XCAP Deliberation Notes
September 9, 2020

The following notes were used for discussion during the 9/9/20 XCAP meeting.

**Items in BLUE were shown but not discussed**

Churchill

6-3 vote in favor of Churchill closure (3: Phil, Keith and Nadia voting against) with mitigations to be discussed in more detail and with bike/ped option to be discussed:

Potential Mitigations mentioned during the meeting:

Existing mitigations provided by the consultants are “conceptual” and we need additional mitigations. The following items need to be addressed:

- Any mitigations should include the 2016 Bike Project and look at impacts to El Camino and Embarcadero and Embarcadero/Emerson/High Street and along both sides of Embarcadero (see: [https://www.cityofpaloalto.org/civicax/filebank/documents/53341](https://www.cityofpaloalto.org/civicax/filebank/documents/53341)) (approved but removed from the Capital Improvement Program due to COVID - has been pushed out past the 5 year timeline)
- Unofficial pick-up/drop off locations along Embarcadero slip road and possible safety mitigations needed if more cars travel on that road.
- Embarcadero intersection should be revisited when decision for PA Avenue and downtown are are decided.
- Lincoln/Kingsley/High/Embarcadero multi-way intersection issue needs to be addressed to reduce neighborhood through traffic
- Consider working with T&C on reducing congestion on Embarcadero/El Camino
- Pedestrian overpass - concern it won’t lead to increased safety as proposed. Please review.
- Consider creating a comprehensive bike/ped connection
- Bike/Ped path at Seale before building the Churchill bike/ped to allow safe crossing during construction. (and how that might be used for phasing a closure) (Note: BikePed path is consistent with park use and can be done on dedicated park land).
- Study whether Park Blvd should be reopened between Southgate and Evergreen Park? Test an opening? Neighborhood outreach critical.
- Consider stairs on NW corner between Embarcadero and Caltrain

Other ideas discussed previously:

[Bike Option 1 version 2](#)
- Acquire corner property (Northeast corner Alma/Churchill) to create down ramps East of Alma and avoid bunching of bikes to wait for the light. Provides benefit of grade separating from Alma (major safety upgrade).
- Council criteria “Provide clear, safe routes for pedestrians and cyclists crossing the rail corridor, separate from vehicles” Does this mean separate bikes/peds whenever possible?

**Bike Option 2**
- Close Churchill to cars - only home owners and their guests would use the road. Residents would enter/exit Churchill from Emerson Street
- Add a light at N.California/Alma to have less cars along Churchill and to provide unsignalized Left out of Old Palo Alto
- Want to explore flatter, wider, taller and fully lit crossing with increased visibility
- IDEA: Explore whether bike tunnel could be tall enough/high enough for emergency vehicle/ maintenance vehicle access (see [http://www.pedbikeinfo.org/resources/resources_details.cfm?id=4159](http://www.pedbikeinfo.org/resources/resources_details.cfm?id=4159))

**Add Bike/Ped crossing at Seale**
- Recommended in Rail Corridor Plan
- Adds a bike/ped crossing that can be built while mitigations are being built
- Would provide a more direct Safe Route to School for Greene and Walter Hays from East of Alma and for Paly from students West of Alma and South of Churchill.
- Reduces bike traffic on congested Cal Ave tunnel and on Churchill tunnel
- Bikes on East side of tracks end up on Park Blvd which is a bike path
- Alternatives for Seale design could be center of the road or property acquisition to create bike/ped ramps to separate from Alma and tracks.

Notes for Partial Underpass:
- If this option is selected, traffic inducement along Churchill (between Alma and El Camino) should be looked at in further detail [Note: Staff reports that traffic study addresses this point and that increase is negligible] (Partial Underpass)