

## **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 **September 9 and September 16, 2020 at 12:00 pm approximately.**



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:** [Seth Wu](#)  
**To:** [Expanded Community Advisory Panel](#); [Transportation](#); [Council, City](#)  
**Subject:** Charleston-Meadow Separation  
**Date:** Wednesday, September 9, 2020 1:15:19 PM

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

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Dear Transportation Department Staff, XCAP members, and the City Council of Palo Alto,

My family has lived in the Charleston Meadows neighborhood for 39 years. It is a wonderful community. While we live two very short cross streets away, train noise has been a constant annoyance that disturbs our peace and our sleep. I have reviewed the design options and urge you to **please choose an option that puts the train tracks below ground.**

Our preferences are in the following order:

1. Train Tunnel. Least disruptive to neighborhood life.
2. Train Trench. Less disruptive.
3. Road Underpass. Disruptive to roadside property by eminent domain?

These are the only options that would keep the train noise level manageable for our neighborhood, and the only options that is not aesthetically horrible.

Please do **not** choose any option that raises the height the train travels on, as that would greatly increase the volume of train noise. Additionally, please consider the visual impact of the design. When I pass under concrete viaducts in other communities I always feel sorry for the people who live in the neighborhoods divided by such a structure and who have to look at the ugly monstrosity every day.

I realize that these may not be the cheapest options and perhaps not the easiest, We are creating something that all of us will have to look at every single day. It is not an overstatement to say that it could be an eyesore forever into the future if it is not done well. Palo Alto has an international reputation as a City of engineers and innovators. Let's honor that tradition by picking the best design for the community and then finding a way to make it happen.

Sincerely,

Seth Wu

**From:** [Teresa Sun](#)  
**To:** [Teresa Sun](#); [Lydia Kou](#); [Expanded Community Advisory Panel](#); [Transportation](#)  
**Cc:** [Sue-Yia Cheng](#); [Lily Lu](#); [Ku.WheilIn](#); [Sandy Chow](#); [Jessica Wang](#)  
**Subject:** Fwd: Fw: Grade Separation Options.-Tunnel. Tunnel. Tunnel is the only one should consider!!!  
**Date:** Wednesday, September 9, 2020 5:03:54 PM

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Dear Grade Separation Teams for Palo Alto:

I am Ivy the neighbor of Carlin. I totally agree with Carlin's email below. Please consider your descendants. and lets them remember you by this project in a good way.

Whatever solution gets built, it will last at least 100 years (4 generations).  
Let's choose the right solution !!!

A completely underground **tunnel** will give Palo Alto the following benefits:

1. The land above the tunnel can be reclaimed for use as parks, bike paths, dog-walks, tennis courts, etc.
2. There will be no divisive physical barrier down the middle of Palo Alto.
3. There will be no noise !!!!!
4. There will be no ugly visible train or train tracks with its surrounding wasteland of barren rock and trash.
5. Future high density housing, which will be built mostly adjacent to the current railroad path, will NOT have windows looking out onto ugly tracks or a high structure. The residents will not be woken up at night by trains rumbling past their windows.
6. Crosstown traffic will be simple and safer and efficient.
7. The level of dust for the thousands of residents who live near the train will be significantly reduced from what it is today.

**NO OTHER SOLUTION GIVES PALO ALTO THESE BENEFITS !!!!!!!!!!!**

This is the right solution for Palo Alto, and the only one that I completely support. I am willing to pay significantly higher taxes (for example, a bond) in order to have this option.

It is unconscionable that the tunnel was removed from the list of options. The people who removed it are not even accountable to the residents via resident vote or citizen choice. I object to this process and I object to the removal of the tunnel option.

However, given that the current options do not include a tunnel .....

Speaking specifically to the reduced options offered for the Meadows-Charleston

area, **the TRENCH is the only option that is acceptable to me.** All the other options: (1) are highly visible and ugly (the train would run above the 13-foot-high roofs of this mostly single-story part of Palo Alto) and (2) would increase the number of residences that are polluted by noise and dust.

Please do NOT select any option that elevates the train above ground level.

The absolute worst option is the viaduct (elevated structure).

The second worst option is the hybrid (elevated berm).

These options are the ugliest, the dirtiest, the noisiest, the most visibly intrusive and divisive.

**From:** [Qingwen Cheng](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Meadow-Charleston Alternatives  
**Date:** Wednesday, September 9, 2020 10:17:10 PM

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Dear Advisory Panel Members:

I looked the fact-sheet of Meadow-Charleston alternatives, I feel the hybrid plan is the best option based on the cost and accessibility. The Trench is best but very expensive, the underpass looks bad because hard for driver on Meadow to turn into Alma and cause extra traffic burden to Meadow JLS community. Viaduct is expensive and generate too much train noise to neighborhood.

Thank you for your hard working to make those plans!

Qingwen Cheng  
Resident on 2nd St.

**From:** [Ronald Pyszka](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Meadow-Charleston Crossings  
**Date:** Wednesday, September 9, 2020 2:04:37 PM

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September 9, 2020

## **Charleston-Meadow Grade Separation Options**

I am writing with regard to the various options for grade separation at the Charleston and Meadow crossings.

Let me begin by saying that for nearly 25 years I regularly commuted to work by bicycle on a route that took me across the Charleston crossing. I have also written letters and spoken before the City Council on multiple occasions in support of pedestrian and bicycle safety improvements along the Charleston-Arastradero corridor.

**That said, I am vehemently opposed to the Underpass option for the Charleston-Meadow rail crossings.**

I do not believe that the mode separation aspect of the Underpass option offers a significant advantage in pedestrian and bicycle safety over the Hybrid, Viaduct, and Trench options. The latter three are all good options so far as pedestrian and bicycle safety are concerned. As a bicyclist, I would be happy with any of them.

On the other hand, the Underpass option comes with huge disadvantages:

**The Underpass option does massive violence to the Walnut Grove neighborhood. It has negative impacts on the Fairmeadow neighborhood as well.**

The proposed Charleston Road traffic circle would require the acquisition/seizure of two private residences (something the City Council has previously said that it would not consider doing). This option would also require acquiring/seizing parts of the back yards of a number

of other residences.

When the City Council authorized inclusion of the Underpass option as an additional alternative to be studied, the concept for Charleston Road called for a U-turn at Wright Place. Since then, it has morphed into this monstrous traffic circle and the seizure of people's homes and yards.

**The negative impacts of the Charleston Underpass go far beyond the property acquisitions/seizures themselves.**

Houses adjacent to the traffic circle (those on each side of it and those whose back yards abut it) as well as others in the general vicinity will suffer from noise, exhaust pollution, and decreased property values. This promises to be a very congested traffic circle. Incidentally, it would not be unreasonable to expect a rash of property-owner lawsuits if this option is selected.

Houses on Charleston between Alma Street and the traffic circle (those with front yards facing Charleston on the south side of Charleston and those with back yards facing Charleston on the north side of Charleston) will be forced to endure a huge increase in traffic resulting from the various convoluted turns that require use of the traffic circle (e.g., a left turn from north bound Alma to west bound Charleston). Charleston Road, **this section included**, has been designated a residential/school corridor. Residents worked for more than a decade to calm automobile traffic on Charleston, not increase it by adding cars making turns from Alma.

To the east of the proposed traffic circle, residents of houses between Mumford and Carlson will find it extremely difficult to back out of their driveways since there will no longer be traffic lights to provide an occasional break in traffic. This is a very real issue and one that affects my wife and me directly.

The projected cost of the Underpass option is \$340-420 million. This is substantially more than the Hybrid option (\$190-230 million). In this time financial deficits and service cutbacks stemming from the COVID-19 crisis, **that's a lot of money**. Whatever its source, funding for the grade separation projects is likely to be tight for the foreseeable future.

With only one lane in each direction beneath the railroad tracks and with a traffic circle that promises to be congested from the outset, the Charleston Underpass option is the one that is most prone to becoming obsolete if automobile traffic continues to increase. We all hope that traffic growth can be constrained, but we also need to be realistic, particularly since a large

portion of the automobile traffic on Charleston originates outside of Palo Alto and is unlikely to be influenced by Palo Alto's traffic initiatives. Twenty years ago, I never would have predicted the increase in traffic that we have subsequently seen. A certain amount of foresight and prudence is called for when making infrastructure investments of this magnitude.

Having lived on East Charleston Road for many years, I am keenly aware of traffic movement on Charleston at various times of day. It is very hard for me to believe that the Underpass option will function smoothly. I foresee major rush hour backups as traffic on Charleston is forced to merge with traffic making various turns to and from Alma, leading to even more noise and air pollution.

**In summary, the many significant disadvantages of the Underpass option far outweigh its minimal advantages. Even if the benefits were more compelling, I would find it impossible to support it for the reasons stated above.**

None of the remaining options is perfect, but all of them are vastly preferable to the Underpass option. **The Hybrid option seems to be the most attractive. It represents a good compromise at a relatively affordable cost.**

The Viaduct option has a number of compelling arguments in its favor, including being faster and less disruptive to build. However, I am sensitive to adjacent residents' concerns about its obtrusiveness. The Trench option would be a wonderful investment in Palo Alto's future, but its cost is hard to justify in the current economic environment. The same can be said for the two Tunnel options.

Finally, it might also be a good idea to do some **serious** thinking about leaving the Charleston and Meadow crossings at grade level for another 5 to 10 years. That would leave open the possibility of a Trench when financial considerations are not as constrained as they are now. After all, we are talking about projects that will define South Palo Alto for decades to come.

Thank you for your consideration.

Ronald H. Pyszka

284 East Charleston Road





**From:** [THERALIFE.THERALIFE\\*](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Support for building a tunnel Railroad in Palo Alto. Lily Yang  
**Date:** Thursday, September 10, 2020 10:22:43 AM

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Hi

I am Lily Yang

I support building a tunnel Railroad.

Thank you

**From:** [Kellerman, Thomas W.](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Cc:** [Shikada, Ed](#); [Council, City](#); [Kamhi, Philip](#); [Rachel Kellerman](#)  
**Subject:** XCAP Report  
**Date:** Friday, September 11, 2020 5:30:54 PM  
**Attachments:** [XCAP Letter - September 11 2020.docx](#)

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Ladies and Gentlemen:

Please see the attached letter. Thank you.

Tom

**Thomas W. Kellerman**

1400 Page Mill Road | Palo Alto, CA 94304

Direct: +1.650.843.7550 | Mobile: +1.650.283.5023 | Main: +1.650.843.4000 | Fax: +1.650.843.4001

[thomas.kellerman@morganlewis.com](mailto:thomas.kellerman@morganlewis.com)

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**Thomas W. Kellerman  
Rachel H. Kellerman  
1129 Emerson Street  
Palo Alto, California 94301**

September 11, 2020

Palo Alto Expanded Community  
Advisory Panel  
250 Hamilton Ave., #7  
Palo Alto, CA 94301-2531

Ladies and Gentlemen:

During the discussion of the two bike/ped tunnels on Churchill Avenue at the last XCAP meeting, one member suggested completely closing Churchill to all cars except for residents to improve safety for bikes/peds who are using the tunnel. This is a laudable goal but would once again bring even more traffic to the Embarcadero corridor, as the current traffic pattern relies on Churchill as one of the routes to Alma. The closure of Churchill/Alma to vehicular traffic would further endanger bike/ped crossings on the other bike/ped path heavily used by Paly students north of Embarcadero. This is hardly an equitable solution to the bike/ped safety problem that exists around Paly, Town and Country and Stanford.

We request that no bike/ped tunnel recommendation move forward that completely closes Churchill to car traffic for the following reasons:

1. Churchill is the only street south of Embarcadero that directly connects Embarcadero to Alma. Removing this artery will push even more traffic onto Embarcadero and the Embarcadero Slip Road, further exasperating the already difficult traffic bike/ped safety situation that closure would bring to this area. Putting a traffic light further south on a street not connected to Embarcadero will not mitigate this problem.
2. Traffic relocation away from Churchill resulting from this proposal is unrelated to the closure of the at-grade crossing and accordingly it is not an appropriate decision for XCAP to propose.
3. No traffic analysis has been done on this option. In fact, as Hexagon pointed out, they never studied traffic on Embarcadero pre-COVID at all.
4. As has been previously noted multiple times, no serious analysis has been done by local bike/ped experts that city planners usually consult to analyze these options. We suggest that XCAP recommend further study for the Churchill bike tunnel options instead of making a definitive choice.
5. XCAP can suggest further study of a bike/ped tunnel at Seale that would relieve congestion at Churchill as an interim step while better plans are designed for Churchill.

Lack of representation from the Embarcadero corridor, University South, and Professorville neighborhoods means that suggestions like these often do not get challenged during XCAP deliberations. We ask that XCAP members reach out to concerned citizens when appropriate.

Thank you for your continued efforts.

Very truly yours,

Thomas W. Kellerman  
Rachel H. Kellerman

Cc: Palo Alto City Council  
Ed Shikada, City Manager  
Philip Kamhi, Chief Transportation Official

**From:** [Apurb Kumar](#)  
**To:** [Council, City](#)  
**Cc:** [Expanded Community Advisory Panel: Transportation](#)  
**Subject:** Charleston Meadow - Grade separation Options - My Vote  
**Date:** Saturday, September 12, 2020 12:48:02 PM

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Dear City Council Members-

I am sure you may have heard a lot from my fellow city residents. I wanted to add my voice to the same.

I am a resident of 4133 Park Blvd, Palo Alto.

**I support the Lowered Rail options such as the Tunnel and trench options.** There are several advantages to these and they outweigh the costs involved in the long run. I would not like any of us to lose our homes and hence oppose the EMINENT DOMAIN. I oppose road OVERPASS and any RAISED RAIL options. I support INCREASED SAFETY for all residents of our community.

Best Regards,

Apurb Kumar

4133 Park Blvd  
Palo Alto, CA 94306

From: William Robinson  
 To: Expanded Community Advisory Panel  
 Cc: PABAC  
 Subject: Please don't mitigate Churchill closure by opening Castilleja-Park to motorized vehicles  
 Date: Saturday, September 12, 2020 11:25:26 AM  
 Attachments: [Council Item 9.20160909.pdf](#)

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The bikes only intersection of Castilleja and Park Blvd was identified as a mitigation to closure of Churchill at Alma in the Sept 9, 2020 XCAP meeting. Please keep it "bikes only"!

Please respect and retain the Park Bicycle Boulevard plans underwritten in 2016 by City Council (see attachment). Council approved consultants Fehr Peers to develop the "west side" bike boulevard. Below is an annotated page from plans of that intersection. Improvements are pending under Phase 2 of Neighborhood Traffic Safety and Bicycle Boulevard (CIP on hold).



William'Rob' Robinson, member PABAC (Pedestrian and Bicycle Advisory Committee), Palo Alto since 2005

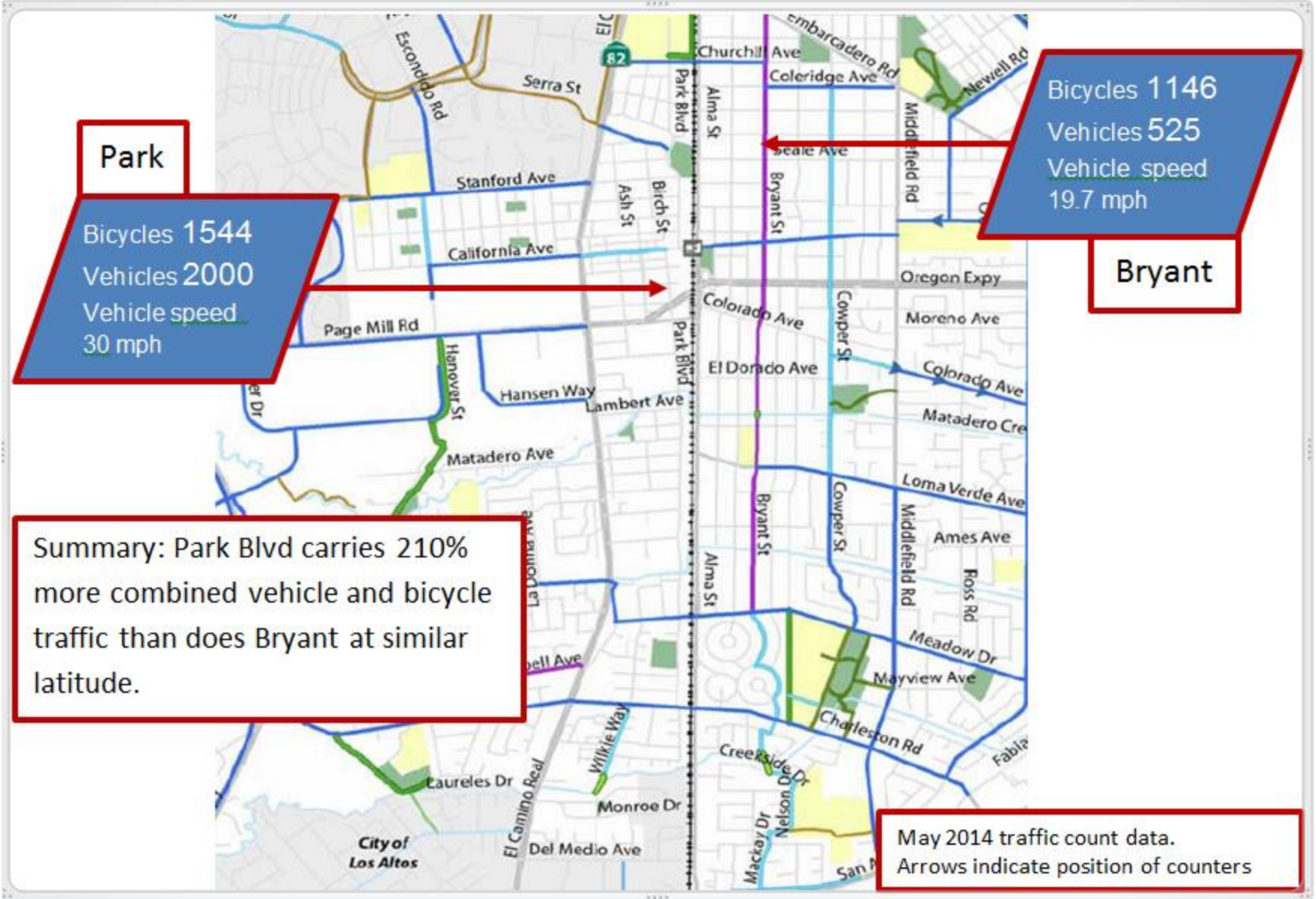
Re: May 9 Agenda item 9: I encourage council approval for final construction designs for certain bike boulevards as specified in Staff Summary:

**...” Approval of Professional Services Contract Number C16161534 With Fehr & Peers in the Amount of \$544,509 for Preparation of Plans, Specifications and Estimates for the Bryant Street Extension, Maybell Avenue, and Park Boulevard-Wilkie Way Bicycle Boulevard Projects. Environmental Assessment: Exempt from the California Environmental Quality Act per section 15301.”**

- **Park Ave carries 50%\* more bicycle traffic than does Bryant. Park-Wilkie has languished as a designated Bike Blvd since Council Approved Plans of 2003 & 2012.**
- **Did you know that One of every Three vehicles on Wilkie is a bike?**
- **It is imperative to build a safe SHARED USE vehicle & pedestrian culture on Park especially between California and Lambert because the corridor is exploding with housing, business and public safety activities.**
- **Council should continue to fiercely improve bike and pedestrian passage under CalTrain-Alma (the “WALL”). Can we imagine life in Palo Alto without the Homer and California tunnels?**

Data attached derived from public data presentations as noted. Opinions are mine. William Robinson, 4164 Wilkie Way, 47 years resident, member of PABAC since 2005. Today is Saturday May 7, 2016





**Park**


Bicycles 1544  
 Vehicles 2000  
 Vehicle speed 30 mph

Bicycles 1146  
 Vehicles 525  
 Vehicle speed 19.7 mph

**Bryant**

Summary: Park Blvd carries 210% more combined vehicle and bicycle traffic than does Bryant at similar latitude.

May 2014 traffic count data.  
 Arrows indicate position of counters

Segment	85 <sup>th</sup> Percentile Speed	Vehicle ADT	Bicycle ADT	Pedestrian ADT
Castilleja Avenue /Manzanita Avenue	25	246	632	147
Stanford Avenue/Ash Street	35	N/A	414	273
Park Boulevard /Cambridge Avenue	N/A	N/A	1804	533
 Park Boulevard/Sherman Avenue (7)	30	2000	1547	1185
Park Boulevard North of Meadow (8)	30	1129	652	273
Park Boulevard South of Meadow(9)	31	264	310	159
Wilkie Way North of Meadow(10)	N/A	N/A	474	175
Wilkie Way/Tennessee Lane (11)	29	1403	732	197
James Road east of El Camino Way(13)	25	N/A	373	277
(12) Miller Avenue/Monroe Park	31	766	433	204



Data collected May 13<sup>th</sup>-27<sup>th</sup>, 2014

6

Surprise!  
One in Three vehicles is a bicycle!

Source: Data reported in Community workshop Oct 28, 2014. Arrow indicates measurement location for page one graphic. Circles added for emphasis.

Locations and Average Daily Trip Counts of **Bicyclists** in May 2014.

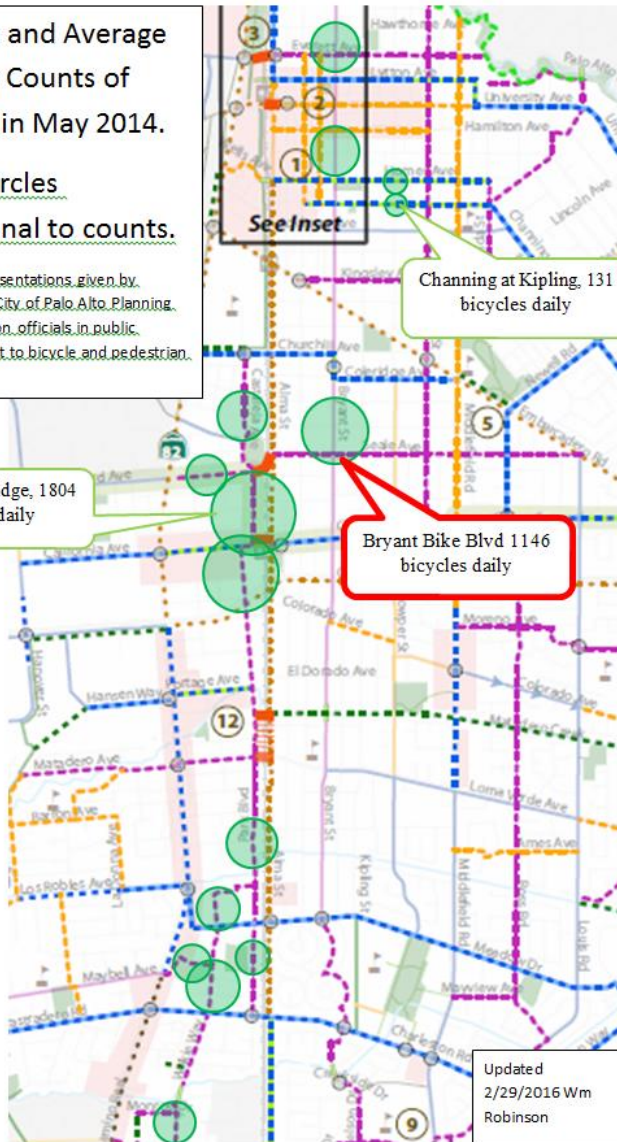
Area of circles proportional to counts.

Derived from presentations given by consultants and City of Palo Alto Planning and Transportation officials in public meetings relevant to bicycle and pedestrian improvements.

Park at Cambridge, 1804 bicycles daily

Bryant Bike Blvd 1146 bicycles daily

Channing at Kipling, 131 bicycles daily



Updated  
2/29/2016 Wm  
Robinson

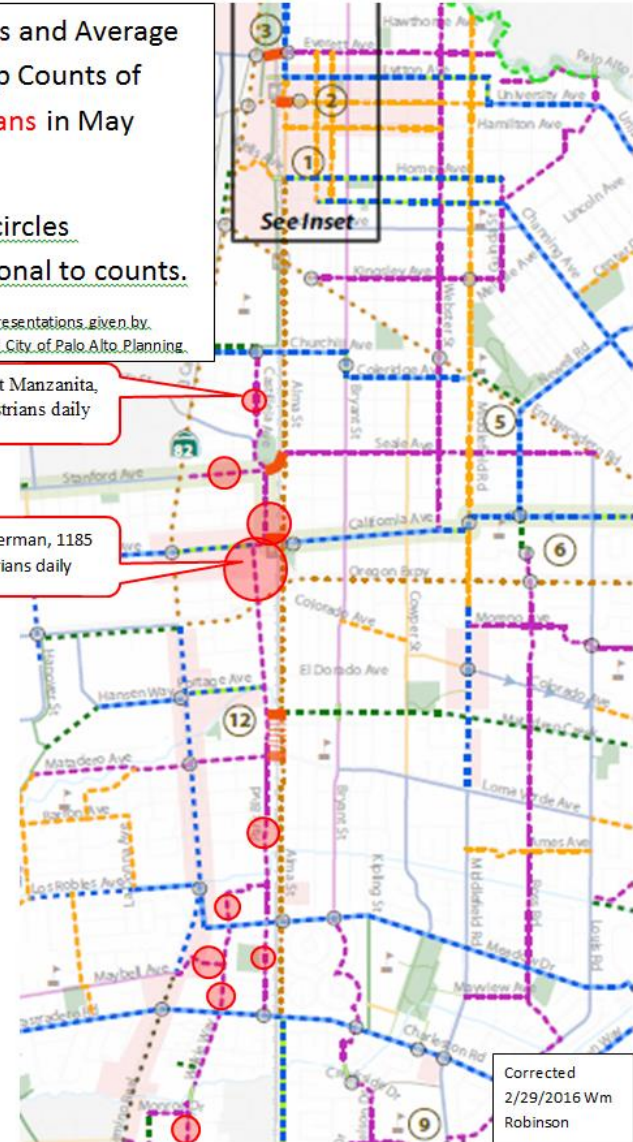
Locations and Average Daily Trip Counts of **Pedestrians** in May 2014.

Area of circles proportional to counts.

Derived from presentations given by consultants and City of Palo Alto Planning.

Castilleja at Manzanita, 147 pedestrians daily

Park at Sherman, 1185 pedestrians daily

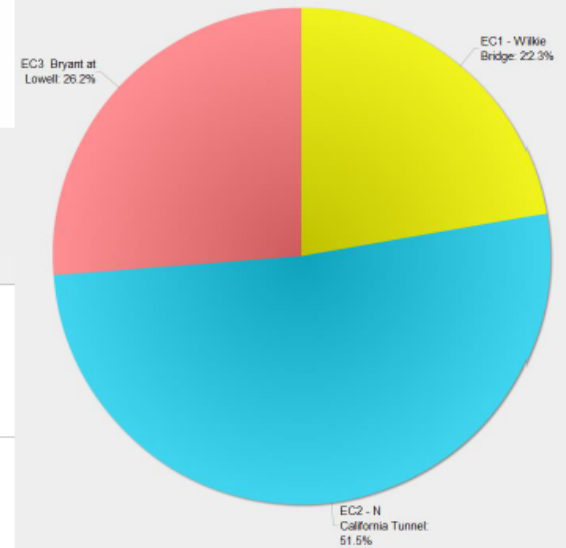


Corrected  
2/29/2016 Wm  
Robinson

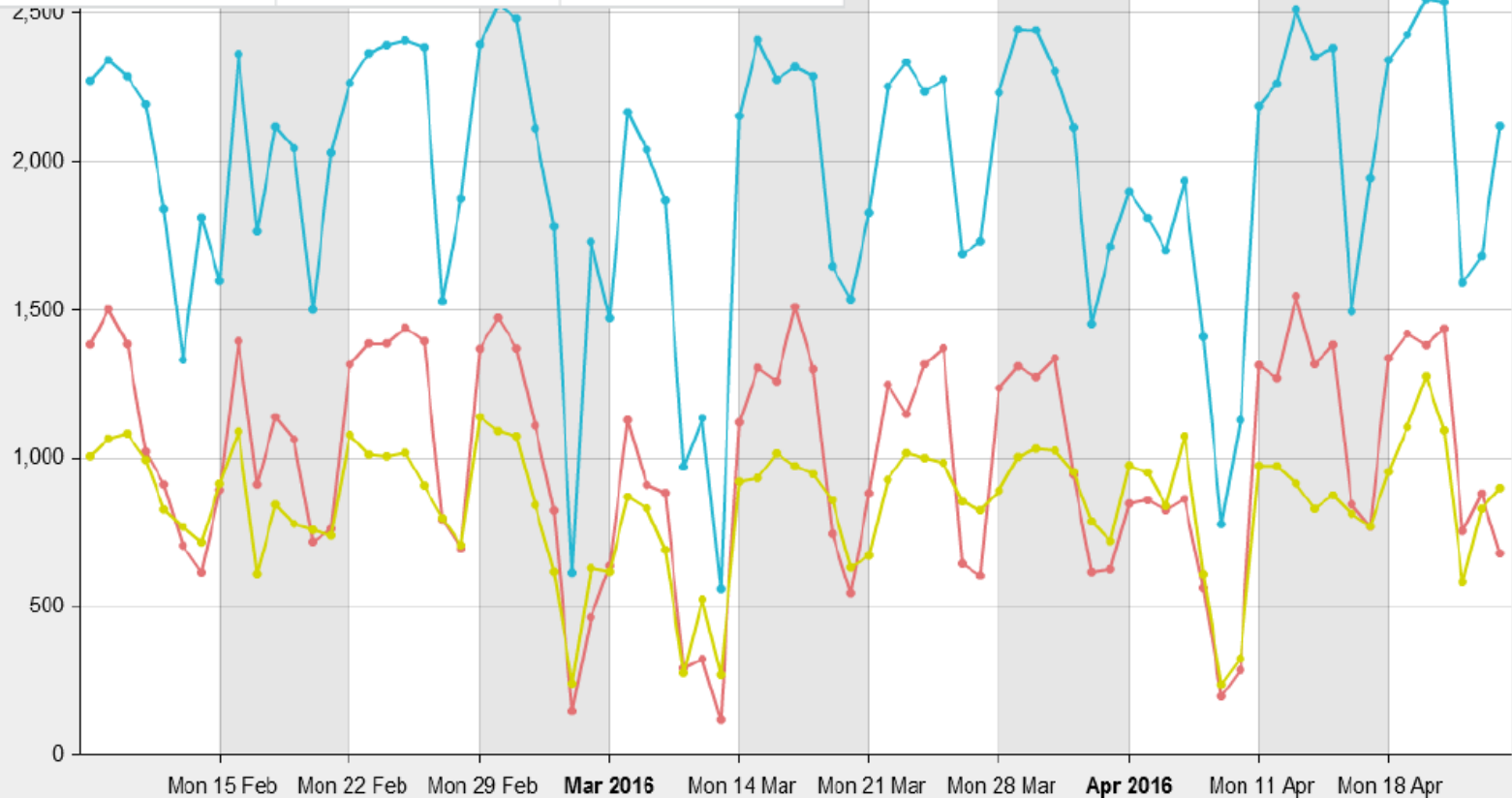
# Palo Alto's daily bike and pedestrian counts, most recent three months 2016. Three CPA counters volunteer managed by PABAC.

02/08/2016 - 04/24/2016

- EC1 - Wilkie Bridge 桥
- EC2 - N California T... 桥
- EC3 Bryant at Lowell 桥



02/08/2016 - 04/24/2016	EC1 - Wilkie Bridge	EC2 - N California Tunnel	EC3 Bryant at Lowell
<b>Total</b>	65292	151208	76944
<b>Peak Day</b>	Wed, Apr 20, 2016 (1,276)	Wed, Apr 20, 2016 (2,548)	Wed, Apr 13, 2016 (1,546)
<b>Max Day of the Week</b>	Tuesday	Tuesday	Tuesday
<b>Hourly Average</b>	35	82	42
<b>Daily Average</b>	848	1964	999
<b>Monthly Average</b>	25809	59771	30415



Mon 15 Feb Mon 22 Feb Mon 29 Feb **Mar 2016** Mon 14 Mar Mon 21 Mar Mon 28 Mar **Apr 2016** Mon 11 Apr Mon 18 Apr

**From:** [Home Owner](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** comment on charleston and meadow opinions  
**Date:** Sunday, September 13, 2020 10:02:33 PM

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Of the 4 remaining alternatives ( viaduct, hybrid, trench, underpass), I prefer trench as it has the least impact to our neighborhood environmental appearance.

Charleston Meadows resident

**From:** [Rachel Acuna-Narvaez](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Grade Separation feedback - resident on Park Blvd  
**Date:** Sunday, September 13, 2020 7:02:44 PM

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Dear XCAP:

Greetings! I live on Park Blvd in the Ventura neighborhood, and the train has long been "in my backyard". Over the 20 years that I've lived here, I've experienced a huge increase in the number of trains, and, unfortunately, the extreme noise pollution, vibration, wildlife issues and other ill effects that have come with increased train traffic.

My partner has hyperacusis, a noise-related hearing injury making him very sensitive to sounds. Two years ago, he was in the backyard when a surprise express train came through and blew its horn very loudly. He suffered incredible hearing damage and became so sensitive to sound that *he could no longer live in the house*. I am considering selling my house and moving due to the deleterious effects of the train noise. As you can imagine, noise and safety are my key concerns.

For that reason, I support the South Palo Alto Tunnel and Freight option. If that is not feasible, a much less enthusiastic vote would go to the trench option.

I appreciate the committee's diligent work in researching grade separation options and would highly encourage you to consider my opinion on several aspects:

**South Palo Alto Tunnel and Freight would help increase pedestrian safety.** Enclosing the trains in tunnels near intersections where mischievous young people and others may want to explore public utilities would most limit access and decrease accidents and suicides. Options which may leave access open via an open to the air trench or tracks that are raised or lowered may invite more trespassing.

**South Palo Alto Tunnel and Freight option would help decrease noise pollution for those residents whose property abuts the tracks, especially near the current intersections.**

Although the noise reports quantify noise at 70 db, I have measured this as being much, much louder. Such loud noise could injure others, with repeated exposure causing deafness, tinnitus or hyperacusis. A tunnel would reduce noise significantly for those who live near the train tracks.

**South Palo Alto Tunnel and Freight option would help maintain the community's property values.** A raised track option would be a nuisance to property owners and community members, and exacerbate sound problems in neighborhoods further from the track, which are currently insulated by other houses. It would be an eyesore and reduce the property values of the properties in view of the raised train. This may even subject the city to lawsuits invoking the Takings clause, causing project delays and additional unanticipated expense.

Please do not hesitate to contact me if you have questions. Again, thank you very much for your hard work on this important subject, and thank you for soliciting the community's feedback!

Sincerely,

Rachelle Acuna-Narvaez  
Resident of Ventura Neighborhood  
Park Blvd since 2001!  
[rachelleacuna@gmail.com](mailto:rachelleacuna@gmail.com)

**From:** [William Robinson](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Cc:** [PABAC](#)  
**Subject:** Questions to consider for grade separation Meadow-Charleston  
**Date:** Sunday, September 13, 2020 8:47:56 PM

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Thank you in advance for considering the following questions for your 9/16/2020 meeting and going forward. These questions relate to Meadow and Charleston where I have served as a School Crossing Guard. I also live within 1500 feet of both intersections, commuting by bike and car across the rails for 51 years.

1. Is safety impaired when roadway is lowered? E.g.: Glare from oncoming headlights. Visibility impaired when horizon changes as the road grade varies? (The examples cited occur to a lesser extent when crossing the CURRENT rail bed!)
2. When turning movements are eliminated or altered, will new drivers, delivery vehicles navigate the intersections safely? Or can they be confused and become "lost" in nearby neighborhoods? Would they be so discouraged, road rage could result?
3. When certain turning movements are eliminated, will traffic go to neighboring streets? In particular, Wilkie Way is a designated, busy Bike Boulevard. Extra motor traffic is NOT welcomed for bike sharing. (Data from 2014 and 2018 confirm 1/3<sup>rd</sup> vehicles on Wilkie are bicyclists!)
4. For the underpass option, should more thought be given to pedestrians who must walk extra distances, use stairs or bridges?
5. Also, for the underpass, have bicycle vehicle laws been ignored because ramps disgorge or accept cyclists going in directions against motorists?
6. Are financial and livability factors negatively affected in proportion to length in years of construction? Will property values decline? Will families who chose Palo Alto for good schools leave during construction and never return?
7. Which options during construction generate the least noise, air pollution and debris?
8. Which options have the fewest lifetime maintenance costs? (E.G.: flood and creek pumps, fencing...)
9. During Meadow and/or Charleston crossings closures, what mitigations can be made to assure safe and timely passage to the eleven schools served?
10. Can VTA, school busses and Emergency vehicles use Meadow and/or Charleston during construction?
11. During the 9/13/2020 Zoom meeting among 25 neighbors, Keith Reckdahl stated that preliminary widths are generously wide so as to



appear “worst case” for property seizure. What allowances should be reserved for delivery, emergency or repair vehicles that might require extra width, height or visibility? Are pedestrians better served, safer and more comfortable if walkways are generous?

*William'Rob' Robinson, member PABAC (Pedestrian and Bicycle Advisory Committee), Palo Alto since 2005*

**From:** [Arnout Boelens](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Cc:** [Reckdahl, Keith](#); [nicole.zoeller@gmail.com](mailto:nicole.zoeller@gmail.com)  
**Subject:** September 16 meeting: 5 design principles for cycling infrastructure  
**Date:** Sunday, September 13, 2020 8:48:34 PM

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Dear XCAP members,

First of all, I would like to thank you for voting to close Churchill for motorized traffic. I am sure that all the students attending Paly and their parents are very grateful that they will have a safe route to school.

Through Ken Joye of PABAC I learned that you are looking for more input from cyclists and pedestrians on the various grade separation designs. Recently, in a design course I am taking, I learned about the 5 design principles for cycling infrastructure. I think you might find them useful in your decision making process.

The 5 design principles are:

**Cohesion**

The cycling network should allow one to ride from anywhere to everywhere.

**Directness**

Offer cyclists as direct a route as possible with detours kept to a minimum.

**Safety**

Design for both road safety and personal health: reducing stress and minimising the exposure to pollutants and noise.

**Comfort**

Infrastructure should follow human centered design principles.

**Attractiveness**

While attractiveness is, of course, a subjective criterion, there are elements that are generally considered attractive (green, open, water, well maintained, quiet streets) and unattractive (traffic, congestion, industry, dark/unlit).

## ***FEEDBACK ON CHARLESTON, USING THESE PRINCIPLES***

**Overall, option 2 is the best overall design for cyclists and pedestrians using Churchill. Here's why:**

### **Cohesion**

Both option 1 and 2 offer the same cohesion and are well positioned inside the bicycle network.

### **Directness**

Option 2 would provide the most direct crossing of both Alma and the train tracks. Option 1 on the other hand would force cyclists and pedestrians to wait for traffic lights, and the U shape of the tunnel is not the most direct way to cross the train tracks.

### **Safety**

Option 2 would be the safer option because it eliminates the need to cross Alma, a notoriously dangerous road where people drive at high speeds. In addition, it reduces the stress of crossing Alma and minimizes the exposure to exhaust fumes and noise. Lastly, option 2 does not have blind corners, which could be dangerous when large groups of children are present in the tunnel.

### **Comfort**

I assume both option 1 and 2 will use the same kind of construction materials and offer the same kind of riding comfort. However, the sharp corners in option 1 are difficult to navigate for small children, older riders, and cargo bikes.

### **Attractiveness**

Both options seem to offer plenty of greenery and, I assume, will be well lit. Option 2 would allow cyclists and pedestrians to stay away from traffic and congestion. Lastly, for people less comfortable in the dark, the blind corners in design 1 might be something they do not like because someone could be hiding there.

**Considering the connection between the Southgate and Evergreen neighborhoods at Peers Park.** This connection is on the PAUSD Walk and Roll Maps, so I would be very cautious about opening up this connection for motorists. Traffic on this road was diverted for a reason, to reduce car traffic on neighborhood streets. Since, this is still a Palo Alto policy, it should remain a walking and biking street only.

### ***FEEDBACK ON MEADOW/CHARLESTON, USING THESE DESIGN PRINCIPLES***

**Overall, the underpass design is unacceptable for cyclists because of the unresolved problem with the sharp corners. Of the remaining three options, the hybrid option is most suitable from an aesthetic and cost perspective. Here's why:**

#### **Cohesion**

All designs allow one to cycle along Meadow, Charleston, and Park.

#### **Directness**

The underpass design would introduce significant detours when riding on Park and in the connection between Meadow/Charleston and Park. In addition, Meadow/Charleston would have to be crossed twice to reach the underpass from one direction. It currently seems that, due to sharp corners, the detours in the underpass design will be difficult to navigate for young children, older riders, and cargo bikes. Especially the U-turn to go from the Park bridge onto the Charleston underpass is problematic. The turning radius there is close to 15ft which is nearly impossible to navigate with our cargo bike.

The other designs would involve waiting time at the traffic lights on Alma and stop signs at Park. Directness for these designs can be optimized by using short traffic light cycles and a traffic island at the intersections of Park and Meadow/Charleston.

#### **Safety**

The underpass design eliminates crossing Alma, but introduces new crossings for Meadow/Charleston to get to the underpass, and on Park to get to the bridge. A lot of the road safety will depend on the design choices at these crossings. Whenever pedestrians and cyclists have to cross a road, will there be traffic lights or traffic calming measures to slow down cars to 20mph?

The other designs involve crossing Alma, which is a dangerous road. Will there be protected intersections installed for pedestrians and cyclists? If one has to wait for a long time to cross Alma, there could be more exposure to pollutants and noise. When crossing Meadow/Charleston from Park, a large enough traffic island will significantly improve safety.

### **Comfort**

I am assuming that all designs get the same surface material for the bicycle paths and that bicycle lanes will not have a wide concrete gutter/curb next to them in which bicycle wheels can get stuck. The sharp corners in the underpass design greatly reduce comfort. Keeping momentum is very important when cycling and that is very difficult in a tight corner.

### **Attractiveness**

All designs involve large amounts of concrete which arguably is not very attractive. The trench design might be the most visually appealing design since it hides the train tracks and offers the most greenery. However, it is also very expensive. The viaduct design is especially heavy on concrete usage and is also expensive. For all designs where the train tracks go over the cycling path it will be important to have plenty of lights installed.

I hope these design principles will help you in your decision making process.

Kind regards,

Arnout, Nicole, & Ava Zoeller Boelens

**From:** [Jim Cornett](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Cc:** [Council, City](#); [citymanager@cityofpaloalto.org](mailto:citymanager@cityofpaloalto.org); [Transportation](#)  
**Subject:** The Churchill Rail Crossing  
**Date:** Sunday, September 13, 2020 7:14:01 PM

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Dear XCAP Members,

Once again, I thank you for your many efforts and the many hours you have devoted to this important topic.

I'm writing here to express my disappointment in the recent XCAP decision to close the Churchill rail crossing. Such closure will require vehicular traffic to seek other routes to transit between Alma and El Camino Real.

To ease such dramatic shifts in traffic flow, I strongly support the partial closure option for the Churchill crossing. I recognize there still will be corollary traffic issues for Page Mill and Embarcadero with reduced volume on Churchill.

Traffic congestion is a continual challenge for Palo Alto. I fear that closure of Churchill (in contrast to the partial underpass) is the much less desirable choice.

Sincerely,

James Cornett  
420 Sequoia Ave  
Palo Alto, CA 94306

**From:** [David Herzl](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Cc:** [davherzl@sbcglobal.net](mailto:davherzl@sbcglobal.net)  
**Subject:** Alternatives for Charleston and Meadow - Option 3 Trench  
**Date:** Monday, September 14, 2020 7:20:17 AM

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Thank you for taking the time to read my consideration.

I believe the best option is the **Trench**.

I lived in Palo Alto for over 50 years and live between Charleston and East Meadow on Park Blvd, on the track side.

The selection will affect me directly.

I have been following this decision for many years and have spoke up in previous City Council Meetings and have also attended some community meetings on the alternative, so I am aware of all of the details of each choice.

I first want to remind the council that a while back, over 500 residents signed a petition against eminent domain and raised options. This rules out options 1 and 2, the Viaduct and the Hybrid. I do feel that these are the worst options. Visual and separation of the City is the main reason. I believe also that the noise will effect more residents. Also in all of the meetings that I have been at most of the residents did not want a raised option.

I know that the trench has its issues and feel that the City should make it happen. **I stand with the decision of a Trench.**

Thanks.

David

09/14/2020

**The following is a former correspondence:**

Wednesday March 4<sup>th</sup> 4-6pm

I live between Charleston and East Meadow with my back yard on the tracks.

I strongly feel the trench option is the best option and is what a majority of the community wants.

I want to remind that there is a petition that was signed by about 500 residents that they do not want any eminent domain and no raised options. Trench is the only non-raised option.

I believe the Trench option is the best for the criteria of visible appearance, viaduct is the worst.

I stated to the council in the past:

**The trench may be a hard option but I believe the best option and the City should put forth the**

**effort to make it the true option.**

I still hold to this.

The City should work to overcome two issue brought up before:

1. A design exception of 2% grade
2. Engineering the creeks

AECOM consultants presented some videos of the alternatives, I thank them for doing this, but I felt the trench option was bias. They put the trench in a bad light and the other options such as Arial as a better option. The Trench option had anchors that would eliminate trees in the back yards.

I still feel strong about the trench even if I have to lose a large tree in my back yard, but feel that the design could be worked on to avoid this. Two options that would help is to:

1. Struts on the top in middle section
2. Move trench more towards Alma

I am going to repeat what I said before:

**The trench may be a hard option but I believe the best option and the City should put forth the effort to make it the true option.**

Thanks

David Herzl

4135 Park Blvd

03/04/2020

**The following is a letter I sent to Councilmember Tanaka:**

Dear Councilmember Tanaka,

Thanks for taking your time to listen to me.

Grade separation options for East Meadow and Charleston.

I have been to several community meetings and council meetings and have continued to express my opinion that the **Trench is the best option.**

Early on I met with varies people in the community and it was obvious that most all wanted an option that was not raised. About 500 residents signed a petition in stating that they do not want any eminent domain and no raised options.

The community was sold on the Trench or Tunnel option. At an early meeting the community found out that there were two big issues. 1. A design exception of 2% grade. 2. Engineering of the creeks. I remember at one meeting the response by the Water District "This is a no starter". The City at this time did no action for the 2% grade. So, this option was sold to the community as a great option but is was realistic.

I sent an email to Cory Wolbach concluding **"The trench may be a hard option but I believe the best option and City should put forth effort making it a true option"**

I am happy that the consulting firm AECOM, provided additional analysis of the options and put together some good videos. I felt that they were bias. They put the trench in a bad light, and the other options such as the Arial as a better option. The Trench had all of the trees removed in the yards of residents, and the Arial option had these big green trees blocking the view. I was disappointed that the Trench was not presented in its best ability. I still believe the Trench is the best option, even though a tree will be removed from my yard and all my neighbor's yard.

Can the consulting company take a good look at the design and make it a better option? Ideas for



improvement:

1. **Use the existing tracks as the shoefly and build the trench between the shoefly and Alma. This way the ground anchors will not cause neighbors to lose their trees in the yard. Or even make the shoefly on the side closer to the resident. Bottom line is design the trench closer to Alma.**
2. Instead of using ground anchors secure the walls with struts on the top (bars that go on the top)

Make the trench a true option.

2% grade - What is the progress with the 2% grade exception? Has the City had further conversations with Caltrain on how they can meet their needs with the 2% grade exception? Creeks – Have there been engineering designs that would be acceptable to the Santa Clara County Water District?

This project is a major project that the community of Palo Alto will have to live with. It is important to get the right option, the option that meets what the community wants and the requirements. I have seen the community want no raised options and they have spoken out with a petition.

**The Trench may be a hard option but I believe the best option and City should put forth effort making it a true option.**

Thanks.

**David Herzl**

**Palo Alto Resident – up to 50 years.**

**I love Palo Alto**

**The following is what I presented to a council meeting December of 2018:**

Committee, thank you listening to me and the community.

I have been following the decision of grade separation, and have been to several rail committee meetings, and attended the recent community meeting on November 28<sup>th</sup>.

I urge the committee to eliminate all raised options and add an underground Deep Bore Tunnel as an option.

I have reviewed all the alternatives with an open mind and come to this question “What is best for the community” and I strongly feel from the three options presented the **Trench alternative is the best.**

I felt the trench option was presented with bias at the community meeting and even rated poorly in the evaluation matrix. Viaduct was dressed up with big trees and the Trench was down played with the removal of trees and only bushes. The trench has issues, 2% grade, the creek crossing, delay in construction, highest cost and only bushes. In the evaluation matrix it did not score so well. I took that evaluation matrix and scored myself and got the following scores. Trench scored 43, Hybrid 36, and Viaduct scored 44. The problem with making the decision solely based on scores from an evaluation is that it is not waited and it is not taking in consideration what the community wants.

An important criteria is “What does the community want”

I personally am ok with a delayed construction, removal of trees, and a higher cost if the end product is better and meets the more important criteria of visual and noise reduction. Again I feel the Trench is the best option and note this option would include the removal of a tree in my back yard.

What does the community want?

From what I hear they do not want raised options. About 500 neighbors signed a petition to this

effect and all of the neighbors I talk to strongly feel that they do not want the raised options. I urge the committee to eliminate all raised options and add an underground Deep Bore Tunnel as an option.

Thanks You

**The following is what I presented to the council:**

I have been a long time Palo Alto Resident. I went to Palo Verde Elementary School, Wilber Middle School, and graduated Palo Alto High. Palo Alto is a great place to live, this is my home, and love living in Palo Alto.

Palo Alto has always been bicycle friendly, been on top of recycling, invested in trees throughout the city, and a city that is respectful to the citizens.

I have been following the decision of grade separation, have been to several rail committee meetings, and attended the recent community meeting on November 28<sup>th</sup>.

I have reviewed all the alternatives with an open mind and come to this question "What is best for the community" and I strongly feel the trench alternative is the best.

I reviewed the evaluation matrix and put scores of 1 to 6 for each criteria.

Trench scored 43, Hybrid 36, and Viaduct scored 44. Even though the Viaduct scored the highest by one point, I still believe the best alternative is the Trench. The criteria of noise and vibration/ and visual should be weighted more, and the Trench is the leader in both of these.

Also a criteria of what does the community want should be included. After all it is the community that has to live with the decision. All the feedback that I have listen to from the community is that they do not want the raised options and in fact there are about 500 neighbors signing a petition to this effect.

The city has a big decision to make, I believe they should evaluate all alternatives using criteria, but should look at what criteria is most important to the community, and what does the community want.

I am willing to live with the disruption and duration of construction if the end product is better. I strongly believe the Trench is the best option. The visual impact of the Hybrid and Viaduct are terrible and the Trench I believe has the highest reduction of noise and vibration.

**From:** [Keith Ferrell](#)  
**To:** [Expanded Community Advisory Panel](#); [Council](#); [City](#); [City Mgr](#); [Transportation](#)  
**Subject:** Churchill Crossing  
**Date:** Monday, September 14, 2020 7:05:43 PM

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All,

We live in the Southgate neighborhood, a few blocks from the Churchill train crossing. I would just like to implore you all to build the Partial Underpass at that crossing. The cheapest and "easier" option might be simply close Churchill, however, that is bound to create a litany of follow on problems.

This is not where the city needs to be thinking about saving money, it's about doing it the right way for the long term.

The city leaders need to step up and do what is right. The partial underpass benefits the greater number of people citywide. Closing Churchill benefits very few, if any, residents. You will essentially be cutting off 1/4 of the city in order to save some money. In the long run, it will end up costing the city an incalculable amount in indirect costs, including safety risks, increased traffic on residential, as well as major arteries, not to mention city-wide aesthetics and ease of movement.

Thanks  
Keith Ferrell

**From:** [TOM CRYSTAL](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Comments on Charleston-Meadow crossing options.  
**Date:** Monday, September 14, 2020 2:29:12 PM  
**Attachments:** [XCAP\\_200913\\_Charleston-RRcrossing-options-comments.pdf](#)

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Attached is my notes condensed from discussions with several neighbors here in Walnut Grove neighborhood re the options studied and presented by the City so far, for accommodating the impending train changes at our several at-grade crossings.

pax  
-Tom Crystal 650-799-9571

To: XCAP re Grade separation options for Charleston-Meadow  
From: Walnut Grove neighbors (Adobe Creek, Alma, Charleston, Nelson)  
Date: 13 Sept 2020

Exec-Re-cap: The Underpass option is too harmful.

Compliments: Your [Connectingpaloalto.com](http://Connectingpaloalto.com) site info is useful (and obviously expensive).

Options summary: Very roughly, the **four options** offered are of **two classes**, i.e., EITHER “get the trains OOW”: Trench: \$800-950M and 6 years; Viaduct: \$400-500M and 2 years. OR “get the traffic OOW”: Hybrid: \$190-230M and 4 years; Underpass: \$340-420M and 4 years. ALL the options presented accommodate anticipated proposed train upgrades. advantaging that train-horns and crossing-bells are eliminated, and that traffic flows should improve.

These comments are from several Walnut Grove neighbors who are directly and long-term impacted (i.e., we ignore here all “temporary disruptions” like construction times and utilities re-engineering).

(1) Both of the train-moving options are significantly more expensive. These both could finally improve traffic disruptions. But the Viaduct option reminds us of BART in the East Bay so could still be a visual and noise aggravation locally.

(2) Both of the traffic-moving options could have flooding concerns, only mitigated by pumps. But more specifically, comparing your fact-sheets and videos on these two, **the Underpass option would be a disaster**: Its singular advantage over the Hybrid option is that bike & pedestrian track-crossings would also now be separated from the car-traffic, and thus safer (this is significant because Charleston is a designated school-corridor, NOT a residential-arterial, serving roughly 2/3 of all our district’s K-12 students). In contrast, the Hybrid option would retain the current bike-pedestrian traffic crossing situations (no better, no worse). But there are problems, unconsidered, offsetting this advantage. Briefly, the underpass option completely undermines the 20-year efforts we have worked with the City for calming traffic along the school-corridor, by increasing traffic demands not only on Charleston, but also not seeing (as presented) that N&S-bound-Alma-into-Ely will be used by large numbers of commuters who “need” to go west, Alma onto Charleston, for simpler access to the roundabout, seriously harming our neighborhood for commuters’ convenience.

Of the options studied, **the Hybrid option would be much preferred.**

(3) Today’s P.A.Weekly reports that XCAP recommends CLOSING the Churchill crossing in response to the same design/planning pressures faced here. And obviously Meadow faces similar considerations. We suggest that Charleston also merits such CLOSURE consideration. It is not obvious that its commuter-value (from 280-to-101 for non-residents) is some how of higher value than our Palo Alto residents’ sub-urban needs, especially for our kids’ school-commutes along this corridor. Additionally, **this clearly cheapest quickest safest option** could engineer simply an underpass (post closure) for bike & pedestrian uses. Commute traffic options remain for them at San Antonio and Page Mill.

(4) There is no mention of any traffic OVERPASS options (as at San Antonio). At these costs, why not?

Tom Crystal, 3815 Mumford Pl, Palo Alto

**From:** [Glenn Fisher](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Draft report comments  
**Date:** Monday, September 14, 2020 4:31:49 PM

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#### Chapter 1: Why Grade Separation? (version 7/29)

This chapter is missing a very important section. Grade separation is important because it reduces fatalities - both traffic and pedestrian - at the tracks. In the last few years, there have been several collisions and at least 2 traffic-related deaths on Palo Alto crossings, in addition to a number of suicides that led to hiring full time guards at several crossings. This has both a financial and emotional toll on the city and its residents.

#### Chapter 2: Grade Crossing Alternatives (8/26)

This chapter does not mention consideration of bicycle and pedestrian routes in the alternatives. This is not surprising, as I found the XCAP focused entirely on traffic considerations and pedestrian and bicycle travel was an afterthought.

This is particularly apparent in the sections about Churchill — wondering if 400 bicycles can fit thru a 10' wide tunnel. Are you kidding?

#### Chapter 4: XCAP Report Section 4 — Findings (Tony/Keith/Phil)

Charleston/Meadow C 1: There is no explanation for what the “Push Box” is (top of Page 2)

Charleston/Meadow I. 4. In fact, the Hybrid has almost the same visual issues as the Viaduct, as referenced in the second paragraph. And it says” The viaduct affects views from about 60 backyards.”, but doesn’t state for how many back yards the hybrid will affect views.

I am bothered by the cavalier way statements are made about alternatives in this chapter. It seems to me a ranking would be preferable: “The viaduct impacts view from 60 yards, the hybrid from 40, the underpass from none,” or “the viaduct has the most visual impact, followed by the hybrid; the underpass has minimal visual impact”

As written, I find this section very hard to understand how to make any decision about which alternative is preferable. And it seems to have missed mentioning construction impacts. That the hybrid involves literally hundreds of dump trucks for almost a year is an incredible impact on the neighborhood. The section also seems to miss mentioning taking of private property for the various alternatives (it does so in the negative, by only mentioning the options that have no acquisition, but doesn’t provide how much acquisition the various options require).

#### Chapter 4: (Megan)

This chapter version provides significantly more detail, particularly about pedestrian and bicycle travel. I also appreciate the inclusion of Community Observations for each item. However, the organization by Criteria, then by project makes it very hard to understand. The organization of the other Section 4 by project then by criteria is much easier to understand.

Glenn Fisher  
Adobe Meadow neighborhood

**From:** [Michael Brozman](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Cc:** [Council City](#); [citymanager@cityofpaloalto.org](mailto:citymanager@cityofpaloalto.org); [Transportation](#)  
**Subject:** Please Do Not Open Park Blvd Through Southgate  
**Date:** Monday, September 14, 2020 10:33:42 PM

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Hi XCAP,

Thank you for your commitment and hard work so far. I attended my first committee last week and was impressed at the level of commitment, empathy and knowledge from the committee.

As a Southgate resident, I am disappointed in the recommendation to close Churchill but do fully understand that there is no clear answer here and that the recommendation comes after careful consideration and with legitimate arguments in its favor.

However, I wanted to express a **STRONG** concern about any mitigation efforts involving opening up Park blvd to run through Southgate. While closing Churchill is a loss for Southgate, it is a manageable one. Opening Park blvd would be devastating to the neighborhood as it causes multiple problems:

- During normal, pre-Covid times, Southgate has very high levels of foot and bicycle traffic, much of which is from children.
- Combined with narrow streets, opening this neighborhood up to increased car traffic would not only be **highly dangerous** to pedestrians/cyclists, but would also ruin the charm of the neighborhood.

Thank you for your consideration.

Regards,

Michael  
1652 Castilleja Avenue

**From:** [Rahul Parulekar](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Cc:** [Council\\_City](#); [citymanager@citypaloalto.org](mailto:citymanager@citypaloalto.org); [Transportation](#)  
**Subject:** "Trench" Option Preferred for Rail Crossing at Charleston Road (if the project is necessary at all)  
**Date:** Monday, September 14, 2020 12:12:16 AM

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Dear XCAP Council and others,

I am writing to you to express my deep concern about the plans for an Underpass at the Charleston crossing. I have studied the plan on your website and feel that the 'Underpass' option is not appropriate for our neighborhood for several reasons.

- It will bring traffic and noise pollution closer to our homes thanks to the introduction of a roundabout right next to our homes. The residents of Walnut Grove, Greenmeadow and the Circles have tried so very hard over the years to reduce the pollution in our neighborhood and all their efforts will be undone in one fell swoop.

- Hundreds of school kids who use the rail crossing will be terribly inconvenienced both during and after construction of the Underpass. I am especially concerned about the increase in fast moving, heavy vehicular traffic on Charleston that would increase congestion and make it very hard for kids to comfortably bike/walk these streets as they have for years.

- This option will shut down Charleston and Meadow during the project thereby making it hard for the hundreds of kids who regularly use these roads to go to school.

**I strongly feel the 'Trench' option is best for the community.** More importantly, I would urge the council and others to revisit the project its entirety, given the impact COVID-19 is having on commute patterns. A large majority of companies are reducing the need to attend work daily (even post COVID) and that will reduce the burden on mass transit. In such a situation is the current project even necessary?

Rgds,

Rahul Parulekar

Resident of Walnut Grove, Palo Alto.



**From:** [Marjan Wilkes](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Fwd: RR crossings  
**Date:** Tuesday, September 15, 2020 6:26:28 PM

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

**From:** **Marjan Wilkes** <[marjan@e-wilkes.com](mailto:marjan@e-wilkes.com)>  
**Date:** Tue, Sep 15, 2020, 15:29  
**Subject:** RR crossings  
**To:** <[transportation@cityofpaloalto.org](mailto:transportation@cityofpaloalto.org)>

Hi,

It seems that I got the deadline for the virtual townhall feedback wrong. If you can still use my input, here it is:

I would be in favor of the hybrid model for Meadow and Alma, and the partial underpass for Churchill.

Marjan Wilkes  
3788 Park Blvd, Palo Alto, CA 94306

**From:** [YORIKO KISHIMOTO](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Cc:** [Council, City](#)  
**Subject:** Letter for XCAP  
**Date:** Tuesday, September 15, 2020 3:59:41 PM

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Dear Chair Naik and members of XCAP (copying Honorable City Council):

I heard about your split vote to recommend “close Churchill with mitigations”.

\* First, I note the vote was 6-3-5, or 6 yes out of total of 14 designated seats or LESS THAN A MAJORITY SUPPORT.

The original neighborhood representative from University South is gone, the Friends of Caltrain/green transportation person is gone, the PAUSD (school district) rep is gone, etc. - 5 seats of 14 are empty, leaving XCAP unbalanced and not the right body to make a recommendation like this. Better to provide alternatives with pros and cons, rankings or priority recommendations.

\* Second, I appreciate the discussion about the bike/pedestrian “mitigations”, especially the 2016 bike project that was fully funded and approved by the city council but abruptly removed this year. Please make yours a CONDITIONAL or provisional recommendation, conditional on the key bike/ped connections being approved and constructed and fully operational BEFORE next steps are taken.

\* Third, the city has been trying to avoid just pushing the problem from one neighborhood to another.

\* Finally, there are some potential fatal flaws with the traffic study that is supposed to be the basis for your recommendations. I’ll pass those along soon.

Along with many residents in the Professorville/Embarcadero neighborhood, I continue to feel very strongly that we need more and bike/ped friendly routes across the tracks, not less. I’d be very pleased to have a network of crossings that are carefully designed to put bike/ped first - that would be a great improvement! One should be naturally inspired to get on a bike or walk if possible because we make it such a safe and pleasant way to get across town.

Thank you very much.

Yoriko Kishimoto  
Former Mayor of Palo Alto  
Resident of Embarcadero and Professorville  
[yoriko12330@icloud.com](mailto:yoriko12330@icloud.com)

From: [Ellen Hartog](#)  
To: [Expanded Community Advisory Panel](#); [Council, City](#)  
Subject: Meadow and Charleston Crossings  
Date: Tuesday, September 15, 2020 6:46:03 PM

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Dear members of the Xcap and City Council members,  
I have been following the latest update calling to close Churchill and I ask myself - Why Churchill? It is right in the center for school crossings. I asked months ago why not close Meadow, it is the most convenient to close since it is a block away from another crossing. If the answer is traffic it will surely become the crossing most used since because of the traffic design suggested for Charleston does not have a left onto Alma!!! That is all crazy. Meadow is a small street and this is a much to elaborate crossing for a two lane road!!! I am horrified this is being purposed as a solution.

**The noise impacts of construction taking twice the time and property acquisitions when promised no property would be taken.** This is going to destroy Charleston Meadows!! Two undercrossings within a block!! This is the worst choice. I will accept one underpass at Charleston that works for all !!and a bike pedestrian underpass at Meadow to allow safe crossing for children to go to JSL and handicapped to go to the grocery store on Alma as designed by the City. I do not understand when **TWO crossings within a block of each other and the choice is to close Churchill instead of Meadow.** It is doubled the time to construct and destroys Charleston Meadows into two separate areas taking property to do so from everyone for walls of concrete!! ugly ugly for a small neighborhood to absorb all the traffic is poor design. Meadow was never meant to be a crossing long term. **It will further create problems within Charleston Meadows, Wilkie Way will be used as a short cut by commuters to turn left at Alma since Charleston does not allow for a left turn onto Alma !!!** The design closes roads and takes property away that provide access for the residents and it is no joke that traffic will filter where it can into our newly physically divided destroyed neighborhood to make it only a commuter short cut and dangerous. Palo Alto is suppose to care about neighborhoods and I expect a better solution with all the time and effort spent by so many!!! We are next to a neighborhood Park and preschools! Speed bumps will need to be put which should have already been done. We are a walking community at all times of the day and night. **The walkability will be next to nothing and undesirable to walk when all the bikers are mowing pedestrians down - The underpass itself has a slope**

**which will increase bikers speeds and how will you  
reduce the speed of bikers?** A cross bar to go through only to get  
someone hurt! I am for the trench as it satisfies the needs and wants of the citizens.  
Save money by reducing crossings so to destroy less homes or spend the money for  
a better solution. Under-crossings destroys homes and lives!! This is not a report I  
would accept.

Thank you for your consideration,  
Ellen Hartog  
330 Victoria Place

**From:** [Dexter Girton](#)  
**To:** [Council, City](#); [citymanager@cityofpaloalto.org](mailto:citymanager@cityofpaloalto.org); [Transportation](#); [Expanded Community Advisory Panel](#)  
**Subject:** Traffic Jams on Embarcadero Road - Pre and Post Covid-19  
**Date:** Tuesday, September 15, 2020 3:49:39 PM  
**Attachments:** [Traffic Jam - Embarcadero Road.pdf](#)

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Hello All,

- Traffic jams occurred almost every day at the two peak times in front of our house at High Street & Embarcadero Road. And they often extended beyond our house toward the Bay. I watched many days from our window, and one day I went out and took the photos shown here and in the attached file. This was before the shelter-in-place order was issued due to Covid-19.
- These traffic jams will reoccur if traffic returns as it was before Covid-19.



Embarcadero Road 12/4/2019, 8:07 am – Headed Into Underpass



Embarcadero Road 12/4/2019, 8:07 am – Westerly View

- More jams yet will occur if about 7,000 vehicles/day are redirected from Churchill Avenue to Embarcadero Road. This will further ruin the traffic flow on Embarcadero Road.

This number of vehicles (cars, trucks, busses, etc.) is based on 10,000 vehicles/day that cross Churchill, determined by the traffic consultant hired by the City of Palo Alto. Churchill is about 1/3 of the distance between Embarcadero and Oregon Expressway, and therefore about 7,000 vehicles will end up on Embarcadero Road.

- The bottleneck for Embarcadero Road traffic is at El Camino Real, and not due to the High School or Town & Country Village Shopping Center traffic (stated by the traffic consultant).

You can only get a certain number of cars through that intersection – There is a Limit.

- The proposed 'mitigations' simply redirect traffic from Churchill onto Embarcadero Road. Traffic here will get worse. In addition the proposed new traffic lights will further slow traffic.

Please take these matters into consideration and search for a better way than completely closing Churchill Avenue at Alma.

Thank you.

Dexter Girton  
1141 High Street, Palo Alto





Embarcadero Road 12/4/2019, 8:07 am – Headed Into Underpass





Embarcadero Road 12/4/2019, 8:07 am – Westerly View

**From:** [Sara Girton](#)  
**To:** [Council, City: citymanager@cityofpaloalto.org](#); [Transportation](#); [Expanded Community Advisory Panel](#)  
**Subject:** XCAP Deliberations on 9/9/2020  
**Date:** Tuesday, September 15, 2020 9:39:09 PM

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Hello All,

After hearing the deliberations about Churchill closure at the XCAP meeting on 9/9/2020 and reviewing the Deliberation Notes from that meeting, I would like to express some opinions:

- I am opposed to “Bike Option 2: Close Churchill to cars - only homeowners and their guests would use the road.” There are several problems with that option:
  - It would force even more cars onto Embarcadero Road than the option for closing Churchill at Alma only. Embarcadero Road already has too much traffic and had traffic jams during peak traffic times before Covid-19.
  - The Deliberation Notes state “Residents would enter/exit Churchill from Emerson Street”. There is no way to access Churchill from Emerson Street. Residents would have to enter/exit their neighborhood from El Camino Real.
  - After XCAP has spent so much time investigating options and getting input from traffic experts, I don’t think more options should be introduced at this late date without time to study them thoroughly.
- I agree that the mitigations should include the 2016 Bike Project. It would save time and money to review that project rather than to start over from scratch. After reviewing that project, it could be decided where additional Bike/Ped paths will be needed.

Thank you for considering these opinions in your deliberations.

Sara Girton

1141 High Street, Palo Alto

**From:** [Martin Liberman](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Charleston - Meadow Crossings  
**Date:** Wednesday, September 16, 2020 11:04:23 AM

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I believe that any proposal that requires property acquisitions should be rejected (DOA). In particular,, I am referring to the recently proposed underpass design.

So far, the hybrid design appears to be the least-bad of the several choices.

Martin Liberman

**From:** [Gary Lindgren](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Churchill Closing  
**Date:** Wednesday, September 16, 2020 9:54:28 AM

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Hello XCAP Committee,

Closing off Churchill to through traffic is an intriguing idea. This assumes option 2 is selected.

Removing the parking strip seems to be a good idea as that would allow more room for residents to get in and out of their driveways with the center area of the street taken up with the bike/pedestrian ramp. In addition the parking ramps could be widened to ease the sharp turns required to exit driveways. How about closing off Churchill for an hour or so and set up a mock center area blocked off and see how much of a problem there would be driveway access.

Take Care,

Gary Lindgren

**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:** [Robert Neff](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Comments about Charleston/Meadow Options  
**Date:** Wednesday, September 16, 2020 1:39:08 AM

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Sept 16, 2020

Dear XCAP members,

Member Keith Reckdahl encouraged feedback on what I like about different Charleston/Arastradero plans, what I don't, and how changes would make me more supportive. I live near Loma Verde and Emerson,

My favorite is the Hybrid, mostly because I find it the most practical and cost effective. I have heard concerns that traffic speeds will increase, and that it will become more stressful for bicyclists. Fundamentally, how will it be different from the current conditions? If better bicycle accommodation is needed on Charleston or Meadow, we have a tool kit, especially bike boxes, that would help, and a little widening of the street at the intersection could improve separation of bikes from cars. The train underpass could easily be widened to get more flexibility, and one or two properties might be impacted. Could westbound Charleston be reduced to one lane for part of the way from Alma to El Camino, enabling buffered bike lanes? If cars are going too fast, we have a toolkit for that, too. The significant savings vs other options could be put to good use on other projects in Palo Alto.

I do not see a significant advantage to the Viaduct at its higher price, and the tunnel is just too much money, and too complicated by creeks.

I am intrigued by the underpass, but I have serious problems with the incomplete nature of these plans, particularly with respect to bicycle and pedestrian accommodation. It seems like the auto circulation and building plans look complete, but a cyclist traversing the drawings leaves much to the imagination.

I am especially opposed to the underpass because construction envisions closing both Meadow and Charleston for 3 years, (and yet, this impact is considered no worse than Alma being narrowed during construction for the Hybrid design!). This would be a disaster for school commutes, and my personal commute to get to the VTA bus on El Camino. I don't see how any project could be worth such disruption. This would be tough for driving, and even worse for bikes and peds. A suggestion to build a bike/ped crossing at Loma Verde (or more likely, El Carmelo), would be about a 2 mile diversion for anyone who would normally cross at Charleston, and 1.2 miles from Meadow. A rethinking of construction to

stage the design, and close one at a time is the only solution that could fly.

For the details of the design, bike/ped traffic going one direction on Meadow or Charleston must safely cross the road twice, and the crossing should be safe, and at the first intersection on either side of the underpasses. To make it safe, there must be either a 4-way stop, or a signalized crossing - at minimum, a HAWK system with solid red lights stopping traffic when allowing bicycles to cross (there are examples of this in Tucson and Berkeley), or a full traffic signal. Will the traffic engineers permit this in their pristine auto-centric plans? I would not accept these plans without a specific, safe implementation shown, because the underpass design creates this unusual problem.

Finally, for the underpass, Alma becomes so broad that it soaks up valuable buffers between the traffic lanes and a narrow sidewalk. The current Alma sidewalks have significant separation from the street, and that makes them pleasant to walk, and safe for bicyclists to slow and pass on a 5 foot sidewalk. The existing segment close to San Antonio has no buffer, and is scary. I would not accept plans that eliminate these buffers.

I look forward to quieter, electric trains, and fewer horns in our future.

Thank you all for your dedicated work serving our city on this committee.

-- Robert Neff

Loma Verde and Emerson Street.

About me: I have been a member of PABAC about 10 years, with a few years as chair, and briefly served on an earlier technical advisory committee for grade separations. I am currently representing Palo Alto on the VTA BPAC.

--

-- Robert Neff  
[robert@neffs.net](mailto:robert@neffs.net)



**From:** [Irene Lloyd](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Connect Palo Alto  
**Date:** Wednesday, September 16, 2020 8:45:20 AM

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The tunnel option, even if it seems to be off the table, is the only sane solution. Not sure at all about viaduct--the noise and pollution would be unbearable. Metal on metal is never quiet as there's nothing to absorb the sound. Simple example: when Caltrain did some work on Charleston crossing, they replaced the rubberized crossing and replaced some of the wooden ties with concrete. Now the noise and vibration is not twofold.

All this reminds me when high speed rail raised it's hatchet. I've attended one of the meeting advocating the HSR where multiple people showed their concern about losing homes. The reply from the woman conducting the meeting was that "her house wouldn't be affected".

Is this still the general attitude?

Please be careful with your decisions, we would have to live with it for years to come. "Cheap" is never a solution because cheap products never last.

Irene Lloyd  
Palo Alto

**From:** [gmahany@aol.com](mailto:gmahany@aol.com)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** dose this email box work  
**Date:** Wednesday, September 16, 2020 11:52:31 AM

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I got a undeliverables message i sent to xcap@cityofpaloalto.org, ?

**From:** [Keith Reckdahl](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Elevated-Rail Petition  
**Date:** Wednesday, September 16, 2020 10:26:35 AM  
**Attachments:** [List of Palo Alto residents who don't want any raised rail options for S PA intersections.pdf](#)

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In December 2018, Parag Patkar coordinated a petition asking the City to not select an elevated-rail design (viaduct or hybrid) for Charleston and Meadow. After collecting 500 signatures, Parag sent the petition to the City Council. I have attached his list of 500 petition signees.

Keith

**List of Palo Alto residents, alphabetically sorted by street name, who oppose any raised rail options (both viaduct and Hybrid) for Charleston and Meadow intersections.**

#	First Name	Last Name	Street#	Street Name	Zip
1	Carmela	Ciral	4065	2nd Street	94306
2	Engenne	Kim	4079	2nd Street	94306
3	Wesky	Lin	4082	2nd Street	94306
4	Rubert	Meggwra	4032	2nd Street	94306
5	C.	Schwerer	4059	2nd Street	94306
6	Cary	Shants	4071	2nd Street	94306
7	Neel	Valame	4039	2nd Street	94306
8	Raj	Valame	4039	2nd Street	94306
9	Candice	Wheeler	4134	Abel Avenue	94306
10	Heewon	Park	455	Alder Lane	94306
11	Marie	Anne Fogel	441	Alger Drive	94306
12	Hongxia	Xiong	430	Alger Drive	94306
13	Kathleen	Goldfein	3163	Alma Street	94306
14	Kathleen	Goldfein	3163	Alma Street	94306
15	Dawne	Hom	3483	Alma Village Circle	94306
16	Ivan	Hom	3483	Alma Village Circle	94306
17	Rachael	Cox	437	Amarillo Ave.	94306
18	Elaine	Aeal	609	Arastradero Road	94306
19	Gaya	Bhaskar	580	Arastradero Road	94306
20	Lakshmi	Muralidharan	580	Arastradero Road	94306
21	Marta	Rostriguy	574	Arastradero Road	94306
22	Christy	Rice	670	Ashton Ave.	94306
23	Dennis	Brown	325	Barclay Ct.	94306
24	Jake	Brown	325	Barclay Ct.	94306
25	Faith	Brown-Rate	325	Barclay Ct.	94306
26	Sandra	Koppe	315	Barclay Ct.	94306
27	Matt	Passell	315	Barclay Ct.	94306
28	KC	Keith	4023	Ben Lomond	94306
29	Laurie	Levy	810	Bruca Drive	94306
30	Elizabeth	Dong	3560	Bryant street	94306
31	Paul	Seaver	3638	Bryant Street	94306
32	Jean-marc	mommessin	3726	Carlson Circle	94306
33	Tim	Perkins	3712	Carlson Circle	94306
34	Nicola	Chriss	282	Carolina Lane	94306
35	Hing	Sham	241	Carolina Lane	94306
36	Bob	Adle	291	Carolina Ln	94306
37	Edith	Carrick	361	Carolina Ln	94306
38	Ester	Chiachio	282	Carolina Ln	94306
39	Min	Chung	442	Carolina Ln	94306
40	Douglas	Eck	292	Carolina Ln	94306
41	Claire	Fiennes	341	Carolina Ln	94306
42	Hugo	Fiennes	341	Carolina Ln	94306

43	Anne	Hessing	431	Carolina Ln	94306
44	Lee	Hsiand	362	Carolina Ln	94306
45	Lowt	Lakye	291	Carolina Ln	94306
46	Choi	Lee	241	Carolina Ln	94306
47	Xiaohua	Liu	252	Carolina Ln	94306
48	Jack	Liu	422	Carolina Ln	94306
49	Mattison	Lutini	271	Carolina Ln	94306
50	Trene	Mata	327	Carolina Ln	94306
51	Kevin	Moore	251	Carolina Ln	94306
52	kathleen	murren	351	Carolina Ln	94306
53	Amie	Neff	292	Carolina Ln	94306
54	Ying	On	371	Carolina Ln	94306
55	Oscar	Redondo	282	Carolina Ln	94306
56	Eva	Shen	422	Carolina Ln	94306
57	Stephen	Shigematsu	462	Carolina Ln	94306
58	Chikako	Shigmatsu	462	Carolina Ln	94306
59	Neera	Sohoni	342	Carolina Ln	94306
60	Venkat	Sohoni	342	Carolina Ln	94306
61	Pauline	Tran	362	Carolina Ln	94306
62	Michael	Wu	371	Carolina Ln	94306
63	Jane	Xue	281	Carolina Ln	94306
64	Mark	Segato	1225	Carson Street	94306
65	Lori	McCormick	764	Cereza Dr	94306
66	Nisha	Datta	797	Cereza Drive	94306
67	Brian	McCormick	764	Cereza Drive	94306
68	Lori	McCormick	764	Cereza Drive	94306
69	Susan	Burnett		Christopher ct	94306
70	Jason	Matlof	118	Churchill Avenue	94301
71	David	Shen	128	Churchill Avenue	94301
72	lei	lin	764	Clara drive	94303
73	Katherine	Lose'	724	Coastland Drive	94303
74	Linda	Jensen	241	Colorado Ave	94301
75	Mike	Li	866	Colorado ave	94303
76	Mercia	Zheng	866	Colorado Ave	94303
77	Ana	Funes	1133	Colorado Avenue	94306
78	Anne	Schmtt	2344	Columbia Street	94306
79	Yi	Zhang	3496	Cowper St	94306
80	Jihong	Fang	3416	Cowper st.	94306
81	Karen	Schreiber	183	Creekside Drive	94306
82	Cristiana	Costa	4212	Darlington Ct.	94306
83	A	Fiedzienly	4265	Darlington Ct.	94306
84	S.	Fiedzivsko	4268	Darlington Ct.	94306
85	Xiangqim	Hu	4216	Darlington Ct.	94306
86	Zhengqi	Li	4236	Darlington Ct.	94306
87	Harry	Maklee	4206	Darlington Ct.	94306
88	Curis	May	4212	Darlington Ct.	94306
89	MB	McGrath	4265	Darlington Ct.	94306

90	I	Purse	4224	Darlington Ct.	94306
91	Youxiang	Wang	4236	Darlington Ct.	94306
92	Anna	Wang	4240	Darlington Ct.	94306
93	Kevin	Wang	4240	Darlington Ct.	94306
94	Yi	Zheng	4216	Darlington Ct.	94306
95	Lillian	Arajon	255	Davenport Way	94306
96	Han	Chen	250	Davenport Way	94306
97	Xun	Liu	290	Davenport Way	94306
98	Diwret	Lou McCourt	270	Davenport Way	94306
99	Roxanne	Patel	230	Davenport Way	94306
100	Jean	Wang	271	Davenport Way	94306
101	Ying	Zhang	290	Davenport Way	94306
102	Rebecca	Marasco	307	Diablo Ct.	94306
103	Mary	Shaw	363	Diablo Ct.	94306
104	Aleqeksandr	Shvets	431	Dinahs Ct	94306
105	Patrice	Banal	272	East Charleston Rd	94306
106	Ying	Fong	110	East Charleston Rd	94306
107	Jean	Qiu	110	East Charleston Rd	94306
108	Michael	Wessel	272	East Charleston Rd	94306
109	Jawahar	Chigurupati	818	East Meadow Drive	94303
110	Karen	Kalinsky	210	East Meadow Drive	94306
111	Kathy	Lierle	970	Ecsinore Court	94303
112	Shachi	Bahl	297	Edlee Ave.	94306
113	Lucy	Baldwin	330	Edlee Ave.	94306
114	Carol	Bly	261	Edlee Ave.	94306
115	Jim	Bly	261	Edlee Ave.	94306
116	Brian	Cooper	237	Edlee Ave.	94306
117	Michelle	Djolic	229	Edlee Ave.	94306
118	Becky	Epstein	256	Edlee Ave.	94306
119	Craig	Evans	257	Edlee Ave.	94306
120	Angela	Feng	255	Edlee Ave.	94306
121	Joanna	Jiao	390	Edlee Ave.	94306
122	Trevor	Jones	311	Edlee Ave.	94306
123	Kyung	Jung	295	Edlee Ave.	94306
124	Yoon	Jung	295	Edlee Ave.	94306
125	Anne	Littleboy	234	Edlee Ave.	94306
126	John	Littleboy	234	Edlee Ave.	94306
127	Diana	Luberman	257	Edlee Ave.	94306
128	Krista	McDermott	291	Edlee Ave.	94306
129	Andrea	Moore	250	Edlee Ave.	94306
130	Keith	Reckdahl	256	Edlee Ave.	94306
131	Jaime	Ross	380	Edlee Ave.	94306
132	Anakarid	Salles	361	Edlee Ave.	94306
133	Mark	Talbott	229	Edlee Ave.	94306
134	Nicolas	Talbott	229	Edlee Ave.	94306
135	Ken	Wagner	311	Edlee Ave.	94306
136	Keri	Wagner	311	Edlee Ave.	94306

137	James	Young	255	Edlee Ave.	94306
138	Lindsay	Zosmo	381	Edlee Ave.	94306
139	Sergei	Lopatin	#12,4173	El Camino Real	94306
140	Elizabeth	Cowie	189	El Dorado Ave	94306
141	Jim	Cowie	189	El Dorado Ave	94306
142	Jinghong	Liu	181	El Verano Ave	94306
143	Ashish	Patwardhan	316	El Verano Avenue	94306
144	Sonia	Patwardhan	316	El Verano Avenue	94306
145	David	Collins	110	Ely PL	94306
146	Lianying	Duan	122	Ely PI	94306
147	Paula	Collins	110	Ely Place	94306
148	Ana	Barabas	340	Ely Place	94306
149	Karen	Brannon	193	Ely Place	94306
150	Deyu	Hu	109	Ely place	95306
151	Samir	Mittal	271	Ely Place	94306
152	Jennifer	Ramberg	151	Ely Place	94306
153	Nicholas	Hall	3089	Emerson St.	94306
154	Rinat	Beeri	742	Encina Grande Drive	94306
155	Nikki	Narang	281	Fernando Ave	94306
156	Sophie	Ravel	275	Fernando ave	94306
157	Miriam	Brown	415	Fernando Avenue	94306
158	Jonathan	Brown	415	Fernando Avenue	94306
159	Suman	Kasturia	253	Ferne Ave	94306
160	Franklin	Shifrin	3120	Flowers Lane	94306
161	Vanessa	You	3142	Flowers Ln	94306
162	Nancy	Hogan	814	Garland Drive	94303
163	Calvin	Chen	419	Gene Ct.	94306
164	Jayendu	Jayendu	580	Georgia Ave	94306
165	Jaya	Pandey	580	Georgia Ave	94306
166	Crystal	Botham	610	Georgia Avenue	94306
167	Peir	Wen Xu	660	Glenbrook Dr.	94306
168	LYNDA	HEIDEN	122	Greenmeadow Way	94306
169	Chris	Proia	111	Greenmeadow Way	94306
170	Valerie	Stinson	151	Greenmeadow Way	94306
171	Shesleara	Ballopos	2809	Greer Road	94306
172	Davina	Brown	3525	Greer Road	94303
173	Sunita	Sarin	3161	Greer Road	94303
174	payvand	kadivar	1454	Hamilton ave	94301
175	Betsy	Dickie	190	Heather Lane	94303
176	Anamari	Eng	4167	Hubbart Drive	94306
177	Ceabi	Senguta	2820	Illinios Street	94306
178	Johanna	Sunden	730	Josina Ave	94306
179	Marius	Milner	3513	Julie Ct	94306
180	Casie	Walker	550	Kelly Way	94306
181	Manjusree	Bose	528	Kendall Ave	94306
182	Katie	O'Conner	772	Kendall Ave	94306
183	Prerana	Vaidya	3533	La Mata Way	94306

184	Peter	Streiff	3723	Lindero Dr	94306
185	Roberta	Stone	737	Loma Verde Ave	94303
186	Rich	Kimble	787	Los Robles Ave.	94306
187	Ali	Vand	826	Los Robles Ave.	94306
188	Jessica	Vand	826	Los Robles Ave.	94306
189	Douglas	Ha	137	Lundy Lane	94306
190	Lisa	Lawrence	153	Lundy Lane	94306
191	Robert	March	153	Lundy Lane	94306
192	Sarah	Nguyen	137	Lundy Lane	94306
193	Christopher	Ouk	129	Lundy Lane	94306
194	Karen	Ouk	129	Lundy Ln	94306
195	Vasui	Dhir	393	Maclane St	94306
196	T.R.	Ranganath	363	Maclane St	94306
197	Lucy	Wu	395	Maclane St	94306
198	Cindy	Kao	201	Maclane Street	94306
199	Cheryl	Basden	3889	Magnolia Dr	94306
200	Daniel	Lilienstein	4050	Manzana Lane	94306
201	Pearlin	Yang	432	Margarita Avenue	94306
202	Christine	Czarnecki	614	Marion Avenue	94301
203	Christine	Stafford	625	Matadero Ave.	94306
204	Lina	Qiu	440	Maureen	94306
205	Susanne	Wisen	411	Maureen Avenue	94306
206	Zhen	Xue	645	Maybell	94306
207	Scilly	Wang	4218	McKellar In.	94306
208	Laura	Clausen	2625	Middlefield Rd, #402	94306
209	DIANA	COLLINS	#35, 278	Monroe Drive	94040
210	stephen	gaudio	278	Monroe Drive	94040
211	Jonathan	Luk	114	Monroe Drive	94306
212	Jett	Richards	#17, 278	Monroe Drive	94040
213	Shan	Richards	#17, 278	Monroe Drive	94040
214	John	Pan	3874	Mumford pl	94306
215	Abraham	Shacham	3826	mumford Place	94306
216	Dan	Fortune	3962	Nelson court	94306
217	Daniel	Fortune	3962	Nelson Court	94306
218	Graham	Rodwell	3946	Nelson Drive	94306
219	Alan	LEE	4252	Newberry court	94306
220	Mukul	Agarwal	4266	Newberry Ct	94306
221	Daniela	Kuehu	4248	Newberry Ct	94306
222	Michael	Kuehu	4248	Newberry Ct	94306
223	Alan	Lee	4252	Newberry Ct	94306
224	Zoe	Peters	4242	Newberry Ct	94306
225	Tor	Ravbenheime	4262	Newberry Ct	94306
226	Maria	Shuth	4254	Newberry Ct	94306
227	Lorrin	Lewis	920	Paradise Way	94306
228	Karen	Ceresnak	4114	Park blvd	94306
229	Janaki	Ramachandra n	4104	Park blvd	94306



230	Anupam	Bordia	4201	Park Boulevard	94306
231	Surbhi	Bordia	4201	Park Boulevard	94306
232	Karen	Cenesnak	4114	Park Boulevard	94306
233	Scott	Cenesnak	4114	Park Boulevard	94306
234	Nagini	Chilukuri	4117	Park Boulevard	94306
235	Sumita	Debata	4183	Park Boulevard	94306
236	LETHA	DiLauro	4131	Park Boulevard	94306
237	Phil	Douglas	4285	Park Boulevard	94306
238	Tracy	Douglas	4285	Park Boulevard	94306
239	Marilyn J	Edwardson	4126	Park Boulevard	94306
240	Phil	Egan	4217	Park Boulevard	94306
241	Gary	Forman	4180	Park Boulevard	94306
242	Anjan	Ghose	4119	Park Boulevard	94306
243	Wendy	Ghose	4119	Park Boulevard	94306
244	Susan	Gray	4173	Park Boulevard	94306
245	Jeanne	Hamrick	4121	Park Boulevard	94306
246	Logan	Hanson	4176	Park Boulevard	94306
247	Scott	Hemenway	4101	Park Boulevard	94306
248	David	Herzl	4135	Park Boulevard	94306
249	John	Hofer	4111	Park Boulevard	94306
250	Renee	Hofer	4111	Park Boulevard	94306
251	Muir	Hooper	4241	Park Boulevard	94306
252	Carolyn	Horne	4249	Park Boulevard	94306
253	Jonathan	Horne	4249	Park Boulevard	94306
254	David	Jeong	4056	Park Boulevard	94306
255	Gwen	Jeong	4056	Park Boulevard	94306
256	Ashalata	Karmarkar	4127	Park Boulevard	94306
257	Vish	Karmarkar	4127	Park Boulevard	94306
258	Anupama	Kumar	4133	Park Boulevard	94306
259	Apurb	Kumar	4133	Park Boulevard	94306
260	Lee	Langhammer	4253	Park Boulevard	94306
261	Wing	Law	4253	Park Boulevard	94306
262	Kwok	Law	4269	Park Boulevard	94306
263	Richard	Lee	4115	Park Boulevard	94306
264	Christina	Lee	4269	Park Boulevard	94306
265	Ivy	Li	4293	Park Boulevard	94306
266	Kenneth	Li	4293	Park Boulevard	94306
267	Irene	Lloyd	4203	Park Boulevard	94306
268	David	Lui	4129	Park Boulevard	94306
269	Linda	Lui	4129	Park Boulevard	94306
270	Jeff	Marcacci	4109	Park Boulevard	94306
271	Lisa	Marcacci	4109	Park Boulevard	94306
272	Jonathan	Marion	4121	Park Boulevard	94306
273	Sarah	Marion	4121	Park Boulevard	94306
274	Stephanie	Martinson	4123	Park Boulevard	94306
275	Robert	Martison	4123	Park Boulevard	94306
276	Wilma	Milligan	4207	Park Boulevard	94306

277	Vanaja	Narayanaswamy	4277	Park Boulevard	94306
278	Saxon	Noh	4273	Park Boulevard	94306
279	Virginia	Noh	4273	Park Boulevard	94306
280	Aareev	Panda	4183	Park Boulevard	94306
281	Arun	Panda	4183	Park Boulevard	94306
282	Parag	Patkar	4117	Park Boulevard	94306
283	Beverly	Rodriges	4241	Park Boulevard	94306
284	Min-yi	Shen	4195	Park Boulevard	94306
285	Pradeep	Solanki	4105	Park Boulevard	94306
286	Swati	Solanki	4105	Park Boulevard	94306
287	Maxim	Stepana	4118	Park Boulevard	94306
288	Constance	Stillinger	4055	Park Boulevard	94306
289	Yumei	Sun	4293	Park Boulevard	94306
290	Yurily	Tepanechnikova	4107	Park Boulevard	94306
291	FLAVIU	TUREAN	4104	Park Boulevard	94306
292	Jayaraman	Vasudevan	4277	Park Boulevard	94306
293	Ilya	Vergman	4113	Park Boulevard	94306
294	Antonia	Wang	4113	Park Boulevard	94306
295	Deborah	Waxman	4166	Park Boulevard	94306
296	Svetlana	Yepanechnikova	4107	Park Boulevard	94306
297	Joelle	Zom	4118	Park Boulevard	94306
298	Sarada	Chigurupati	1131	Parkinson Ave	94301
299	Chaks	Chigurupati	1131	Parkinson Ave	94306
300	Joseph	Doniach	290	Parkside Drive	94306
301	Janine	Hodgson	170	Parkside Drive	94306
302	John	Wiese	208	Parkside Drive	94306
303	Shira	Yair	4257	Pomona Avenue	94306
304	Amber	Chang	4282	Pouce Drive	94306
305	Kathleen	T. Chen	3066	Price Ct.	94306
306	Jing	Mu	3490	Rambow Dr.	94306
307	Yang	Wang	3490	Rambow Dr.	94306
308	Kai	Zhu	3425	Rambow Dr.	94306
309	Hongmin	Lu	3425	Rambow Drive	94306
310	Ting	Jiang	3661	Ramona Cir	94306
311	Yidong	Tong	3661	Ramona Cir	94306
312	Lin	Zhang	3644	Ramona Cir	94306
313	Len	Filppu	3621	Ramona Circle	94306
314	Charlotta	Hauksdottir	3645	Ramona Circle	94306
315	Jenny	Kuan	2888	Ramona St	94306
316	Erica	Brand	2642	Ramona St.	94306-2314
317	Pahson	Korahon	#526, 845	Ramona St.	94306
318	Ashwinee	Khaladkar	3716	Redwood Cir	94306
319	Bhushan	Khaladkar	3716	Redwood Cir	94306

320	krys	corbett	3786	Redwood Circle	94306
321	Paul	Ramsbottom	3796	Redwood Circle	94306
322	Alex	Woo	3720	Redwood Circle	94306
323	Kristinn	Gudjenssa	4248	Rickeys Way	94306
324	Li	Feng	72	Roosevelt cir	94306
325	Will	Xie	70	Roosevelt cir	94306
326	Carol	Chatfield	86	Roosevelt Circle	94306
327	Cynthia	Patrick	54	Roosevelt Circle	94306
328	James	Silver	45	Roosevelt Circle	94306
329	Susan Phinney	Silver	45	Roosevelt Circle	94306
330	Henry	Yu	46	Roosevelt Circle	94306
331	Anne	Fillin	2890	Ross Road	94303
332	Carol	MacDonell	3649	Ross Road	94303
333	Walter	Murray	3770	Ross Road	94303
334	Dulce	Ponceleon	3770	Ross Road	94303
335	Vijay	Varma	3254	Ross Road	94306
336	Sunita	Verma	3495	Ross Road	94303
337	Niels	Smaby	4230	Ruthelma Ave	94306
338	Hossam	Bahlool	4256	Ruthelma Ave.	94306
339	Yoel	Crane	4235	Ruthelma Ave.	94306
340	Hari	Iyer	4261	Ruthelma Ave.	94306
341	Parvati	Iyer	4261	Ruthelma Ave.	94306
342	Carmina	Luce	4255	Ruthelma Ave.	94306
343	Henry	Luce	4255	Ruthelma Ave.	94306
344	Sedgid	Oklander	4260	Ruthelma Ave.	94306
345	Tina	Phi	4235	Ruthelma Ave.	94306
346	Rime	Sand	4256	Ruthelma Ave.	94306
347	Elsie	Wu	4247	Ruthelma Ave.	94306
348	Seth	Wu	4247	Ruthelma Ave.	94306
349	Sheralyn	Listgarten	4075	Scripps Avenue	94306
350	Byron	Young	250	Scripps Court	94306
351	qing	he	751	seminole way	94303
352	Randy	Butera	3195	South Court	94306
353	Susan	Iannucci	3540	South Court	94306
354	Suzanne	Jacobs	3345	South Court	94306
355	Carol	Kuner	3617	South Court	94306
356	Martin W.	Molloy, Ph.D	3566	South Court	94306-4222
357	Bonny	Parke	3292	South Court	94306
358	Xiaofang	Zhu	3652	South Court	94306
359	Marilyn	Bauriedel	3673	South Ct	94306
360	William	Bauriedel	3673	South Ct	94306
361	ramarao	digumarthi	575	Starr King Circle	94306
362	Kari	Hodgson	3707	Starr King Circle	94306
363	dov	Iantsman	3707	Starr King Circle	94306
364	Barbara	Jaarsma	3335	Stockton Place	94303
365	Bruce	Chen	4118	Sutherland Dr	94303

366	Arancha	Rodriquez	570	Suzanne Ct	94306
367	Nicholas	Filipp	4234	Suzanne Drive	94306
368	Gongwen	Huang	4248	Suzanne Drive	94306
369	Amelia	Tung	4240	Suzanne Drive	94306
370	Anna	Wichansky	4234	Suzanne Drive	94306
371	Xiuzhen	Zhong	4248	Suzanne Drive	94306
372	Jinyong	Han	1116	Taheo Ln.	94306
373	Kathy	Davis	443	Tennessee Ln	94306
374	Carlos	Feder	433	Tennessee Ln	94306
375	Jacqueline	Feder	433	Tennessee Ln	94306
376	Edwin	Fox	294	Tennessee Ln	94306
377	Allison	Kin	434	Tennessee Ln	94306
378	Florence	LaRiviere	453	Tennessee Ln	94306
379	Ginny	LaViviera	453	Tennessee Ln	94306
380	Katie	Wies	274	Tennessee Ln	94306
381	Bina	Shah	3483	Thomas Drive	94306
382	Shirley	Wang	427	Ventura Ave	94306
383	Jucquelya	Caieria	3313	Vernon Terrace	94303
384	Anat	Gur	315	Victoria Pl	94306
385	Nadav	Gur	315	Victoria Pl	94306
386	Ellen	Harfog	330	Victoria Pl	94306
387	Sishi	Long	325	Victoria Pl	94306
388	Wei	Xiao	325	Victoria Pl	94306
389	Daksha	Dave	349	Walter Hays Drive	94303
390	Cynthia	Costell	3518	Waverley Drive	94306
391	Debra	Wittenbrink	2757	Waverley Street	94306
392	Barbara	Carter	2545	Webster Street	94301
393	Mayra	Gonzalos	1830	West Bayshore Road	94306
394	Tranj	Ngugen	2460	West Bayshore Road	94306
395	Ratnadeep	Bhattacharjee	365	West Charleston Road	94306
396	Assim	Gupta	350	West Charleston Road	94306
397	Dina	Saari	280	West Charleston Road	94306
398	Evelyn	Aguon	315	West Meadow Drive	94306
399	Nicolas	Aguon	315	West Meadow Drive	94306
400	Randy	Aguon	315	West Meadow Drive	94306
401	Taylor	Aguon	315	West Meadow Drive	94306
402	Dipti	Borkar	350	West Meadow Drive	94306
403	Mandar	Borkar	350	West Meadow Drive	94306
404	Ann	Chen	319	West Meadow Drive	94306
405	Kapil	Chhabra	281	West Meadow Drive	94306
406	Anthony	Ching	319	West Meadow Drive	94306
407	Swati	Chopra	281	West Meadow Drive	94306
408	Tim	Gadus	150	West Meadow Drive	94306

409	Khurshid	Gandhi	321	West Meadow Drive	94306
410	Khushroo	Gandhi	321	West Meadow Drive	94306
411	Olge	Gellenbage	425	West Meadow Drive	94306
412	Coleen	Lorenz	432	West Meadow Drive	94306
413	Win	Naina	370	West Meadow Drive	94306
414	Susie	Robbins	459	West Meadow Drive	94306
415	Mary	Sheng	461	West Meadow Drive	94306
416		Suzuki	451	West Meadow Drive	94306
417	Leila	Vand	225	West Meadow Drive	94306
418	Reza	Vand	225	West Meadow Drive	94306
419	Francisco	Wei	330	West Meadow Drive	94306
420	David	Ephron	259	Whitclem Court	94306
421	Lara	Ephron	259	Whitclem Court	94306
422	Lynne	Shietzel	239	Whitclem Court	94306
423	Eric	Stietzel	239	Whitclem Court	94306
424	Corine	Cesana	324	Whitclem Drive	94306
425	Joseph	Cesana	324	Whitclem Drive	94306
426	Tanya	Do	386	Whitclem Drive	94306
427	Patty	Fewer	321	Whitclem Drive	94306
428	Ann	Garr	353	Whitclem Drive	94306
429	Rex	Garr	353	Whitclem Drive	94306
430	R.	Gillespie	384	Whitclem Drive	94306
431	Annie	Hempstead	344	Whitclem Drive	94306
432	James	Hempsteuce	344	Whitclem Drive	94306
433	Bernard	Heng	312	Whitclem Drive	94306
434	Rene	Ho	374	Whitclem Drive	94306
435	Joan	Jennings	369	Whitclem Drive	94306
436	Steve	Jennings	369	Whitclem Drive	94306
437	Werner	Jr	371	Whitclem Drive	94306
438	Yong	Lee	254	Whitclem Drive	94306
439	Sang-Min	Lee	302	Whitclem Drive	94306
440	Mary	Lee	312	Whitclem Drive	94306
441	Yan	Li	301	Whitclem Drive	94306
442	Josh	Maltz	228	Whitclem Drive	94306
443	Andreea	Manolache	273	Whitclem Drive	94306
444	Silvia	Manolache	273	Whitclem Drive	94306
445	Don	Marquant	398	Whitclem Drive	94306
446	Jan	Moeller	393	Whitclem Drive	94306
447	Khosrow	Moslehi	282	Whitclem Drive	94306
448	Maryam	Mossadeghia	282	Whitclem Drive	94306
449	Son	Nguyen	292	Whitclem Drive	94306
450	Son	Nguyen	292	Whitclem Drive	94306
451	Carlin	Otto	231	Whitclem Drive	94306
452	D	Petillo	248	Whitclem Drive	94306
453	Kirtee	Raparia	248	Whitclem Drive	94306
454	Syed	Rizvi	225	Whitclem Drive	94306
455	Kimiko	Sanami	354	Whitclem Drive	94306

456	Deborah	Shaoub-Ju	371	Whitclem Drive	94306
457	Deborah	Sharb	331	Whitclem Drive	94306
458	Jieun	Shin	302	Whitclem Drive	94306
459	Claire	Smith	215	Whitclem Drive	94306
460	Glenn	Smith	215	Whitclem Drive	94306
461	Jeff	Wolfeld	272	Whitclem Drive	94306
462	Jennifer	Wolfeld	272	Whitclem Drive	94306
463	David	Xue	301	Whitclem Drive	94306
464	Jaime	Shpall	1429	Wilkie Court	94306
465	Justin	Branue	4161	Wilkie Way	94306
466	Jennie	Chan	4069	Wilkie way	94306
467	Nirav	Chhatrapati	4102	Wilkie Way	94306
468	Deepa	Cuere	4154	Wilkie Way	94306
469	Leslie	Donahue	4134	Wilkie Way	94306
470	Jagannath	Dubashi	4154	Wilkie Way	94306
471	Mona	He	4040	Wilkie Way	94306
472	Mona	He	4090	Wilkie Way	94306
473	Joan	Holtzman	4139	Wilkie Way	94306
474	Leena	Joshi	4102	Wilkie Way	94306
475	Dhinja	Karthik	4264	Wilkie Way	94306
476	Floreue	Keller	4124	Wilkie Way	94306
477	Jennifer	Lee	4103	Wilkie Way	94306
478	Keith	Lee	4107	Wilkie Way	94306
479	Rita	Lee	4107	Wilkie Way	94306
480	Ryan	Lee	4107	Wilkie Way	94306
481	Ann	M. Robinson	4164	Wilkie Way	94306
482	Michael	Moorhead	4084	Wilkie Way	94306
483	william	moss	4091	Wilkie Way	94306
484	Jagdish	Pamani	4123	Wilkie Way	94306
485	Jagdish	Pamnani	4100	Wilkie Way	94306
486	James	Porter	4080	Wilkie Way	94306
487	Richard	Rosenberg	4211	Wilkie Way	94306
488	Alex	Ross	4175	Wilkie Way	94306
489	Philip	Smaller	4155	Wilkie Way	94306
490	Jatians	Tchoub	4256	Wilkie Way	94306
491	Amor	Terrazas	4133	Wilkie Way	94306
492	Magda	V. Grant	4155	Wilkie Way	94306
493	Jenny	Wang	4115	Wilkie Way	94306
494	Ziming	Weng	4073	Wilkie Way	94306
495	Yiashua	Zhang	4030	Wilkie Way	94306
496	Jonathan	Zhang	4115	Wilkie Way	94306
497	Lama	Rimawi	4124	Willmar Drive	94306
498	Susan	McConnell	3775	Wright Place	94306
499	Nancy & Herve	Vanclef	3750	Wright Place	94306
500	Nicole	Young	4210	Ynigo Way	94306

**From:** [Karen Kalinsky](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Cc:** [Shikada, Ed](#)  
**Subject:** Prioritizing criteria and ranking Meadow-Charleston alternatives  
**Date:** Wednesday, September 16, 2020 11:58:12 AM  
**Attachments:** [Kalinsky to XCAP Meadow Charleston Alternatives 20200916.docx](#)

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

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To: Expanded Community Advisory Panel (XCAP)  
CC: Ed Shikada, City Manager  
RE: Ranking of Meadow-Charleston Train Crossing Alternatives  
Date: 9/16/2020

I live on E. Meadow Dr. and have been attending all of the XCAP meetings since they have been held on Zoom. I also visited the Virtual Town Hall and attended the two Q&A sessions held as part of the Virtual Town Hall. I have learned a great deal about the train crossing alternatives and have come to the conclusion that, while some of the alternatives are better than others, none are really ideal. So it comes down to how residents, XCAP, and the City Council prioritize the various criteria to be considered.

Executive summary: Ranked choices for Meadow-Charleston alternatives:

- 1) Underpass – Best for bike safety. Hopefully, the design can be modified to eliminate property acquisition as much as possible; and improve bike route design.
- 2) Hybrid – Best for vehicle traffic
- 3) Viaduct – Best for “Connecting Palo Alto”
- 4) Trench – Unacceptable due to cost and engineering risks

I do not agree with my neighbors that this is a “100 year project” —and therefore worth the investment in the Trench. I believe we should be designing and spending for the nearer term (50 years?) when public transportation will be more and more important, and train transportation will continue to be a very important component-- but less than a 100 year expected utility given that we cannot foresee the effects of climate change, sea level rise and technological advances in transportation.

I realize that XCAP is being strongly encouraged to present a single preferred alternative to the City Council. And I understand that XCAP is planning to add lots of comments in its report about important improvements are needed for the recommended choice. However, the design consultants may or may not be able to achieve these improvements given: geometry constraints, regulatory constraints, traffic safety guidelines/requirements, and Caltrain right of way constraints.

My personal ranking of the relative importance of criteria:

(VH) VeryHigh: Bike/ pedestrian safety

(VH) VeryHigh: Avoid private property acquisition. Monetary compensation does not compensate for having to move away from your friends, schools, service providers, etc.

(VH) Engineering challenges: Diverting creeks, risks of flooding, etc.

(H) High: Vehicle Traffic flow – ideally, 8 turning movements maintained at crossings

(H) High: Not force regional traffic into neighborhood streets

- (H) High: Cost—both construction and long term maintenance costs
- (H) High: Connecting Palo Alto—add locations to walk/bike/drive across the tracks
- (M) Medium: Construction duration & disruption
- (L) Low: Visual impacts (important to some number of residents along Park Blvd)
- (L) Low: Noise and vibration--all of the alternatives will improve noise levels over current conditions—given electrification of trains, and noise reducing barriers along tracks.(Those who bought houses close to the tracks knew there was train noise.)

### **1<sup>st</sup> choice=Meadow-Charleston Underpass**

#### **PROS:**

- (VH) Bike/Ped safety. As for the Churchill train crossing, this is of paramount importance for the safety of bicycling high school students who cross Meadow and Charleston in droves. I believe that most middle school students are assigned to JLS if residing on Alma or east, and to Fletcher if residing on Park Blvd or west (so the majority of these students don't cross the tracks)
- (H) Moderate costs
- (L) Visual impacts minimized.

#### **CONS:**

- (VH) Private property acquisitions include 3 single family and one 14 unit apartment building. Minimize wherever possible. Require new apartment building on same site.
- (H) Vehicle flow-- includes only 6 of 8 turning movements (Meadow). Going R to go L on Charleston is awkward, and visitors to Palo Alto will not "learn in 3 months".
- (H) Forces regional traffic into neighborhood streets

### **2<sup>nd</sup> choice=Meadow-Charleston Hybrid**

#### **PROS:**

- (VH) No private property acquisitions
- (H) Traffic flow remains as it is now with signals where Meadow and Charleston cross Alma, but flow improved due to end of waiting for trains to cross. All 8 turning movements maintained.
- (H) Does not force regional traffic into neighborhood streets

#### **CONS:**

- (VH) Does not separate bikes & pedestrians from car traffic

### **3<sup>rd</sup> choice=Viaduct**

#### **PROS:**

- (H) Connecting Palo Alto: Does the most to improve connectivity between the east and west sides of the tracks
- (H) Possible land use under the tracks for bike/ pedestrians paths and mini-parks

#### **CONS:**

- (VH) Does not separate bikes & pedestrians from car traffic
- (H) More costly than Hybrid, but close in cost to Underpass

### **4<sup>th</sup> UNACCEPTABLE= Meadow-Charleston Trench**

**PROS:** (L) Visual impact and noise level will be reduced compared to current levels.

#### **CONS:**

- (VH) Does not separate bikes & pedestrians from car traffic
- (VH) Most severe engineering challenges (creek diversions, pumping, flooding) of



the remaining alternatives (since XCAP ruled out Tunnel options)

- (H) Cost is prohibitively high-- both for construction and ongoing maintenance to maintain pumping equipment.

Thank you XCAP members for your thoughtful and thorough consideration of these very complex issues,

Karen Kalinsky, E. Meadow Drive resident

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Karen Isaacs Kalinsky

[kalinsky@stanford.edu](mailto:kalinsky@stanford.edu)

To: Expanded Community Advisory Panel (XCAP)  
CC: Ed Shikada, City Manager  
RE: Ranking of Meadow-Charleston Train Crossing Alternatives  
Date: 9/16/2020

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- (VH) Most severe engineering challenges (creek diversions, pumping, flooding) of the remaining alternatives (since XCAP ruled out Tunnel options)
- (H) Cost is prohibitively high-- both for construction and ongoing maintenance to maintain pumping equipment.

Thank you XCAP members for your thoughtful and thorough consideration of these very complex issues, Karen Kalinsky, E. Meadow Drive resident

**From:** [gmahany@aol.com](mailto:gmahany@aol.com)  
**To:** [carlinotto@gmail.com](mailto:carlinotto@gmail.com); [Expanded Community Advisory Panel](#)  
**Subject:** Re: [cma\_neighborhood] Railroad -- Grade Separation-- ACTION NEEDED TODAY  
**Date:** Wednesday, September 16, 2020 11:47:27 AM

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To CMA

stamp your foot and chant No No No No

If the tracks can not go up then lets dig some concrete canons for the bikes, pedestrians and cars to go under the tracks and have shoo fly tracks and excavation equipment for many years. Plus there is some eminent domain of property on Charleston and Meadow for the underpasses.

Or do nothing leave the rail road crossings at grade.

By the way the hole city is going to have to vote on paying for the options selected by the city counsel.

gary

-----Original Message-----

From: carlin otto <[carlinotto@gmail.com](mailto:carlinotto@gmail.com)>

To: cma group <[cma\\_neighborhood@googlegroups.com](mailto:cma_neighborhood@googlegroups.com)>

Sent: Wed, Sep 16, 2020 7:58 am

Subject: [cma\_neighborhood] Railroad -- Grade Separation-- ACTION NEEDED TODAY

**Sign the petition:**

<https://www.ipetitions.com/petition/no-elevated-rail-for-palo-alto>

**Speak at the meeting:**

Today , 4 to 7 pm (it would probably be safe to join at 4:45 pm and still be able to speak)

<https://zoom.us/join>

Meeting ID: 929 9456 4364

Press the little hand-raised icon at the bottom of your Zoom window.

Then wait for the host to allow you to speak.

Can't think what to say?

Just read this ... slowly and CLEARLY.

No elevated train.  
No viaduct.  
No hybrid.  
No elevated tracks.

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You received this message because you are subscribed to the "Charleston Meadows Neighborhood" Google group.

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You received this message because you are subscribed to the Google Groups "Charleston Meadows Neighborhood" group.

To unsubscribe from this group and stop receiving emails from it, send an email to [cma\\_neighborhood+unsubscribe@googlegroups.com](mailto:cma_neighborhood+unsubscribe@googlegroups.com).

To view this discussion on the web visit

[https://groups.google.com/d/msgid/cma\\_neighborhood/CAKip2RfHRUX95S.JpwY6Kjt27%2By1Uc9dbfEL2eC3zGNGrGvrXpW%40mail.gmail.com](https://groups.google.com/d/msgid/cma_neighborhood/CAKip2RfHRUX95S.JpwY6Kjt27%2By1Uc9dbfEL2eC3zGNGrGvrXpW%40mail.gmail.com).

**From:** [Larry Klein](#)  
**To:** [Nadia Naik](#)  
**Cc:** [Expanded Community Advisory Panel](#)  
**Subject:** Re: Test!  
**Date:** Wednesday, September 16, 2020 11:01:48 AM

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It works!

On Wed, Sep 16, 2020 at 10:58 AM Nadia Naik <[nadianaik@gmail.com](mailto:nadianaik@gmail.com)> wrote:

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

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**From:** [Keith Reckdah](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Re: Test!  
**Date:** Wednesday, September 16, 2020 11:08:35 AM

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Test received.

On Wednesday, September 16, 2020, 10:58:57 AM PDT, Nadia Naik <nadianaik@gmail.com> wrote:

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**From:** [Keith Reckdahl](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** test message  
**Date:** Wednesday, September 16, 2020 10:37:09 AM

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test message

**From:** [Dave Shen](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Testing  
**Date:** Wednesday, September 16, 2020 11:26:38 AM

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**From:** [Lawrence](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** Voting  
**Date:** Wednesday, September 16, 2020 10:57:24 AM

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For the vote on the recommendation to the Council in the September 2 meeting, should conflict of interest of the members be considered or noted? I think two members live near Churchill and Elma.

Sent from my iPad

**From:** [Michael Wessel](#)  
**To:** [Expanded Community Advisory Panel](#)  
**Subject:** XCAP meeting 9/16 Grade Separation Comments  
**Date:** Wednesday, September 16, 2020 11:12:55 AM  
**Attachments:** [xcapletter-wessel.pdf](#)

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Please find my comments attached.

Regards

Michael Wessel

**Dear XCap Committee, Dear Palo Alto City Council - First of all, thanks to XCap for all your hard work!**

In its current form, I **cannot support the Charleston / Meadow underpass option**, for the following reasons:

1. According to an XCap member in the latest Q&A session last Sunday, this solution is only 5% engineered before the consultants ran out of steam. Supporting half baked ideas is a bad idea.
2. The plan requires acquisition of immanent domain. this includes at least 3 family homes to accommodate the Charleston roundabout, and an apartment complex to accomodate the right turn from meadow onto north bound Alma. This was swept under the carpet so far - the public construction timeline video does not show any impact on the apartment complex, and the family homes that have to be taken for the roundabout are conveniently blurred out in the 3d renderings. More emphasis is given on the impact on trees and their relocation. **This is preposterous.**
3. The idea that impacted home owners will get a fair compensation price is flawed. There is no affordable housing in Palo Alto in a similar price range. These families will effectively be forced out of Palo Alto, and the PARTIALLY impacted houses will drop immensely in property value.
4. According to an XCap member in last Sunday's Q&A session, the impacted owners should have received a letter from the city. This is not the case. Neither have we, nor our neighbors received such a letter. Not a single word from the city. Minimally, the city should start a conversation and think about possible plans and potential options for people that will be displaced.
5. during construction, the impact to normal traffic patterns will be tremendous and the city will be divided into East and West of Alma communities.

Hence, I **support, in this order, first the tunnel, then the trench, then the hybrid.**

I do not understand how the tunnel and trench can result in these enormous cost estimates. I am no civil engineer, but it is inconceivable to me how one little creek can provide such an engineering obstacle. For example, the city of Hamburg in Germany was able to build an entire new subway line in the last 5 years, over more than 1 mile, largely under water and through the harbor terrain for 200 million euros. Our little tunnel or trench should be a fraction of that.

[https://www.tunnel-online.info/en/artikel/tunnel\\_2011-03\\_New\\_U4\\_Metro\\_Line\\_in\\_Hamburg\\_1180345.html](https://www.tunnel-online.info/en/artikel/tunnel_2011-03_New_U4_Metro_Line_in_Hamburg_1180345.html)

**The underpass option relies on immanent domain. According to the Daily Post, XCap recommended Churchill closing because other options would have required claiming immanent domain. Let's apply the same line of reasoning to the Charleston / Meadow underpasses.**

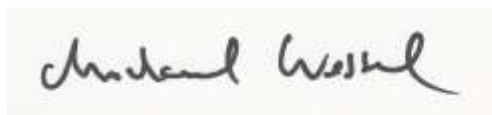
I would like to close with a quote from a well-known book:

***"The only person for whom the house was in any way special was Arthur Dent, and that was only because it happened to be the one he lived in."***

The author of the book was Douglas Adams.

**Dear XCap committee – please join me in saying: we are all Arthur Dent.**

***Thank you, sincerely,***

A handwritten signature in black ink on a light-colored background. The signature appears to read "Michael Wessel".

**Michael Wessel, 272 East Charleston Road, Palo Alto, CA 94306, USA  
Palo Alto, September 16<sup>th</sup> 2020**