XCAP Deliberation Notes
September 16, 2020

The following notes were used for discussion during the 9/16/20 XCAP meeting.
**Items in BLUE were shown but not discussed**

Churchill

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

Potential Mitigations mentioned during the meeting:

2 categories of mitigations
   1) Proposed by consultants
   2) Worthy of consideration/further study in conjunction with as appropriate with

In the next phase:

We have an incredibly rich bike/ped community and we should collaborate with community members to leverage their insights to improve all future designs.

People who City should liaise with:
PAUSD
PABAC
Stanford
T&C
Students
Safe routes to school
City/School traffic liaison committee
PAN
Adjacent neighborhood associations
Castilleja
Chamber of Commerce
Business
Caltrain
Existing mitigations provided by the consultants are “conceptual” and we need additional mitigations. The following items need to be addressed:

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

Motion:
Recommend to the Council - for Closure of Churchill we recommend Bike Option 2 Concept (Larry, second: Greg), 7 yes and two abstain (Phil and Tony)

Motion on Potential Mitigations:

Larry moves, Dave seconds - adopt the following:
Passed 7 aye 2 Abstain: Tony, Phil

**General Potential mitigations:**

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

**Bike Option 2 Potential Mitigations**
- Explore Closing Churchill to cars on the East side between Alma and Emerson - only home owners and their guests would use the road. Residents would enter/exit Churchill from Emerson Street. Consider moving trucks, garbage trucks, emergency vehicles, etc. and traffic implications including any additional traffic onto Embarcadero
- Explore flatter, wider, taller and fully lit crossing with increased sightlines

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

General Notes: General concern: Alternatives have prioritized train and cars over bikes and peds - further designs need to consider bikes and peds equally if not, as priority