

Expanded Community Advisory Panel (XCAP)

THIS PACKET INCLUDES:

A compilation of emails (public comments, etc) submitted to the XCAP email box, XCAP@CityofPaloAlto.org, between **July 8 and July 15, 2020 at 12:00 pm (noon)**.



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: From Adina Levin
Date: Wednesday, July 8, 2020 1:52:10 PM

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

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

From: Adina Levin <adina.levin@friendsofcaltrain.com>
Date: Wed, Jul 8, 2020 at 1:30 PM
Subject: Re: Caltrain ballot measure update for XCAP
To: Wilson, Sarah <Sarah.Wilson@cityofpaloalto.org>
CC: Kamhi, Philip <Philip.Kamhi@cityofpaloalto.org>, Bhatia, Ripon <Ripon.Bhatia@cityofpaloalto.org>, Shikada, Ed <Ed.Shikada@cityofpaloalto.org>, Horrigan-Taylor, Meghan <Meghan.Horrigan-Taylor@cityofpaloalto.org>, Litzinger, Millette <millette.litzinger@aecom.com>, DeStefano, Peter <peter.destefano@aecom.com>, Mercurio, Eddy <etty.mercurio@aecom.com>, Wong, Elliot <elliott.wong@aecom.com>, Nadia Naik <nadianaik@gmail.com>, Larry Klein <lklein40@gmail.com>

Dear Chair, Vice Chair, City Manager, Staff and Consulting Team,

Following up to the previous email...

As you know, public transit around the country and in the Bay Area have been hard hit by the Covid pandemic.

With my nonprofit affiliations with Friends of Caltrain and also Seamless Bay Area, I have been spending an increasing amount of time on initiatives to recover the Bay Area transit system, most recently with the significant opportunity posted by the strong polling for a ballot measure that would provide stable funding for Caltrain.

In order for many of Palo Alto's goals to be achieved for quality of life, mobility, and environmental sustainability to be achieved, and for the grade separation project to be relevant, it is a pre-requisite to recover Caltrain and the transit system from the impacts of the pandemic.

Chair Naik let me know that the XCAP will need to be meeting weekly throughout the summer to be able to finish study and deliberation to make recommendations. Unfortunately, with the level of effort to work on the transit recovery / Caltrain funding issues, I will not be able to make the level of time commitment needed to serve on XCAP.

I hope that the work on transit recovery and Caltrain funding will be successful in maintaining the foundation that the work of the XCAP depends on.

Thank you very much for advancing these important decisions for Palo Alto.

Sincerely,

Adina
Adina Levin
Friends of Caltrain
<https://greencaltrain.com>
650-646-4344

On Sun, Jul 5, 2020 at 3:57 PM Adina Levin

<adina.levin@friendsofcaltrain.com> wrote:

>

> Breaking news - Caltrain has released surprisingly positive poll
> results for the 1/8 cent sales tax which would provide stable funding
> for Caltrain operations and maintenance.

> <https://www.greencaltrain.com/2020/06/surprisingly-strong-poll-results-for-caltrain-ballot-measure-wide-margin-depends-on-campaign/>

>

> Despite the pandemic recession, poll results were very close to the
> results from a year ago, with nearly two thirds ready to approve a
> measure. The poll shows wide swings based on messaging, with 70% in
> support after positive messaging, and much lower support after
> negative messaging. So the outcome would depend heavily on an
> effective campaign.

>

> The poll was conducted during weeks 12 and 13 of the Shelter-in-Place period.

>

> Voters in the region continue to value Caltrain as a regional service
> that helps relieve traffic and improve travel along the Peninsula,
> even for those who do not use transit. Most respondents who were
> frequent Caltrain riders pre-Covid have steeply reduced ridership
> during the pandemic, but over 70% expect to return to previous usage
> or even more after the pandemic is over.

>

> The decision to put the measure on the ballot would be made by the
> Caltrain board in August, if Caltrain's partner agencies vote to
> enable the Caltrain board to make this decision. Caltrain's partner
> agencies had deferred their votes until July, waiting for the poll
> results.

>

> <https://www.greencaltrain.com/2020/06/surprisingly-strong-poll-results-for-caltrain-ballot-measure-wide-margin-depends-on-campaign/>

> <https://www.greencaltrain.com/2020/06/caltrain-tax-update/>

>

>

>

> On Thu, Jul 2, 2020 at 8:44 PM Wilson, Sarah

> <Sarah.Wilson@cityofpaloalto.org> wrote:

>>
>> Hello XCAP members,
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>>
>> Greetings! The next XCAP meeting will be on Wednesday, July 8, at 4:00 pm. Please note that start time!
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>> The meeting agenda is attached to this email and online here:
<https://connectingpaloalto.com/presentations-and-reports/>.
>>
>>
>>
>> Like all meetings since April 22, this will be a Zoom webinar. On the morning of the meeting, you'll get an email from "Office of Transportation" (me) with the subject line, "Panelist for XCAP Meeting July 8." The body of the email will contain the all-important hyperlink (blue text) that says "Click Here to Join."
>>
>>
>>
>> That is your unique link for you to join the meeting as a "Panelist." Please do not forward your link to someone else as it is tied to you. The public can join the meeting (as "Attendees") using the Zoom meeting code on the agenda.
>>
>>
>>
>> You are welcome to join the meeting before the start time of 4:00 pm -- as early as say 3:30 pm. We just want to make sure everyone is successfully connected and comfortable before the meeting begins. Please let me know if you have any questions about Zoom.
>>
>>
>>
>> Thank you,
>>
>>
>>
>> Sarah Wilson
>> Administrative Assistant, Office of Transportation
>> City of Palo Alto
>> Sarah.Wilson@CityofPaloAlto.org
>> (650) 329-2552
>>
>>

From: [Brian Kilgore](#)
To: [Expanded Community Advisory Panel](#)
Subject: Comments for July 15 xcap meeting
Date: Saturday, July 11, 2020 7:31:05 PM

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Hi,

AECOM has based their noise estimates in their latest Noise and Vibration Comparison report on the assumption that the fastest trains that will run along the SF Peninsula corridor will be 80 mph.

Per the recently released CA High Speed Rail draft EIR/EIS San Francisco to San Jose fact sheet; https://hsr.ca.gov/docs/programs/san_francisco_san_jose/Draft_EIRS_FJ_V1-03_Fact_Sheet.pdf, CA HSR plans to initially run up to 2 HSR trains each direction on the same tracks at 79 mph. Once they reach 'Full Operation', CA HSR plans to run up to 4 trains in each direction at 110 mph.

Whether one believes CA HSR will or will not ever appear on the tracks in Palo Alto is debatable. Regardless, it seems prudent to model and plan for trains running at 110 mph rather than 80 mph for the purposes of noise and sound mitigation. Why has the HSR possibility been ignored?

It is well established that faster trains make more noise and elevating that noise source projects that noise farther from the tracks. I encourage the city to keep the train tracks at or below grade.

Brian Kikgore

From: [Gary Lindgren](#)
To: [Expanded Community Advisory Panel](#)
Subject: Train Noise and High Speed Rail
Date: Monday, July 13, 2020 2:02:13 PM

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Dear XCAP Committee,

If we have grade separations at all crossings, there could still be an issue with train horns. When trains pass each other, the train drivers may sound their horns as a sort of hi and or have a good day. They may also sound their horns if they see someone taking a video of them. There should be rules to only allow using horns where there is an approaching grade crossing.

I heard the High Speed Rail Authority announced that quad gates are just fine for the grade crossings. What does this do to all your work?

Gary Lindgren

Gary Lindgren
585 Lincoln Ave
Palo Alto CA 94301

650-326-0655

[Check Out Possible Grade Separation Solution at Churchill](#) or

Copy and Paste <http://www.paloaltoenergy.org/churchill/>

[Check Out Latest Seismometer Reading](#)

@garyelindgren

[Listen to Radio Around the World](#)

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

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

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

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

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

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

hours.

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

Amos Tversky

From: [Karen Kalinsky](#)
To: [Expanded Community Advisory Panel](#)
Cc: [Shikada, Ed](#)
Subject: RE: MIXED Hybrid and Underpass at Meadow-Charleston -- XCAP July 15, 2020 Agenda
Date: Wednesday, July 15, 2020 11:54:30 AM
Attachments: [Kalinsky to XCAP MIXED Meadow Charleston 20200715.docx](#)

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To: Expanded Community Advisory Panel (XCAP)
CC: Ed Shikada, City Manager

RE: Possibility of Hybrid Alternative at Meadow and Underpass at Charleston
Date: 7/15/2020

NOTE: Since we live on Meadow, I will respond only with comments pertaining to Meadow, and leave responses to the Charleston proposals to those neighbors who are more directly affected by them.

I read with interest the “MEMORANDUM: Mixing of Underpass and Hybrid Grade Separation Alternatives at Charleston Road and Meadow Drive” included as “Informational Item” on today’s agenda.

I would like to request that future FACT-SHEETS and information presented to the Town Hall Meetings include a separate option for “MIXED: Meadow-Hybrid-&Charleston-Underpass”.

While it is very difficult to prioritize the various competing criteria, in my opinion:

MEADOW HYBRID (& Charleston Underpass) has the following advantages over Meadow UNDERPASS:

Lower cost – Hybrid \$200M to \$250M compared to \$340-\$420 for underpass; and so requiring lower levels of local funding

Better connectivity between Meadow and Alma – Hybrid 8 turning movements, compared to 3 for underpass which would likely increase traffic through neighboring streets

Property acquisitions— Hybrid has zero compared to underpass which has 1 apartment bldg. with 14 units and 1 single family home

MEADOW UNDERPASS has the following advantages over MEADOW HYBRID (& Charleston Underpass)

Safety: Underpass provides better safe crossing of Alma—bikes and peds can cross separated from car traffic

Minimize visual changes – Underpass--trains at street level compared to Hybrid--tracks raised 15 feet (including between Meadow and Charleston) –which especially impacts those living along tracks on Park Blvd.

I have been tuning in to all the XCAP Zoom meetings and I'm continually impressed with your knowledge, diligence and the caring about the community that you bring to these difficult decisions. I urge you to include your ranked recommended alternatives in your final report to the City Council.

With gratitude for your hard work and commitment,

Karen Kalinsky (kalinsky@stanford.edu)

Karen Isaacs Kalinsky

kalinsky@stanford.edu

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CC: Ed Shikada, City Manager
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Karen Kalinsky (kalinsky@stanford.edu)