrain, \$73 million to VTA and \$28.5 million to Samtrans.

MTC is in charge of portioning out \$1.3 billion to 26 Bay Area transit agencies out of the \$25 billion being given to such operations throughout the country due to the CARES Act.

The money is to be used to pay for operating costs at the agencies, pur-

chase protective equipment for those still working and pay employees put on leave because of any cuts to service.

### Declining ridership

Caltrain said it has lost 90% of its daily riders and is running 42 trains a day instead of 92. Samtrans reported losing 80% of its ridership and is not running any of its school lines.

VTA has reported losing 73% of riders, and for two weeks had to shut down its light rail service because a conductor tested positive for COVID-19. It has also cut some bus lines.

MTC's board, which is made up of elected officials from the nine-county Bay Area, will vote on the agency's proposed allotment at its Wednesday meeting. MTC will hand out \$780 million, then give out the rest next month.

# Eshoo to join town hall



ESHOO

Congresswoman Anna Eshoo will join Atherton's mayor for a virtual town hall meeting about COVID-19 from 4 p.m. to 6 p.m. today.

Eshoo will be joined on the Zoom teleconference by a panel of local officials and experts, including Mayor

Rick DeGolia, City Manager George Rodericks, Police Chief Steve McCulley, Menlo Park Fire District Chief Harold Schapelhouman, Dr. Linda Barman of Stanford's express care clinics and Dr. Paul Jamelian, also from Stanford. Residents can ask questions.

Join the meeting by going to <https://zoom.us/j/91587830704> or calling 1-669-900-6833 (ID 915-8783-0704).



## CORONAVIRUS IS AFFECTING PROVIDERS OF LOCAL NEWS.

### THEY NEED OUR SUPPORT.

The current Coronavirus health crisis is affecting all our daily lives, and it is having huge impact on a critical source of news that our community needs in this time of crisis – the Daily Post.

This local paper represents a key source of accurate and detailed information on key issues that directly impact our lives. Whether it's about road closures, planned developments, or the latest event at the local high schools, the Daily Post has been there to report on them.

Newspapers rely almost entirely on their advertising revenue to support their operations. The Coronavirus crisis has closed down many of those sources and the Daily Post has already reduced service.

PASZ would like to encourage all residents to:

- Continue reading the Daily Post and support their advertisers. Tell those businesses that you are using them because of their ads in the Daily Post.
- Call, email, or text your neighbors (keep "social distancing") — Ask them to do the same — this paper provides important local information you can't find anywhere else in our community.

Now, in this most critical time, we need to recognize the importance of having good and accurate news sources like the Daily Post.



**Palo Altans for Sensible Zoning**  
<http://sensiblezoning.org>



**From:** [Kathy Jordan](#)  
**To:** [Council, City: Expanded Community Advisory Panel](#)  
**Subject:** Fwd: Upcoming April 22 Rail Expanded Community Advisory Panel (XCAP) Special Meeting (Virtual Meeting)  
**Date:** Friday, April 17, 2020 3:02:25 PM

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Hello XCAP members and City Council members:

I received notice of an upcoming XCAP meeting on April 22nd.

I'd like to question holding an XCAP meeting discussing Caltrain related topics that are no longer valid based upon our new reality. I note the following topic, for example:

XCAP Meeting Topic:

"Discussion: Presentation by AECOM of Layout and Typical Sections for Churchill Partial Underpass (45 minutes)"

As we know, Caltrain ridership has declined significantly, as has all mass transit ridership in the Bay Area and nationwide. According to today's Post, Caltrain's ridership is down 90%, and it has slashed its daily service by more than half (attached).

None of us can predict how long this state of affairs may remain, or whether with the virus possibly cycling off and on, we may permanently move toward a new normal of lower Caltrain ridership.

Obviously the new Caltrain ridership numbers greatly impact Caltrain's business plan, which is no longer operative, as it was based upon huge projected increases in ridership, based upon factors which may not have been rooted in reality then, but now certainly are not.

Caltrain's business plan, its plans to increase service, and its implications for the City of Palo Alto were among the reasons the City of Palo Alto tasked the XCAP with its work. But these reasons are no longer valid.

Please postpone any XCAP meeting and please postpone any discussion of a Churchill partial underpass, or any other Caltrain grade separation discussions. Given a 90% drop in Caltrain ridership and reductions in service, these discussions seem greatly premature.

Thank you.

Best,

Kathy Jordan

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

**From:** Megan Kanne <[kanne.megan@gmail.com](mailto:kanne.megan@gmail.com)>

**Date:** Fri, Apr 17, 2020 at 1:58 PM

**Subject:** Fwd: Upcoming April 22 Rail Expanded Community Advisory Panel (XCAP) Special Meeting (Virtual Meeting)

**To:**

FYI, there will be a virtual XCAP meeting next week at the usual time, 4PM Wednesday.

It will include: "Discussion: Presentation by AECOM of Layout and Typical Sections for Churchill Partial Underpass (45 minutes)"

There is no further info yet as the presentation or attachments are not yet available.

Hope you all are doing well,  
Megan

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

From: **City of Palo Alto** <[transportation@cityofpaloalto.org](mailto:transportation@cityofpaloalto.org)>

Date: Thu, Apr 16, 2020 at 7:35 PM

Subject: Upcoming April 22 Rail Expanded Community Advisory Panel (XCAP) Special Meeting (Virtual Meeting)

To: <[kanne.megan@gmail.com](mailto:kanne.megan@gmail.com)>

Hello,

1. The April 22, 2020 Rail XCAP Special Meeting Agenda has been uploaded here: <https://connectingpaloalto.com/presentations-and-reports/>. The rest of the meeting materials will be uploaded soon.
2. It will be a virtual meeting, on Zoom. The access information is on the agenda. It is here too:
  - o URL: <https://zoom.us/join>
  - o Meeting ID: 978-6167-4092
  - o Phone: 669-900-6833
3. You can email your thoughts at any time to [xcap@cityofpaloalto.org](mailto:xcap@cityofpaloalto.org) or [citycouncil@cityofpaloalto.org](mailto:citycouncil@cityofpaloalto.org).

Best,

Chantal C. Gaines

Assistant to the City Manager

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You are receiving this email because you opted-in to receive updates on the rail and the Connecting Palo Alto project.

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**From:** [Kathy Jordan](#)  
**To:** [Expanded Community Advisory Panel](#); [Council, City](#)  
**Cc:** [gsheyner@paweeekly.com](mailto:gsheyner@paweeekly.com); [Emily Mibach](#)  
**Subject:** re Caltrain --- ridership and service --- and coronavirus predictions  
**Date:** Friday, April 17, 2020 5:15:27 PM

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To all:

I just wanted to follow up on my prior email with a few excerpts from the linked article, which is about predictions on how the coronavirus pandemic may play out in the US -- - which will then have implications for Caltrain, its ridership, service and how that might impact the XCAP process and the City of Palo Alto.

Thanks.

Kathy Jordan

<https://www.cnn.com/2020/04/15/health/coronavirus-slow-recovery-predicted/index.html>

## Social distancing 'perhaps until 2022'

Tuesday, researchers at the Harvard T.H. Chan School of Public Health said Americans may have to expect intermittent closures and social distancing directives for more than a year, and perhaps until 2022.

Dr. Marc Lipsitch and Stephen Kissler, epidemiology professors and colleagues at Harvard, said their projections indicate the virus would come roaring back fairly quickly once restrictions were lifted.

No back to normal, but a 'new normal'

President Donald Trump said repeatedly he would like to reopen the nation's economy by May 1. But governors and state health officials threw cold water on that idea in their daily briefings.

"So when people say that it's time to stop what we're doing and get back to normal, they're wrong," said Virginia Gov. Ralph Northam.



**From:** [Gaines, Chantal](#)  
**To:** [Glenn Fisher](#); [Expanded Community Advisory Panel](#)  
**Cc:** [Reckdahl, Keith](#)  
**Subject:** RE: Fact Sheets for Charleston/Meadow and Churchill alternatives?  
**Date:** Friday, April 17, 2020 9:50:25 PM  
**Attachments:** [image001.png](#)  
[image004.png](#)

Hi Glenn,

Thank you for your email. The item on the XCAP agenda next week (Item 3-Estimated Schedule) has information about when analysis will be completed. Staff and consultants anticipate being able to provide those fact sheets and noise analysis in the month of May (estimated).

You can reference the report here (just uploaded online):

<https://connectingpaloalto.com/wp-content/uploads/2020/04/Item3-MemoandAttachmentA-EstimatedXCAPschedule.pdf>

Thanks,  
Chantal C. G.

**Chantal Cotton Gaines**

Assistant to the City Manager | City Manager's Office  
(650) 329-2572 | [chantal.gaines@cityofpaloalto.org](mailto:chantal.gaines@cityofpaloalto.org) .  
[www.cityofpaloalto.org](http://www.cityofpaloalto.org)

**From:** Glenn Fisher <gfisher@mac.com>  
**Sent:** Friday, April 17, 2020 9:31 PM  
**To:** Expanded Community Advisory Panel <xcap@CityofPaloAlto.org>  
**Cc:** Reckdahl, Keith <reckdahl@yahoo.com>  
**Subject:** Fact Sheets for Charleston/Meadow and Churchill alternatives?

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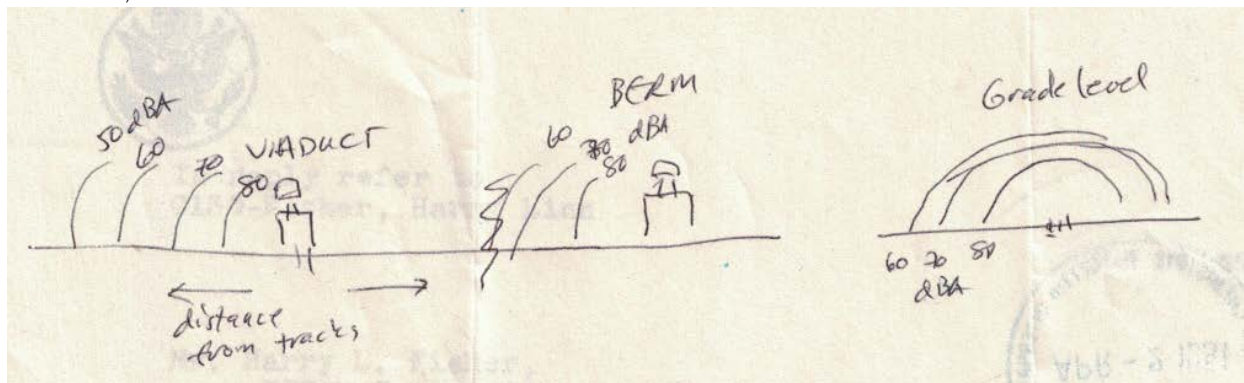
Dear XCAP:

Is there a date when you expect to have the new fact sheets for the citizen-suggested ideas for Charleston/Meadow and Churchill?

Also, as a resident of Adobe Meadow (Hi, Keith!) who lives less than a mile from the tracks, I'd really like to have some idea of what the sound envelope is for the 3 remaining proposals: viaduct, hybrid (berm) and ground-level. I think that would be helpful to many citizens in trying to decide how disruptive the 3 different plans would be. I envision something that would show a cross section with indications of sound intensity (dBA) levels at different distances from the tracks under the 3 scenarios. I attach a sketch to illustrate.

Thank you,

Glenn Fisher  
Adobe Meadow, Palo Alto



**From:** [Nadia Naik](#)  
**To:** [opana\\_news](#)  
**Subject:** Fwd: [pan: 2894] Fwd: Caltrain Notice: Construction, Installation and Maintenance  
**Date:** Sunday, April 19, 2020 9:25:29 AM

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FYI

**From:** Caltrain <[construction@caltrain.com](mailto:construction@caltrain.com)>  
**Date:** April 17, 2020 at 4:04:21 PM PDT  
**Subject:** Caltrain Notice: Construction, Installation and Maintenance  
**Reply-To:** [construction@caltrain.com](mailto:construction@caltrain.com)

### **Palo Alto**

On April 18 to April 24, Caltrain will be working during the day to prune and remove trees along the project route, install foundations, locate underground utilities and locate underground utilities at the Palo Alto stations. Caltrain will be working during the night to install foundations, locate underground utilities and install equipment on the rail. Day work hours will be from 7 a.m. to 7 p.m. Night work hours will be from 7 p.m. to 6 a.m. We apologize for any inconvenience this may cause and the field team will work as quietly as possible.

From 9:00 am to 4:00 pm on April 22, 23 and 24, there will be a temporary closure of the right southbound lane of Alma Street at El Verano Avenue and E. Meadow Drive. The temporary lane closure is required due to construction equipment and crews entering and exiting the Caltrain right-of-way from Alma Street. To learn more, please visit our [Resources](#) page.

In April, Caltrain will begin construction of the Paralleling Station facility located near 187 Page Mill Road on Caltrain property in Palo Alto. Crews will utilize a staging area in a portion of the California Avenue Station parking lot. Parking spaces #6-47, and #98-#118 will be temporarily closed from until December 31, 2021. To learn more, please visit our [Resources](#) page.

During work hours at the Palo Alto and California stations all passengers will board and de-board from the same platforms. Please look for the signs to indicate which platform to use. If you have any questions, feel free to call Caltrain Customer Service at 1.800.660.4287.

**From:** [Kerry Yarkin \(via Google Docs\)](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Cc:** [Council, City](#)  
**Subject:** Churchill Closure with Mitigations  
**Date:** Monday, April 20, 2020 2:33:48 PM

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[kyarkin895@gmail.com](#) has shared a link to the following document:



[Churchill Closure with Mitigations](#)

Open in Docs

Google Docs: Create and edit documents online.

Google LLC, 1600 Amphitheatre Parkway, Mountain View, CA 94043, USA

You have received this email because [kyarkin895@gmail.com](#) shared a document with you from Google Docs.





**From:** [Brendan Boyle](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Churchill closure  
**Date:** Wednesday, April 22, 2020 7:58:15 AM

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I live at 1560 Castilleja and support the closing of Churchill road.  
Happy to discuss more in detail.  
Sincerely,  
Brendan Boyle

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Brendan Boyle > Partner > IDEO > 780 High St. Palo Alto CA 94301 > m 650.714.3766

**From:** [Gaines, Chantal](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** FW: April 22 XCAP Special Meeting Confirmation  
**Date:** Wednesday, April 22, 2020 6:07:49 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Public comment.

Thanks,  
Chantal

### Chantal Cotton Gaines

Assistant to the City Manager | City Manager's Office  
(650) 329-2572 | [chantal.gaines@cityofpaloalto.org](mailto:chantal.gaines@cityofpaloalto.org) .  
[www.cityofpaloalto.org](http://www.cityofpaloalto.org)

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**From:** OOT Public Meetings <[OOTPublicMeetings@CityofPaloAlto.org](mailto:OOTPublicMeetings@CityofPaloAlto.org)>  
**Sent:** Wednesday, April 22, 2020 6:03 PM  
**To:** Nadia Naik <[nadianaik@gmail.com](mailto:nadianaik@gmail.com)>; Kamhi, Philip <[Philip.Kamhi@CityofPaloAlto.org](mailto:Philip.Kamhi@CityofPaloAlto.org)>; Gaines, Chantal <[Chantal.Gaines@CityofPaloAlto.org](mailto:Chantal.Gaines@CityofPaloAlto.org)>  
**Cc:** OOT Public Meetings <[OOTPublicMeetings@CityofPaloAlto.org](mailto:OOTPublicMeetings@CityofPaloAlto.org)>  
**Subject:** FW: April 22 XCAP Special Meeting Confirmation

Forwarding the below input that got emailed in to [OOTPublicMeetings@CityofPaloAlto.org](mailto:OOTPublicMeetings@CityofPaloAlto.org) (the email address that the Zoom account is linked to).

Sarah

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**From:** Sean Hee <[seanhee@gmail.com](mailto:seanhee@gmail.com)>  
**Sent:** Wednesday, April 22, 2020 4:23 PM  
**To:** OOT Public Meetings <[OOTPublicMeetings@CityofPaloAlto.org](mailto:OOTPublicMeetings@CityofPaloAlto.org)>  
**Subject:** Fwd: April 22 XCAP Special Meeting Confirmation

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I just got the meeting reminder email. In the event this meeting doesn't permit me to speak I just wanted to express my support for the closure of Churchill. If you have any questions please let me know. From a resident safety perspective it makes sense to keep the students safe and control the traffic by enhancing the Embarcadero intersection.

Sean

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

From: **Office of Transportation City of Palo Alto** <[no-reply@zoom.us](mailto:no-reply@zoom.us)>  
Date: Wed, Apr 22, 2020 at 4:18 PM

Subject: April 22 XCAP Special Meeting Confirmation

To: Sean Hee <[seanhee@gmail.com](mailto:seanhee@gmail.com)>



Hi Sean Hee,

Thank you for registering for "April 22 XCAP Special Meeting".

Please submit any questions to: [OOTPublicMeetings@CityofPaloAlto.org](mailto:OOTPublicMeetings@CityofPaloAlto.org)

Date Time: Apr 22, 2020 04:00 PM Pacific Time (US and Canada)

Join from a PC, Mac, iPad, iPhone or Android device:

[Click Here to Join](#)

Note: This link should not be shared with others; it is unique to you.

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Or iPhone one-tap :

US: +16699006833,,97861674092# or +13462487799,,97861674092#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 669 900 6833 or +1 346 248 7799 or +1 253 215 8782 or +1 301 715 8592 or +1 312 626 6799 or +1 929 205 6099

Webinar ID: 978 6167 4092

International numbers available: <https://zoom.us/j/ac9G6cgm9c>

You can [cancel](#) your registration at any time.



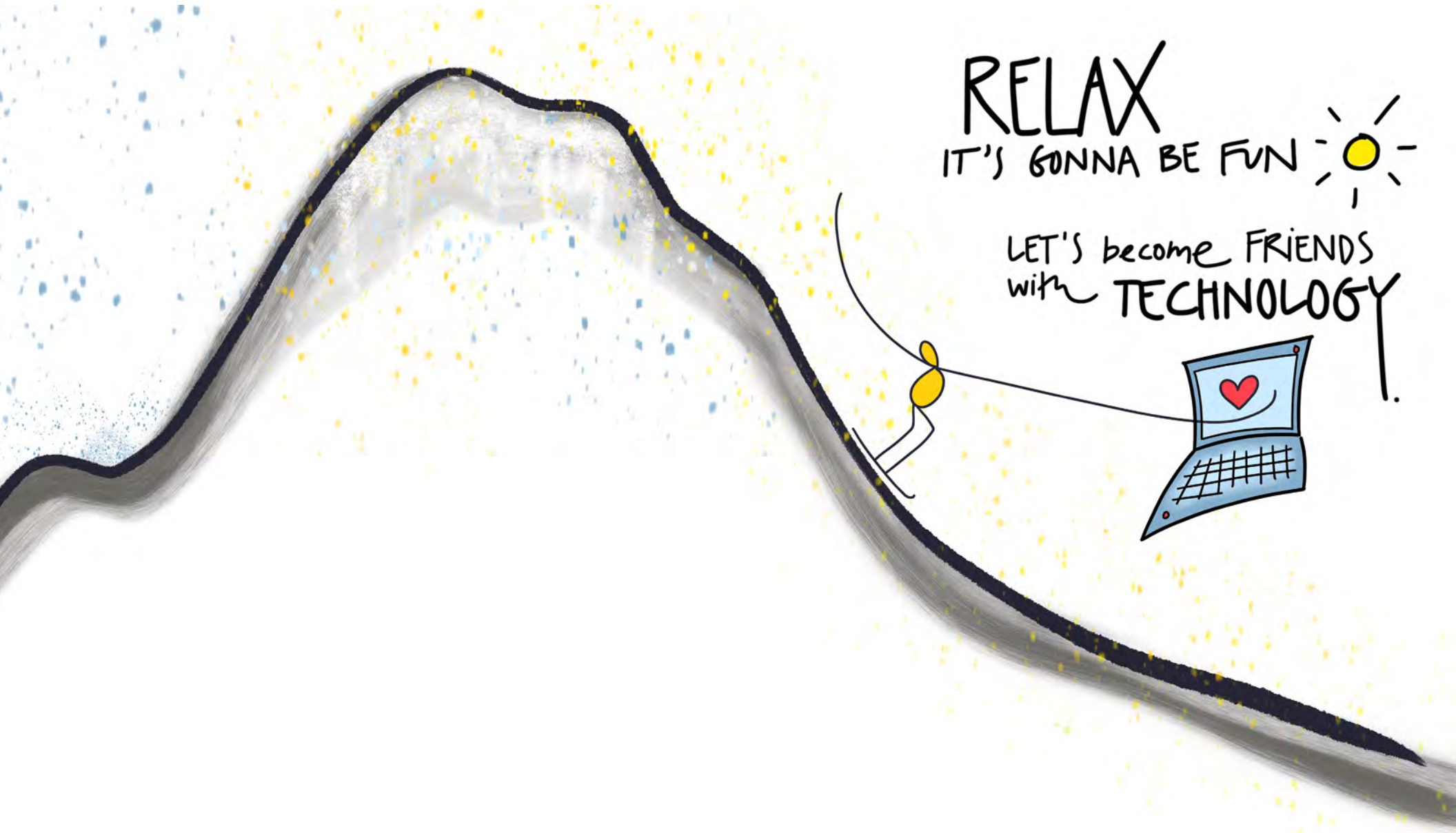
I can DO this!

OH NO  
TECHNOLOGY!  
SCARY?

SUPER EASY  
GUIDE to ZOOM

RELAX  
IT'S GONNA BE FUN ☀️

LET'S become FRIENDS  
with TECHNOLOGY!



NOW  
a few THINGS  
that will make it EASY





This is what Zoom looks like... in SPEAKER VIEW.

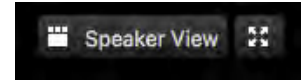


This is the Zoom Tool Bar.

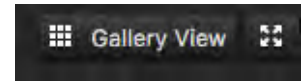
And this is what Zoom looks like... in GALLERY VIEW.



This is where you toggle back & forth between views ... YOU Choose!



OR







Here is the Zoom tool bar again.  
Let's get acquainted...



These are the audio & video icons, which have very important roles!

We'll talk about them next.

This icon (Share Screen) is "invitation only" - please don't click it unless you are specifically invited to.

This icon is self-explanatory. Only click it when you are ready to leave Zoom.

# AUDIO



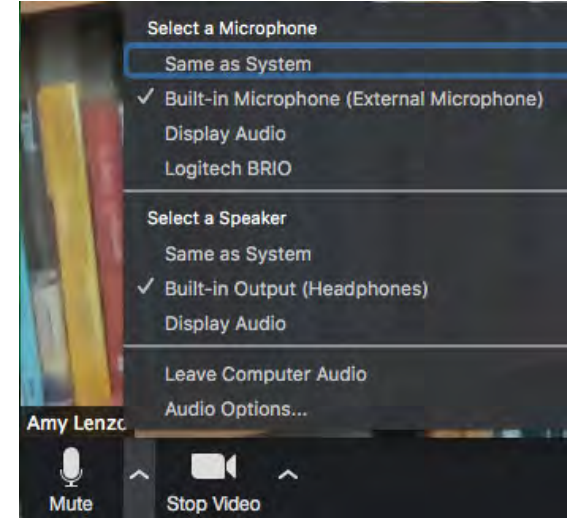
Click the audio icon once to mute yourself.

When you're muted there will be a line through the icon, like this:



Click the icon again to un-mute yourself!

Click the little arrow to the right of the audio icon to show the Speaker & Microphone options you have installed on your computer.



(Note: Your best choice will often be clicked by default.)

# VIDEO



Click the video icon once to stop showing your video.

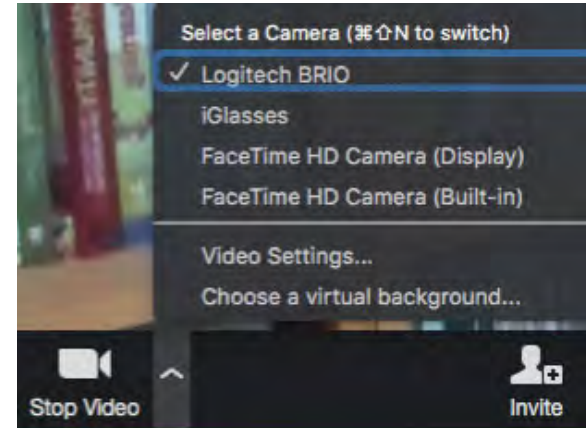
There will be a line through the icon, like this:

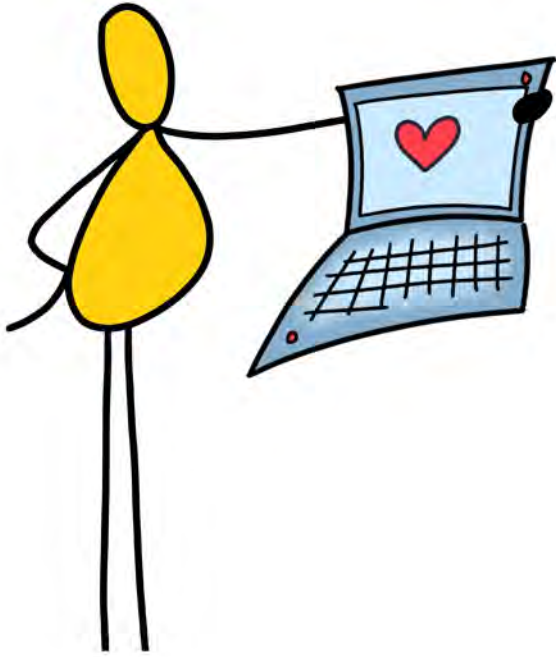


Click the icon again when you want to start showing your video.

Click the little arrow to the right of the video icon to show the Video Camera options you have installed on your computer.

(Note: Your best choice will often be clicked by default.)





Hang on!

There are two more Zoom features we want you to know about ...

# CHAT



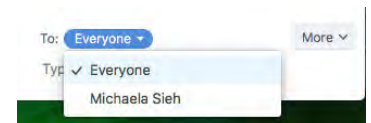
Click the "Chat" icon ...

& a window will open to the right of your Zoom screen:



Click the "To" button & a list of all the participants will appear. Click on "everyone" to write to everyone publicly or an individual name to write privately to a specific person.

e.g.



# RAISE YOUR HAND



When you want to speak out loud,  
click the “Participants” icon ...



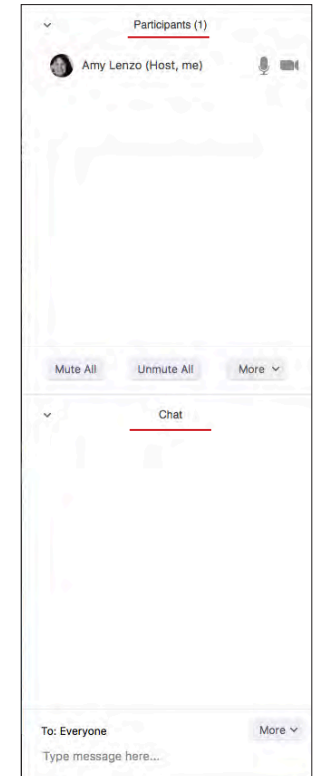
& a window will open to the right of your  
Zoom screen with a list of all the participants:



At the bottom, you will see a  
button that says “Raise Hand”  
Click it to raise your hand!



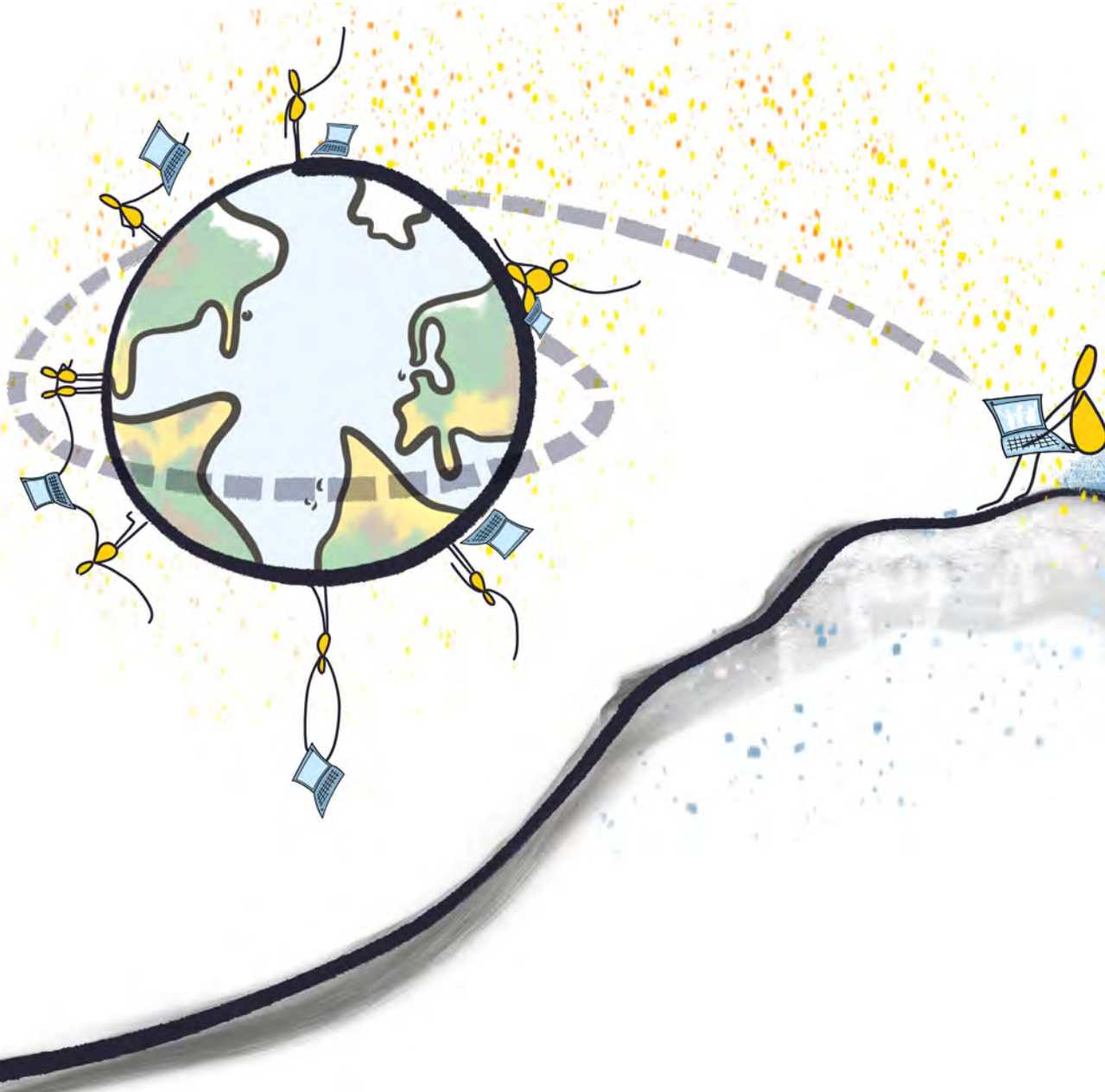
If you have clicked both the  
“participants” & “chat icons,  
they will stack on top of each  
other, like this:



## Six Tips for a super-successful Zoom experience:



- 1) Close everything on your computer that you don't need (all you need is Zoom & an internet browser (if we're using Google Docs))
- 2) Put on your headphones & make sure your audio settings are working
- 3) Find a place with good light and adjust your video settings
- 4) If you're having trouble with anything, use "Chat" to communicate about it to the tech host (or everyone)
- 5) Adjust your view settings to the view you like best - Speaker View or Gallery View
- 6) Ask questions whenever you need to

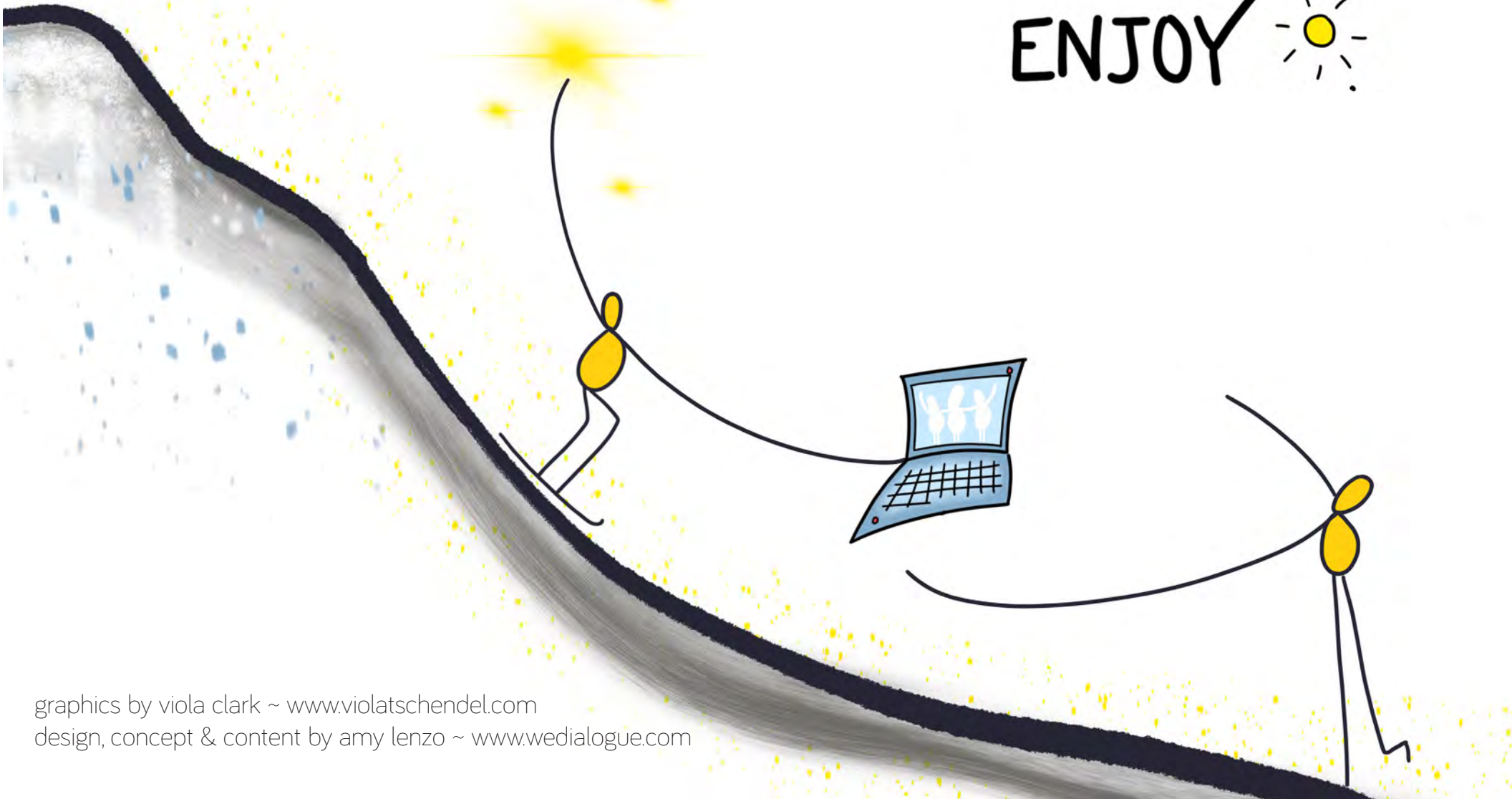


TECHNOLOGY  
ALLOWS US to  
CONNECT  
SAME TIME  
SAME PLACE  
all over the WORLD.

it's MAGIC



ENJOY 



graphics by viola clark ~ [www.violatschendel.com](http://www.violatschendel.com)  
design, concept & content by amy lenzo ~ [www.wedialogue.com](http://www.wedialogue.com)

**From:** [Nadia Naik](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Cc:** [Gaines, Chantal](#); [Kamhi, Philip](#); [Wilson, Sarah](#)  
**Subject:** Quick guide for Zoom call today  
**Date:** Wednesday, April 22, 2020 10:50:21 AM  
**Attachments:** [super-easy-zoom-guide.pdf](#)

---

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Hi XCAPers,

This handy Zoom guide will be helpful for today's call.

Please take a look!

Thanks,  
Nadia

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

**From:** **Wilson, Sarah** <[Sarah.Wilson@cityofpaloalto.org](mailto:Sarah.Wilson@cityofpaloalto.org)>  
**Date:** Wed, Apr 22, 2020 at 8:13 AM  
**Subject:** Guidance on Zoom for XCAP  
**To:** Kamhi, Philip <[Philip.Kamhi@cityofpaloalto.org](mailto:Philip.Kamhi@cityofpaloalto.org)>, Gaines, Chantal <[Chantal.Gaines@cityofpaloalto.org](mailto:Chantal.Gaines@cityofpaloalto.org)>, Nadia Naik <[nadianaik@gmail.com](mailto:nadianaik@gmail.com)>

Hi all,

I think it was Philip who found this cute/handy Zoom guide, attached.

Thoughts on distributing it to tonight's panelists?

Other suggestions?

Later this morning, I am working with Nelly Baumb from Clerk's Office on customizing slides, etc. More on that to come.

Sarah Wilson  
Administrative Assistant, Office of Transportation  
City of Palo Alto  
[Sarah.Wilson@CityofPaloAlto.org](mailto:Sarah.Wilson@CityofPaloAlto.org)

(650) 329-2552

CHURCHILL GRADE  
SEPARATION,  
THE PARTIAL UNDERPASS  
AND

A 4th Idea

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

## THE PRICE PLAN

- ▶ If Elizabeth Alexis's concept works for Meadow and it's 50 foot width.
- ▶ Then it could work for Churchill.
- ▶ Churchill is now 36 feet wide and we would need to add 14 feet in width.
- ▶ That's 7 feet on each side.
- ▶ Property on each side would need to be acquired.

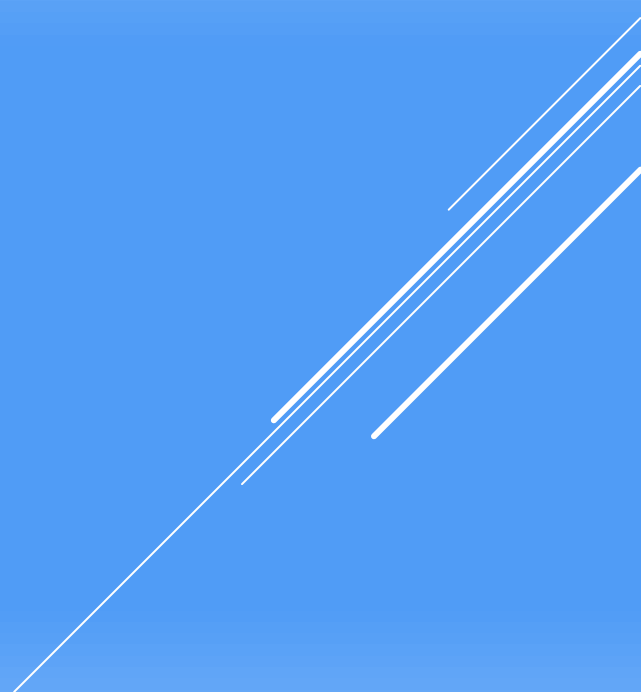
A 4<sup>TH</sup> IDEA

- ▶ The round-about would be at Emerson.
- ▶ The underpass for the tracks and Alma would be 2 lanes each way.
- ▶ East of Alma there would be one lane each way and widen when approaching the underpass.

## CONCEPT FEATURES FOR CARS

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

## CONCEPT FEATURES FOR BIKES AND PEDESTRIANS





# Jefferson Ave. Underpass in Redwood City

## Benefits

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



## PLAN FEATURES

- ▶ Traffic interruption should be minimal for Alma.
- ▶ Two weekend closures should take care of building temporary bridge for Alma.
- ▶ The same interruption in service would be for the track's temporary bridge.
- ▶ After that that, the tracks and Alma would be fully open for service.
- ▶ Churchill would be closed for 6 months for underpass excavation and installing the permanent underpass.

## PLAN FEATURES DURING CONSTRUCTION

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

THE DECISION

**From:** [Gaines, Chantal](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Cc:** [Wilson, Sarah](#); [Kamhi, Philip](#)  
**Subject:** FW: XCAP Meeting with Zoom  
**Date:** Saturday, April 25, 2020 10:33:29 AM  
**Attachments:** [Churchill Grade Separation 4 12 2020.pptx](#)  
[image001.png](#)  
[Churchill Grade Separation 4 23 2020.pdf](#)  
[image002.png](#)

---

Hello XCAP members,

Please see the email below and the attachment from Mr. Gary Lindgren related to his public comment he wanted to share at your most recent XCAP meeting.

Thanks,  
Chantal C. G.

### **Chantal Cotton Gaines**

Assistant to the City Manager | City Manager's Office  
(650) 329-2572 | [chantal.gaines@cityofpaloalto.org](mailto:chantal.gaines@cityofpaloalto.org)  
[www.cityofpaloalto.org](http://www.cityofpaloalto.org)

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**From:** Gary Lindgren <gel@theconnection.com>  
**Sent:** Thursday, April 23, 2020 10:06 AM  
**To:** Nadia Naik <nadianaik@gmail.com>; Gaines, Chantal <Chantal.Gaines@CityofPaloAlto.org>  
**Subject:** XCAP Meeting with Zoom

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

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Hello Nadia and Chantal,  
Attached is the PowerPoint I was going to present last night. In the e-mails going out to announce the XCAP meetings, it should state that only oral statements will be allowed from the public. Also if the public want to show a picture or something to share they need to send it to you before the meeting and you will load it as required. When do you expect there will be another XCAP meeting and will it be on the subject of the Churchill grade separation.

Take Care,  
Gary

**Gary Lindgren**  
**585 Lincoln Ave**  
**Palo Alto CA 94301**

650-326-0655

[Check Out Latest Seismometer Reading](#)

@garyelindgren

[Listen to Radio Around the World](#)

**Be Like Costco... do something in a different way**

**Don't trust Atoms...they make up everything**

A part of good science is to see what everyone else can see but think what no one else has ever said.

The difference between being very smart and very foolish is often very small.

So many problems occur when people fail to be obedient when they are supposed to be obedient, and fail to be creative when they are supposed to be creative.

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

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

Amos Tversky

**From:** [Kathy Jordan](#)  
**To:** [Expanded Community Advisory Panel](#); [Council, City](#)  
**Cc:** [Emily Mibach](#); [gsheyner@paweekly.com](mailto:gsheyner@paweekly.com); [Dave Price](#); [local@bayareanewsgroup.com](mailto:local@bayareanewsgroup.com); [Nico Savidge](#); [Zachary Clark](#)  
**Subject:** Fwd: Business Insider: Novel coronavirus can live for 72 hours on bus and subway surfaces - Business Insider  
**Date:** Monday, April 27, 2020 11:32:02 AM

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To all:

Fyi re Caltrain and the implications of Covid 19 for mass transit in general:

Business Insider: Novel coronavirus can live for 72 hours on bus and subway surfaces - Business Insider.

<https://www.businessinsider.com/novel-coronavirus-can-live-on-bus-and-subway-surfaces-2020-4>

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**Gov. Cuomo says novel coronavirus can live on bus and subway surfaces for 72 hours, posing an ongoing concern for transit employees and riders**

---

**According to researchers live coronavirus particles can survive anywhere from three hours to seven days on surfaces, [depending on the material](#).**

New York Gov. Andrew Cuomo emphasized the lifespan of the novel coronavirus in the air and on surfaces while describing the challenges facing the city's massive public transport system during the novel coronavirus pandemic.

"The virus can live up to 72 hours on plastic surfaces and stainless-steel surfaces," Cuomo said in a press conference Friday. "Just think about this from a transit point of view or from your car point of view. It can live on a pole in a bus or on a seat in a bus for up to 72 hours."

Cuomo's statements about the virus' lifespan, sources for which the governor hadn't referenced, echoed [reports that live coronavirus particles, which typically spread via droplets from an infected person's coughs or sneezes, can survive for anywhere from three hours to seven days on surfaces, depending on the material](#) — and are particularly significant for commonly touched surfaces on like those on the city's highly trafficked trains and buses, infecting passengers and workers alike.

In addition to surfaces, Cuomo said the virus spreading through the air also remains a concern.

Re Caltrain, a few other data points:

It bears remembering that Caltrain's ridership dropped in two of three years prior to the pandemic

"Caltrain's average weekday ridership grew rapidly over a six-year span, from 34,120 boardings in 2010 to 62,416 in 2016, increasing roughly 10% a year. But the growth stopped abruptly after that, with boardings staying relatively flat in 2017, rising 1.5% in 2018, and dropping 2.3% this year."

<https://padaily.com/2019/07/23/caltrain-annual-ridership-numbers-fall/>

Although Caltrain ridership showed declines in both 2017 and 2019, Caltrain's business plan projected tripling ridership by 2040.

### **Caltrain's new vision calls for tripling ridership by 2040**

Staff recommends scenario that would accommodate about 180,000 riders, require more than \$22B in investment

<https://www.paloaltoonline.com/news/2019/07/23/caltrains-new-vision-calls-for-tripling-ridership-by-2040>

While Caltrain's business plan projecting tripling ridership seemed quite optimistic then, given its ridership history, how realistic are these projections now, given what Gov. Cuomo discussed?

"The virus can live up to 72 hours on plastic surfaces and stainless-steel surfaces," Cuomo said in a press conference Friday. "Just think about this from a transit point of view or from your car point of view. It can live on a pole in a bus or on a seat in a bus for up to 72 hours."

Perhaps once an effective Covid 19 vaccine is produced, or when herd immunity to the virus is achieved, Caltrain ridership will eventually rebound to its prior levels. For now, Caltrain ridership has declined by 90% and service has been cut by more than half.

Caltrain to slash weekday service by more than half starting next week

As with the Bay Area's other public transit entities, Caltrain ridership has plummeted as the coronavirus outbreak has worsened. Sales of one-way and day pass train fares have fallen 86% from their levels prior to the outbreak, while daily ticket sales fell 95% on the first day of the Bay Area's shelter-in-place order.

<https://almanacnews.com/news/2020/03/26/caltrain-to-slash-weekday-service-by-more-than-half-starting-next-week>

As for predictions about the future regarding Covid 19 and its impacts on Caltrain and other services:

“We anticipate that this pandemic is going to be going on for a very, very, very long time. We know that we do not have immunity in the population. Nor do we have a vaccine,” Cody said. “So any time that we let up on our mitigation measures, we are going to expect to see a spike in cases, hospitalizations and deaths. That is certain.”  
<https://www.latimes.com/california/story/2020-04-24/bay-area-likely-to-extend-stay-at-home-order-san-francisco-mayor-says>

White House coronavirus task force coordinator Deborah Birx on Sunday said social distancing will continue through the summer, as confirmed cases in the United States near one million.

<https://www.washingtonpost.com/world/2020/04/26/coronavirus-latest-news/>

Nicholas A. Christakis MD, PhD, MPH, is the Sterling Professor of Social and Natural Science, Internal Medicine and Biomedical Engineering and directs the Human Nature Lab at Yale University.

“In the fall, I think there is at least a 75% chance it will come back with a second wave as it did in 1918 and 1957 pandemics,” he said.” I don’t know that it will be deadlier, but there will be a second wave and we will have to prepare ourselves for it.”

However, even the brief respite is still months away, he said. “We are just at the beginning of this first wave” and there is still much damage to come.

<https://www.ama-assn.org/delivering-care/public-health/what-s-ahead-covid-19-expert-offers-forecast-summer-fall>

Caltrain's previously optimistic projections prompted the City to discuss grade separation proposals. Those projections are no longer valid, if they were previously. Further, given the prevalence of telecommuting during this crisis, new work patterns may affect any new projections.

Thanks for listening.

Best,

Kathy Jordan