Virtual Town Hall – Summary Report

Connecting Palo Alto - Rail Grade Separation Project

City of Palo Alto

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Prepared for:

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1. Town Hall Overview

The City of Palo Alto hosted an interactive Virtual Town Hall (https://vrpaloalto.com) between August 19th and September 14th, 2020. The Connecting Palo Alto Virtual Town Hall was an interactive digital forum with exhibits, renderings, animations, supporting documentation and feedback tools designed to engage and inform the community on rail crossing alternatives. This outreach was conducted in advance of the City's next phase when City Council will decide on and select rail crossing alternatives for Meadow Drive/Charleston Road and Churchill Avenue.

The virtual meeting was "held" at the virtual El Palo Alto Room, Mitchell Park Community Center facility, similar to the in-person meetings held at the same facility during the earlier phases of the project and also set-up in a similar way. The Virtual Town Hall contained a welcome video (https://vimeo.com/449772661) narrated by Ed Shikada, City Manager, which included a welcoming and introductory remarks regarding the need for the project, previous Council action, near and long-term schedule as well as funding information.

There was an additional video that was a "tutorial" (https://youtu.be/GxXoxqP95cg) to show virtual meeting attendees how to navigate around the website, where and how to leave feedback and how to find the background information and the project alternatives under review. The tutorial stressed the virtual feedback areas, where attendees were asked to either check a box saying they had enough information about project alternatives or identify missing information, weigh in on project alternatives and answer demographic questions. Fact sheets on all remaining alternatives were available in the Virtual Town Hall. A copy of the matrix that identifies project benefits and challenges aligned with Council-approved criteria, order of magnitude costs and schedules and engineering challenges for each alternative were made available to virtual attendees.

The Virtual Town Hall included information for six alternatives at Meadow Drive/Charleston Road:

- Meadow-Charleston Hybrid
- Meadow-Charleston Viaduct
- Meadow-Charleston Trench
- Meadow-Charleston Underpass
- South Palo Alto Tunnel Passenger and Freight
- South Palo Alto Tunnel with At-Grade Freight

In addition, information was provided for three alternatives at Churchill Avenue:

- Churchill Viaduct
- Churchill Closure with Mitigations (Option 1 and Option 2)
- Churchill Partial Underpass

Background materials such as the traffic and noise reports and Caltrain information were also easily available in the virtual room.

In addition to the Virtual Town Hall, two Virtual Town Hall Question and Answer (Q & A) Sessions were held and they are discussed in Section 2. Appendix A includes a Meeting Notice for all the Town Hall events.

2. Q & A Sessions

Two Virtual Town Hall Q & A Sessions were held: one for Churchill grade separation alternatives on August 27, 2020 at 4:00pm and a session a week later for the Charleston/Meadow alternatives on September 3, 2020 at 4:00pm. The question and answer sessions were held live on YouTube with a moderator, who read questions from the public harvested from questions left in the Virtual Town Hall and the Project Team, including City Staff, answered the questions live during the sessions. Instead of live input from the community during the Q&A sessions, participants were encouraged to return to the Virtual Town Hall and leave their comments and questions in that online forum.

There was a recording of the questions and answers presented for each session. In addition to the archived YouTube sessions, the questions and their answers were also posted online in writing for the community to view in the Frequently Asked Questions (FAQs) section (https://connectingpaloalto.com/faqs/). The questions for each session are captured separately and categorized in a drop down easy to navigate manner.

The August Q&A Session focused on the Churchill Avenue questions along with general topics that were of concern or confusion gathered through the website comments. The September Q & A Session held exactly a week later, focused on answering questions regarding the Meadow Drive/Charleston Road alternatives as well as the previous general topic questions. Both sessions captured about 30 attendees when they were broadcast live, but had significantly more viewers via the archived YouTube links (https://www.youtube.com/c/cityofpaloalto/). The August Question and Answer Session had over 190 additional views on YouTube and the September Q & A Session had an additional 115 views on YouTube at the time of writing of this report.

In the first Q&A Session, the questions were general in nature about the need for the Project as well as whether the School District and Stanford had preferences about the alternatives. In addition, questions related to traffic in the vicinity of Churchill Avenue, design and placement of the proposed Churchill Avenue undercrossing and the Caltrain design exception process. Meeting #2 questions related to traffic patterns in the Meadow Drive and Charleston Road areas, bicycle movements, property impacts and construction methods.

3. Town Hall Feedback

General Feedback

Over 1,000 community members logged into the website during the interactive period. As can be seen in Figure 1, there were 1,902 page views from August 26th to September 14th. Analytic data for the website between August 19th through August 25th was unavailable due to a technical issue. However, based on Vimeo Tracking (log of views of videos/animations), an additional of 61 unique visitors can be deduced during this time period.

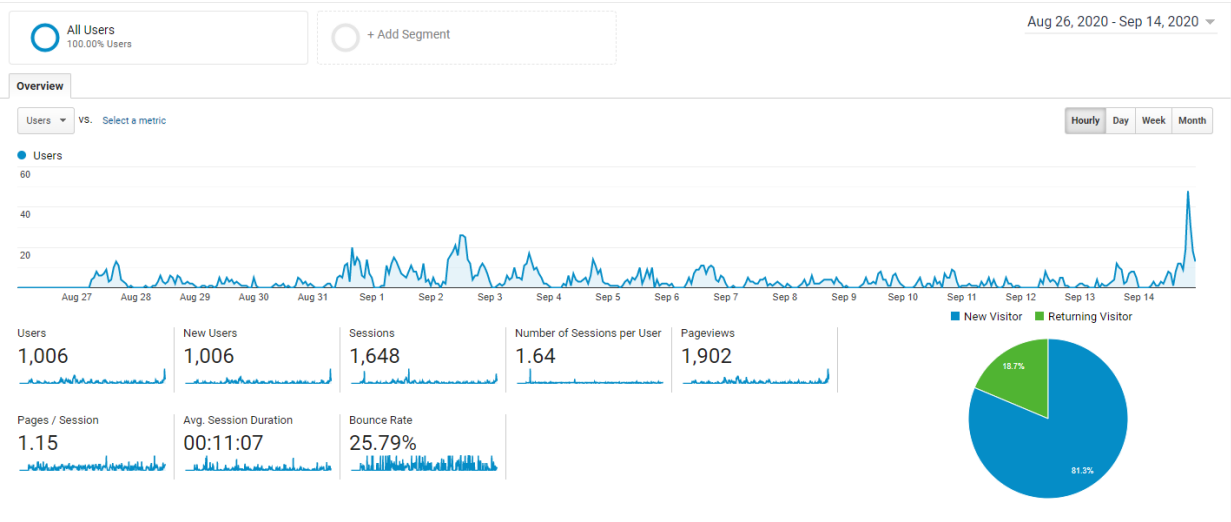


Figure 1. Site Analytics Report, 8/26/2020 - 9/14/2020

When queried about how they heard about the Virtual Town Hall, Figure 2 illustrates the responses that were given by those who chose to respond.

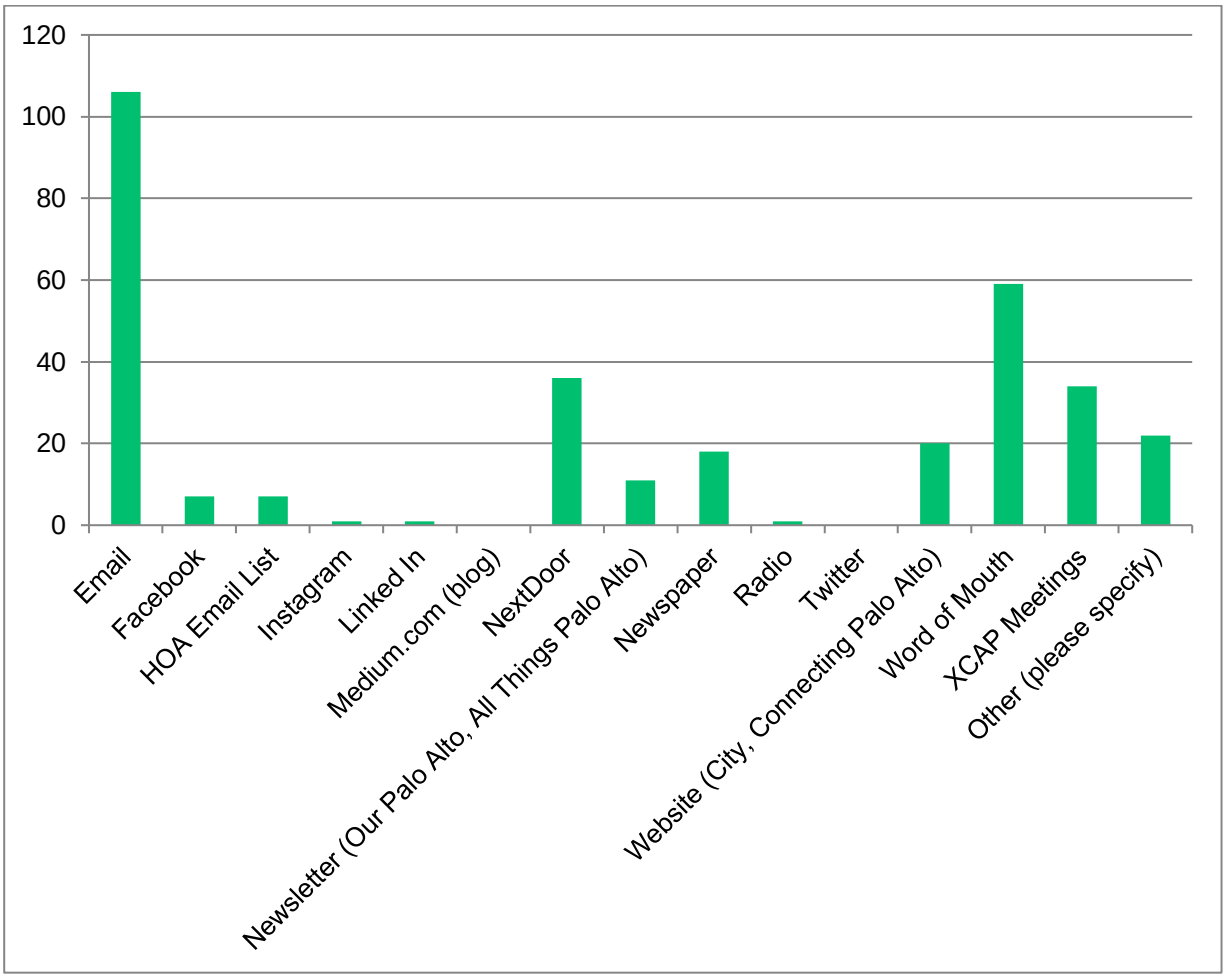


Figure 2. How did you hear about the Virtual Town Hall? (select all that apply)

While over 1,000 community members attended the Virtual Town Hall, a subset of approximately 20% chose to answer the Town Hall feedback questions as shown in Figure 3. In addition, there were 387 individual comments and preferences logged on the Alternatives feedback. The feedback and comments received during the Town Hall are summarized in Appendix B.

TITLE	MODIFIED	RESPONSES
Town Hall Feedback and Comments Created 08/18/2020	09/15/2020	220
Alternatives Feedback Created 08/18/2020	09/15/2020	387

Figure 3. How many feedback responses have been received?

Regarding a question related to the website itself and the virtual format, as can be seen in Figure 4, the vast majority of those responding when asked how helpful the site was to communicate details about the project, chose “good” or “very good” as their response. Only three respondents chose “very poor.”

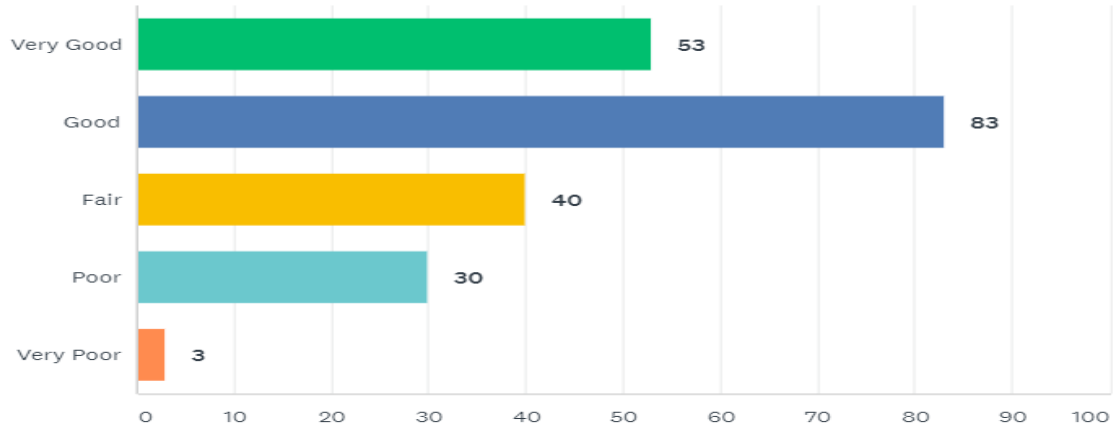


Figure 4. How would you rate your experience at our Virtual Town Hall for informing and finding desired details on rail grade separations? (select one)

The comment pattern seemed to ebb and flow related to promotion and to the various milestones in the process. As can be seen in Figure 5 there was more activity on the site prior to and around the two Virtual Town Hall Question and Answer Sessions held on August 27th and September 3rd. In addition, there was an uptick at the very end of the period presumably related to last chance style communications that were pushed out by the Project Team to encourage feedback.

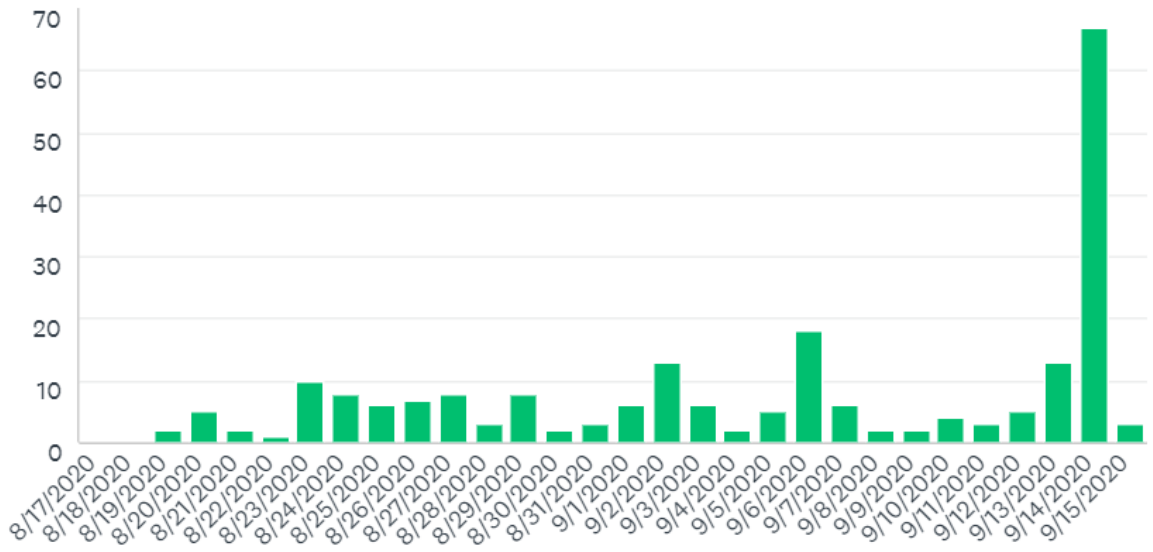


Figure 5. Has enough analysis been done to decide among the rail grade separation alternatives?

Representation by neighborhood of those providing feedback is illustrated in Figure 6.

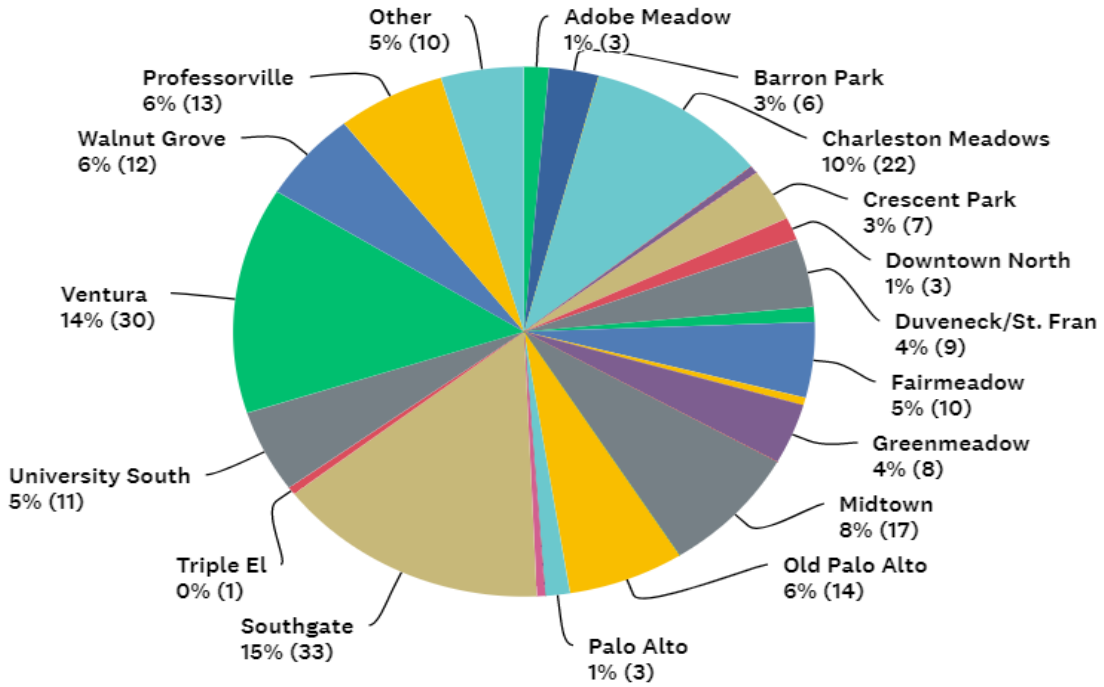
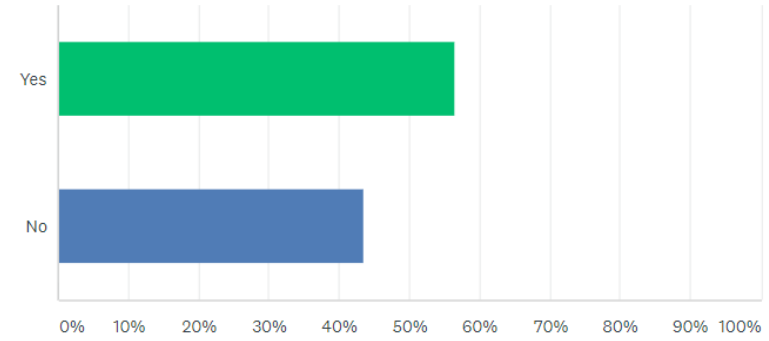


Figure 6. Which neighborhood do you reside in/represent? (select one)

A question that had been asked in the previous community meetings for the project that was also asked at the Virtual Town Hall was whether enough analysis had been done to decide among the rail separation alternatives. While only a subset of attendees chose to respond, over 56% indicated that enough study had been completed to move to the next phase (See Figure 7).



ANSWER CHOICES	RESPONSES	
Yes	56.52%	117
No	43.48%	90
TOTAL		207

Figure 7. Has enough analysis been done to decide among the rail grade separation alternatives?

Alternative Feedback

When asked specifically about the three alternatives for Churchill Avenue (Closure with Mitigations, Viaduct, and Partial Underpass), the respondents replied that the partial underpass was preferred as shown in Figure 8. When asked about the Churchill Avenue alternatives individually (good, OK/neutral, or bad), Closure with Mitigations, Option 1 was seen by those who chose to respond as a “bad” idea and Option 2 was seen as a “good” idea by a similar number of respondents. The Viaduct was considered mostly “bad” but with a strong number of “good” and “OK/neutral” votes. Most considered the Partial Underpass as “ok/neutral” or “bad”. See Appendix C for more details.

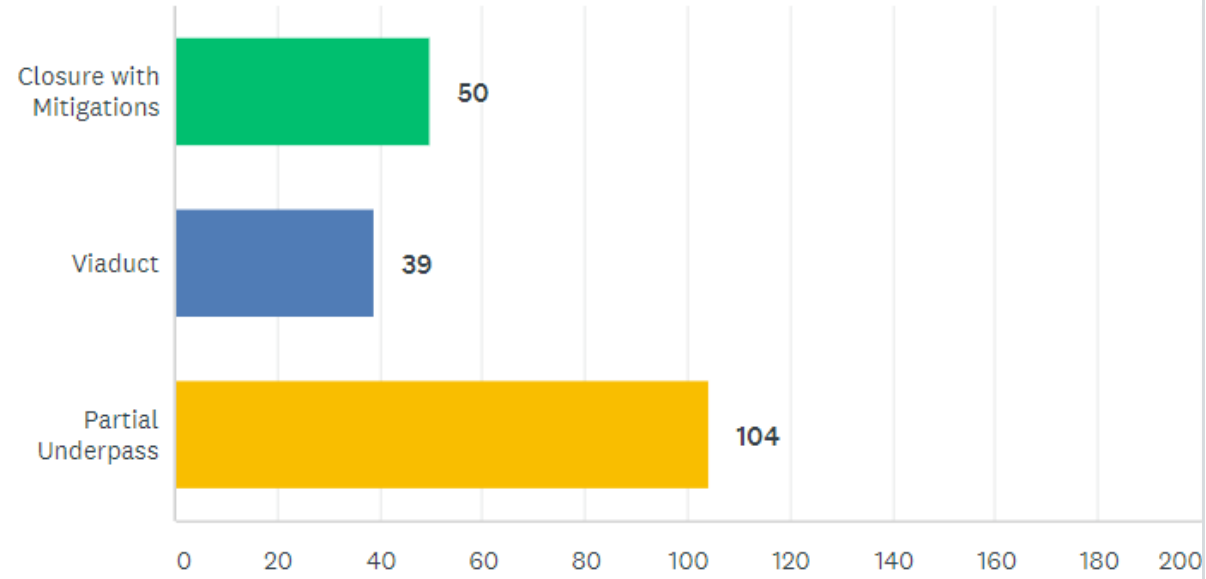


Figure 8. Which alternative do you prefer at Churchill Avenue? (select one)

When asked about the six Meadow Drive and Charleston Road alternatives, respondents seemed to prefer the Hybrid alternative where the railroad was raised partially and the streets lowered partially, but there was support for most of the other alternatives as well. The South Palo Alto Tunnel which puts the commuter rail in a tunnel, but keeps the freight on the surface, had little support compared to the other alternatives. The results are shown in Figure 9.

When asked about the alternatives individually (good, OK/neutral, or bad), the Hybrid as consider equally “good” and “bad”. Most considered the Underpass and both Tunnel alternatives as “bad” and the Viaduct as “good”. See Appendix C for more details.

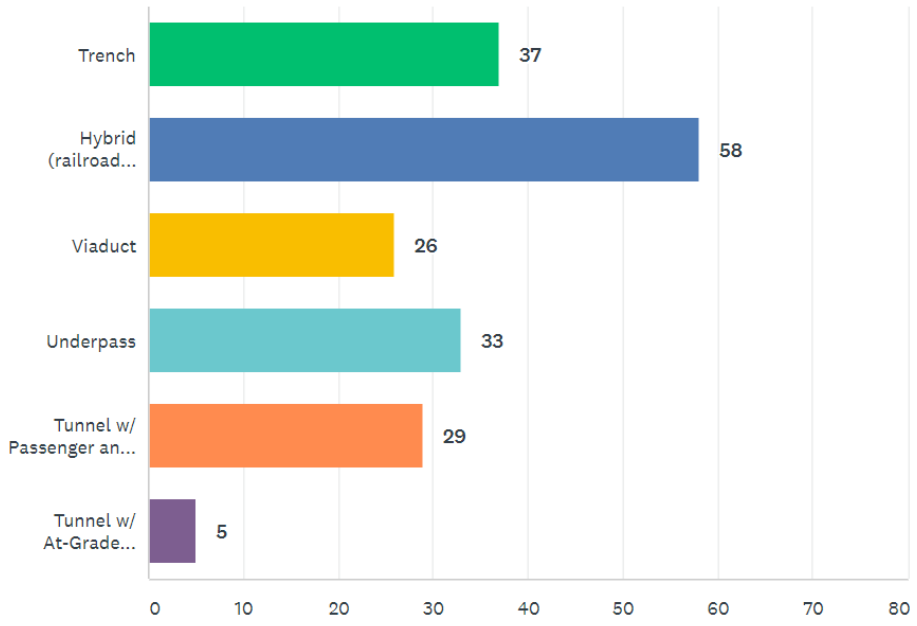
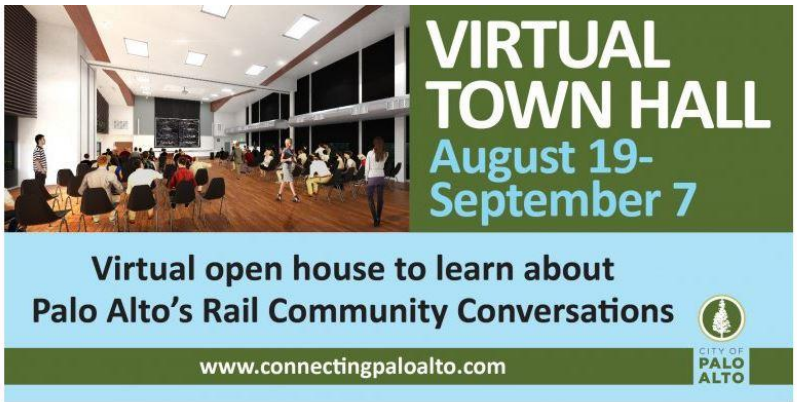


Figure 9. Which alternative do you prefer at Meadow Drive and Charleston Road? (select one)

Appendix A – Meeting Notice



Virtual Town Hall

The Connecting Palo Alto Virtual Town Hall is an interactive digital forum and exhibit, designed to engage and inform the community on rail crossing alternatives. This is in advance of the City's next phase when City Council will decide on and select rail crossing options.

The Virtual Town Hall will run from August 19, 2020 through September 14, 2020.

Participate in the Virtual Town Hall

Watch the Tutorial Video

Also, there will be two Virtual Town Hall Q & A Sessions: **August 27** at 4:00 pm and **September 3** at 4:00 pm.

Questions & comments submitted during the Virtual Town Hall will be addressed during these sessions on the City of Palo Alto YouTube Channel.

Appendix B – Feedback, Comments and Questions

Comment Received			
Item No.	**Feedback Form**	**Alternative / Topic** **Italics - Generated via comment content*	**Comment**
A001	Alternative	Meadow Charleston Underpass	The construction phase would close both streets for most of the duration of construction, estimated at 3.5-4 years. All traffic, pedestrian, bicycle, automobile, would have to reroute to either San Antonio or Oregon, and pedestrian and bicycle traffic would have to go even further out of the way. By comparison, the disruption for the other alternatives would be days, and probably could be scheduled so that both crossings would not be closed at the same time. This closure makes implementation of this option completely impractical. The pedestrians and bicycle implementations impact beyond the drawings here. There is no concrete description showing the bicicle and pedestrian flow, and especially no description of how additional bicycle crossings needed to get across the street twice will be implemented, and impact auto flow.
A002	Alternative	Churchill Closure with Mitigations, Option 1	Looks like the best of the possible options (or closure option 2), as it's faster and doesn't require closing half of alma for many years. The folks who don't want more traffic on embarcadero will be against this, but the traffic mitigation plan looks good, and it would be much worse to close down alma for (at least) 2 years. Plus the cost is much more realistic.
A003	Alternative	Churchill Closure with Mitigations, Option 2	A good option. The other options where we spend $200-$400M are insane.
A004	Alternative	Churchill Viaduct	The cost and duration are just insane. $400M is ridiculous. And this will take forever to build and cause a terrible experience on Alma for years.
A005	Alternative	Churchill Partial Underpass	$200M is crazy. Plus shutting down Alma for a long time or at least half is a terrible option.
A006	Alternative	Churchill Viaduct	The viaduct option would destroy our neighborhood and family home of 40 years . What is the likelihood that Palo Alto would be able to fund constructing a viaduct? What is the likelihood that Caltrain would agree to a viaduct at Churchill?
A007	Alternative	Churchill Partial Underpass	The Churchill partial underpass would destroy our neighborhood and family home of 40 years. What is the likelihood that Palo Alto would be able to fund this option? What is the likelihood that Caltrain would agree to this option?
A008	Alternative	Churchill Closure with Mitigations, Option 1	From a cycling network perspective the underpass for cyclists and pedestrians should be at Churchill. However, this design features dangerous sharp and blind corners in the tunnel, and a dangerous crossing of Alma street.

A009	Alternative	Churchill Closure with Mitigations, Option 2	The city has a S/CAP policy of 25% bicycle mode share by 2030. To achieve this goal the city needs a coherent, safe, and low stress bicycle network. From a cycling network perspective the underpass for cyclists and pedestrians should be at Churchill. This design features a clear line of sight through the tunnel which increases safety, and eliminates a dangerous crossing of Alma street.
A010	Alternative	Churchill Partial Underpass	The city has a S/CAP policy of 25% bicycle mode share by 2030. To achieve this goal the city needs a coherent, safe, and low stress bicycle network. From a cycling network perspective the underpass for cyclists and pedestrians should be at Churchill and not at Kellogg. This design features sharp blind corners. This design has the same problems as the Homer tunnel, which is very difficult to navigate for younger and older riders who are less stable.
A011	Alternative	Churchill Viaduct	This plan seems to keep intact the status quo for pedestrian, bike, and motorized traffic. Provided a protected intersection is build at Alma, this could work.
A012	Alternative	Meadow Charleston Trench	This option seems to preserve the existing traffic patterns for pedestrians, cyclists, and cars. Protected intersections at Alma would be good to reduce the risk of accidents when crossing this busy street.
A013	Alternative	Meadow Charleston Viaduct	Together with protected intersections on Alma to reduce the risk of accidents, this could be a safe option that does not alter existing traffic flows for pedestrians, cyclists, and motorists.
A014	Alternative	Meadow Charleston Hybrid	This design would preserve existing traffic patterns, while also being affordable. Protected intersections are recommended to reduce the risk of accidents when crossing Alma.
A015	Alternative	South Palo Alto Tunnel Passenger & Freight	This design would preserve existing traffic patterns, but is very expensive. Protected intersections are recommended to reduce the risk of accidents when crossing Alma.
A016	Alternative	South Palo Alto tuner with At-Grade Freight	This design would significantly reduce the capacity of Alma and is very expensive. Protected intersections are recommended to reduce the risk of accidents when crossing Alma.
A017	Alternative	Meadow Charleston Underpass	This design is seriously flawed from a cycling and walking perspective. There are sharp corners everywhere which are difficult to navigate for younger and older riders, and cargo bikes. In addition, there is no clear plan for the bicycle flow. The bicycle/pedestrian tunnel is nice, but there is no clear connection to the existing bicycle infrastructure.
A018	Alternative	Churchill Closure with Mitigations, Option 1	Option 2 is far better than option 1. It provides a ped/bike crossing of Alma critical for the High School which could eliminate a light. The additional U shaped pedestrian bridge proposed on Embarcadero seems wasteful given the existing bridge a hundred feet away.

A019	Alternative	Churchill Closure with Mitigations, Option 2	Option 2 is far better than option 1. It provides a ped/bike crossing of Alma critical for the High School which could eliminate a light. The additional U shaped pedestrian bridge proposed on Embarcadero seems wasteful given the existing bridge a hundred feet away. This option saves 100M relative to the partial underpass.
A020	Alternative	Churchill Viaduct	The partial underpass provides similar benefits for less money.
A021	Alternative	Churchill Partial Underpass	The Partial Underpass has a problem for those east of Alma as no left turns will be allowed and doesn't allow cross-traffic under the tracks. For those west of Alma traffic under the tracks will be allowed.
A022	Alternative	Churchill Closure with Mitigations, Option 2	Suggest that the bike/pedestrian tunnel be moved back east 15 to 20 feet such that vehicles have more room when making turns onto Alma and onto Churchill.
A023	Alternative	Churchill Closure with Mitigations, Option 1	Not good flow for bikes and pedestrians.
A024	Alternative	Meadow Charleston Hybrid	The Hybrid solution puts up a wall between east and west of Alma and also would be not a good view for those people west of Alma.
A025	Alternative	Meadow Charleston Viaduct	I believe that residents living close to the tracks would not like to see this.
A026	Alternative	Meadow Charleston Underpass	The underpass for Charleston is excellent. Suggest the rising road to south bound Alma be eliminated, no need. It just cuts up Alma and costs time. Also Charleston going west suggest that the square angle to make a right turn to Alma be made into a 8 to 10 foot radius to allow more turning room. The solution for Meadow should be redone. Make it like the solution for Charleston. Make sure that all 8 turns are possible.
A027	Alternative	Meadow Charleston Viaduct	I think it looks low-rent and will get worse over time (e.g., see Charleston overpass). I also worry about noise from elevated freight trains. The underpass is cheaper than this option and doesn't suffer from aesthetics and elevated noise.
A028	Alternative	Meadow Charleston Trench	Benefits don't seem worth the additional cost and complexity of this option over Underpass.
A029	Alternative	South Palo Alto Tunnel Passenger & Freight	Appealing in some ways, especially if we could get access to the new green parkway, but just too expensive.
A030	Alternative	South Palo Alto tuner with At-Grade Freight	Too much money for our small city.
A031	Alternative	Meadow Charleston Hybrid	I don't like elevated trains, especially freight trains, but this is the second best option to the underpass.

A032	Alternative	Churchill Partial Underpass	1. There are less expensive alternatives to facilitate grade separation at Churchill Avenue. 2. The acquisition of private property to facilitate the Partial Underpass will not meet the standard for exercising eminent domain. 3. The Partial Underpass requires approval of Caltrain to encroach on a right-of-way and approval is uncertain. 4. The Kellogg Avenue tunnel creates conflict with Castilleja School traffic. 5. The widening of Alma is unsafe for pedestrians/cyclists.
A033	Alternative	Meadow Charleston Underpass	regarding criterion “minimize disruption”: During the simultaneous closure of both crossings during construction, bicyclists will be forced to divert to San Antonio Caltrain station or California Ave tunnel (2.8+ miles apart). What will the Gunn H.S. Walk&Roll map show? Hoover Elem Walk&Roll Map? regarding criterion “provide clear, safe routes that are separated from vehicles”: The safety of the path location is exaggerated; having bicyclists on only one side of the undercrossing is a hazard, particularly since there will be no traffic signal controlling east/west motor traffic at Alma St; HAWK beacons will be needed at Park & Second for example. Also, the access to the Charleston Bike/Ped Ramp on the west side of the tracks requires convoluted movements for bicyclists which would *never* be imposed upon motorists and which are counter to Comp Plan Policy TY-2.4 The traffic report completely ignores likely increase of motor traffic on Wilkie Wy, which is a designated bicycle boulevard (mitigation required) in the Plan And Section drawings: “Ped/Bike Profile from Park Blvd to Emerson St” only depicts one of the Ped/Bike Bridge elements shown on the “Meadow Dr Profile” and the minimum vertical clearance is not listed for the one element which is depicted. The minimum vertical clearance of 8’0” listed for the rail bridge is permissible, but highly suboptimal. in the Plan And Section drawings: “Ped/Bike Profile from Park Blvd to Wright Pl” does not contain the Ped/Bike Bridge element shown on the “Charleston Rd Profile” and therefore no minimum vertical clearance is listed for that element. NB: it is very difficult to evaluate these plans given the inability to zoom in using the display widget and the inability to download the “Profile & Typical Sections” documents to use local applications.
A034	Alternative	Churchill Closure with Mitigations, Option 1	Didn't PAUSD say that closing Churchill would be highly disruptive to their operations? Closing Churchill would be disruptive to them as well as the Southgate neighborhood and everyone going to/from Stanford.
A035	Alternative	Churchill Closure with Mitigations, Option 2	Didn't PAUSD say that Closing Churchill would be detrimental to their operations? Also, it will be detrimental to Southgate and other traffic flow.
A036	Alternative	Churchill Viaduct	This is by far the ugliest option that would destroy the residential feel of Palo Alto...a place where trees and natural beauty are important. This would be a forever blight to Palo Alto.
A037	Alternative	Churchill Partial Underpass	This is the best option by far as it preserves the best traffic flow as well as improves the bike and pedestrian safety at the intersection. It keeps the connectivity in Palo Alto instead of dividing the city into two parts.

A038	Alternative	Meadow Charleston Viaduct	Please include/show bicycles crossing using conventional bike lanes.
A039	Alternative	Churchill Partial Underpass	DO NOTHING - KEEP CHURCHILL AS IT IS TODAY. WHY IS THIS NOT AN OPTION? It is too early now to be deciding on any changes to crossings, due to Greatly Reduced CalTrain ridership, which has an uncertain future!! ALSO - THERE IS POOR PUBLICITY ON THIS VIRTUAL TOWN HALL. TOO FEW RESIDENTS KNOW ABOUT IT.
A040	Alternative	Churchill Viaduct	This seems like a lot of money to spend on a relatively lightly used street. Holistically, would it be better to leave this intersection as-is, and spend the money to grade separate El Camino / Embarcadero, or otherwise improve Embarcadero at Alma?
A041	Alternative	Churchill Partial Underpass	The construction of the bike/ped underpass at Kellogg is really independent of this auto-centric design. It just needs to be somewhere, and there will still be pedestrian and bicycle access to cross the tracks at Embarcadero. The new bike/ped crossing should go through a wider analysis phase. The Churchill crossing needs to be replaced, but Kellogg is probably not the right place. For example, an ADA compliant crossing at Seale may serve the city better, and take care of existing crowding at Cal Ave. This seems like a lot of money to spend on this crossing. Would spending the same money to radically improve Embarcadero at Alma and El Camino give better benefit to the city? It seems like a lot of Churchill traffic is for car drivers who don't want to be on Embarcadero. The widening of Alma will make the sidewalks on the North side much worse for pedestrian or bike use on the sidewalk. Alma is not an expressway. These should be maintained with at least 3 more feet of sidewalk width or a planting strip. This (and some other plans) just take this space for the roadway.
A042	Alternative	Churchill Closure with Mitigations, Option 2	I really like the upgrade of the crossing for bikes and peds to avoid waiting for Alma traffic. Also, the low cost saves money for other possible transportation improvements. If the auto traffic is closed at Churchill crossing the tracks, is it necessary to maintain the auto connection to Alma? Would this be simplified even more if Churchill was closed to auto traffic on both sides of Alma, so there would only be traffic for residents of Churchill, and bike/ped traffic to the underpass.
A043	Alternative	Meadow Charleston Hybrid	Saves a lot of money that could be put to use for other transportation improvements. Does not require compromised railroad grade. Disruptions are moderate, without long periods of interruption.
A044	Alternative	Churchill Partial Underpass	How much would it cost and who would pay for it?
A045	Alternative	Churchill Closure with Mitigations, Option 1	Can Embarcadero underpass really take the additional traffic? It seems to be a mess already.
A046	Alternative	Churchill Partial Underpass	Seems to be a good compromise. Keep traffic flowing (mostly), not the most expensive option, allows for bike and pedestrian flow, too.

A047	Alternative	Churchill Viaduct	I doubt Caltrain will allow this. I am guessing 1% grade limit is based on train's ability to get up the grade. I think this option will not be able to proceed and it is the most expensive, too.
A048	Alternative	Meadow Charleston Hybrid	Hybrid is best comprimise. Viaduct won't pass 1% grade limit. too much water around and hybrid avoids constant water issues (water always wins, so better to leave water alone).
A049	Alternative	Churchill Viaduct	Very expensive, no improvement for bikes and peds.
A050	Alternative	Churchill Closure with Mitigations, Option 1	U-shaped bike-ped path is long, awkward to negotiate, will make some users apprehensive of a possible assailant in hiding. It doesn't relieve morning bike-ped chaos of Paly students.
A051	Alternative	Churchill Closure with Mitigations, Option 2	Seems like the best combination of function and cost.
A052	Alternative	Churchill Partial Underpass	L-shaped bike-ped underpass is better than U-shape (option 1), but still has a sharp corner, requires backtracking for users from the south heading to Paly.
A053	Alternative	Meadow Charleston Underpass	Best and most cost-effective alternative. Doesn't leave nearby residents staring at a gigantic raised structure.
A054	Alternative	Churchill Viaduct	Horrible for people living along the tracks. Have you seen how close their yards would be to this gigantic structure? Erecting this would be unconscionable.
A055	Alternative	Meadow Charleston Hybrid	Horrible for folks living on the other side of the tracks. Their homes are so close, it would be unconscionable to erect this gigantic structure above their heads.
A056	Alternative	Meadow Charleston Viaduct	Horrible for folks living on the other side of the tracks. They live so close, it would be unconscionable to erect this gigantic structure above their heads.
A057	Alternative	Churchill Closure with Mitigations, Option 2	slightly better than Option 1
A058	Alternative	Churchill Partial Underpass	better than option1 or option2, but still creates havoc in neighborhoods
A059	Alternative	Churchill Viaduct	This is excellent -- keeps traffic flowing and even better than before. quieter since no rail crossings, horn blowing and electric trains are quieter. If we don't do this, then I would like to see Churchill crossing left as is.
A060	Alternative	Churchill Partial Underpass	I prefer this alternative, but I think a final decision should not be made until and if the CalTrain ridership increases again. In the meantime, I think nothing should be done and Churchill should be kept as it is today. Why is "Do Nothing" not an option?

A061	Alternative	Churchill Closure with Mitigations, Option 1	As stated above, a more complete analysis of the impact on peds and bikes and neighborhood traffic increases needs to be done before adopting a closure plan. As far as we can tell, no analysis of Embarcadero traffic (pre-pandemic) was done, only LOS at various intersections. Also, the PAUSD community and bike community were not fully consulted. Much more work needs to be done on this plan before adopting any closure options.
A062	Alternative	Churchill Closure with Mitigations, Option 2	As stated above, a more complete analysis of the impact on peds and bikes and neighborhood traffic increases needs to be done before adopting a closure plan. As far as we can tell, no analysis of Embarcadero traffic (pre-pandemic) was done, only LOS at various intersections. Also, the PAUSD community and bike community were not fully consulted. Much more work needs to be done on this plan before adopting any closure options.
A063	Alternative	Churchill Viaduct	Bikes and peds are not separated at the crossing.
A064	Alternative	Churchill Partial Underpass	Analysis needs to be done regarding traffic redirections that impact the bike/ped route north of Embarcadero. More traffic will flow down the 1100 block of Emerson that runs perpendicular to the bike/ped path. This already busy yet dangerous school route needs to be redesigned.
A065	Alternative	Churchill Partial Underpass	Best alternative is to leave Churchill as is and save taxpayer money. Palo Alto High is right there and needs to be accessible. No closure proposed for other crossings - why is it necessary at Churchill? We cannot wall off neighborhoods, especially near our schools, and create more traffic elsewhere. Why not spend resources getting the lights on Embarcadero to be more efficient for traffic instead? Reduce wait times there, have lights that respond to traffic and not set in fixed red/green schedules. This would decrease traffic on Churchill without an expensive construction project.
A066	Alternative	Churchill Partial Underpass	I strongly object to a total closure at Churchill and Alma.
A067	Alternative	Churchill Partial Underpass	The best alternative for Churchill isn't even listed, it is the NO CLOSURE alternative. Why close this intersection when there is virtually no train ridership and traffic is down given the paradigm shift in how we live? This process must be paused until the real data emerges from all of these dramatic changes in our lives and rational decisions can then be made.
A068	Alternative	Churchill Partial Underpass	The only rational alternative is the NO Closure alternative at Churchill, which isn't even listed. This is a biased, ridiculously expensive exercise which has zero credibility.
A069	Alternative	Churchill Closure with Mitigations, Option 1	Please keep Churchill open to car traffic. Embarcadero is already a nightmare. I live on Embarcadero and have to work from home due to COVID. I suffer from the constant noise and vibration of traffic already day and night. It makes no sense to close Churchill and send thousands of more cars next to my bedroom window. Don't turn Embarcadero into a freeway.

A070	Alternative	Churchill Closure with Mitigations, Option 2	Please keep Churchill open to car traffic. "Optimizing" the signals won't do anything to decrease the total number of cars that would then have to travel on Embarcadero. Wider turn lanes doesn't decrease traffic or noise. Embarcadero is already a nightmare. I live on Embarcadero and have to work from home due to COVID. I suffer from the constant noise and vibration of traffic already day and night. It makes no sense to close Churchill and send thousands of more cars next to my bedroom window. Don't turn Embarcadero into a freeway.
A071	Alternative	Churchill Closure with Mitigations, Option 1	Closing Churchill to cars is fine. Concern that this does not maximize safety and convenience for pedestrians and bikes. Conflicts between Bikes & Peds may pose danger like Homer Ave crossing - Bikes & Peds should have more separation. The bike/ped tunnel looks too deep, not daylighted enough, may smell of urine. Can we raise Alma a couple feet and/or add a skylight in the median to make it friendly for tunnel users?
A072	Alternative	Churchill Viaduct	Hideous and loud
A073	Alternative	Meadow Charleston Hybrid	Worst of both worlds - viaduct and trench. Traffic disruptions during construction would be monumental,
A074	Alternative	Meadow Charleston Underpass	I thought the trench option looked insanely expensive then I saw this.
A075	Alternative	Churchill Partial Underpass	Too costly and complex to preserve a few car movements, ugly, a very poor 'compromise'. Pedestrians & Bicyclists were clearly afterthoughts, most of their movements are awkward, inconvenient, unprotected
A076	Alternative	Churchill Viaduct	Makes it easy for Peds & Bikes but may cost too much
A077	Alternative	Churchill Closure with Mitigations, Option 2	No problem blocking the cars, that part's fine. Peds & Bikes, including the students, must still cross dangerous Alma. The underpass has such long ramps 1 block north and then 1 block south it's very inconvenient.
A078	Alternative	South Palo Alto tuner with At-Grade Freight	Worst of all worlds, not safe for Peds & Bikes, not safe for calls, Alma shrinks to 1 lane each way, expensive - eliminate this!
A079	Alternative	South Palo Alto Tunnel Passenger & Freight	Cost too high, we have so many other priorities. Delays, risk and complexities of re-routing & pumping our creeks. Bad aesthetics -- we can't replace the trees. Hurting the neighbors by eliminating trees from their back yards. Issues with freight trains in the tunnels. Too much cost, problems, risks, let's do something faster, easier, cheaper
A080	Alternative	Meadow Charleston Hybrid	Best balance overall, great for pedestrians & bikes, cost-effective, good constructability, no risks with the creeks, pumping, approvals - this is our #1
A081	Alternative	Churchill Partial Underpass	Traffic and congestion post-coved are significantly lower. I support doing nothing - but if forced to choose will pick "partial underpass".

A082	Alternative	Churchill Partial Underpass	This is the best alternative if we want to keep Churchill open and keep the Palo Alto community connected.
A083	Alternative	Churchill Closure with Mitigations, Option 1	Having ped/bike traffic cross Alma St is higher risk to those people. Having two right-angle turns at the bottom of the incline to pass beneath the train tracks is both awkward and potentially hazardous (limited sight-lines).
A084	Alternative	Churchill Closure with Mitigations, Option 2	In contrast to closureOption1, this allows ped/bikes to more safely travel across Alma/Caltrain. I do note that the width of the proposed tunnel more closely resembles the California Ave tunnel than the Homer Ave tunnel, so am somewhat unenthusiastic about this. I also note that Churchill Ave is *much* closer to Embarcadero than to California Ave, suggesting that a direct bike/ped tunnel between Seale Ave and Peers Park might be better than the option1 & option2.
A085	Alternative	Churchill Partial Underpass	I do not favor this alternative. That said, I simply wish to echo what I have said elsewhere: a potential bike/ped tunnel at Kellogg Ave is *much* closer to Embarcadero than to California Ave; a possible crossing between Seale Ave & Peers Park would be highly advantageous. That is, if you recommend the Churchill Underpass alternative, please move the bike/ped facility south, rather than north. Thank you for considering this as an option...
A086	Alternative	South Palo Alto Tunnel Passenger & Freight	way too expensive
A087	Alternative	South Palo Alto tuner with At-Grade Freight	way too expensive...
A088	Alternative	Meadow Charleston Trench	not quite as expensive as Tunnel alternatives, but still hard to imagine...
A089	Alternative	Churchill Partial Underpass	Westbound Churchill traffic is nicely accommodated for access to PAUSD, Paly and vast Stanford campus. Bike and pedestrian East/West access could be supplemented at Seale in addition to Kellogg. Castilleja's intended expansion could negatively impact Kellogg access. Ground water encroachment, adjacent property partial takings can raise cost and increase time to do.
A090	Alternative	Churchill Viaduct	The Viaduct for all three "at grade crossings" would offer the advantages of greater "Connecting Palo Alto" between east and west of the railroad, and the potential use of the space under the viaduct for bike paths and park areas (e.g., benches).
A091	Alternative	Churchill Partial Underpass	I think that a partial underpass is potentially the most desirable alternative, but this particular design should be rethought with more time to come up with a better plan. This one has too many zig-zags for bikes and pedestrians.

A092	Alternative	Meadow Charleston Underpass	The underpass option for Meadow and Charleston looks like it eliminates a lot of options to turn onto and off of Alma. One example: It looks like traffic on Alma (in either direction) that wants to head southward on Charleston can only go northward, through the roundabout, and then back southward across Alma. Another example: It looks like nobody on Meadow (in either direction) can turn eastbound onto Alma. This looks like it will cause a big increase in traffic in the light neighborhood streets, as drivers cut through "The Circles" or on Park to get between Meadow and Charleston. I may have made some poor assumptions to get to that conclusion. Are there plans to handle the increased traffic near Alma, beyond the roundabout on Charleston? My guess is "no", which makes this my absolute least favorite choice for Meadow and Charleston.
A093	Alternative	South Palo Alto tuner with At-Grade Freight	I do not see the value of leaving freight trains on the surface. I guess it's because that allows us to dig smaller bores, so it's cheaper? This feels like a useless half-measure, with all the drawbacks of constructing new tracks and none of the benefits of removing at-grade crossings.
A094	Alternative	Churchill Partial Underpass	The necessary widening of Alma for nearly 4 blocks between Melville and Lowell eliminates the existing 10 foot buffer between the northbound traffic lane and the sidewalk. This places the narrow sidewalk on the curb on a busy street and truck route where vehicles often exceed the posted 35 mph speed limit. What mitigations are planned to make this 4 block stretch of sidewalk to safe for pedestrians? Does the plan allow a sidewalk wider than the typical 5 feet? Can the city reduce the speed limit along this stretch to 25 mph as is the case north of Embarcadero. Is it possible to reduce the northbound lanes to just 1 lane on this stretch, as is the case on the Embarcadero overpass on Alma, and thus retain the planting strip buffer between vehicle lanes and pedestrian sidewalk?
A095	Alternative	Churchill Closure with Mitigations, Option 1	Lower cost but lacking detail. Oops, did I miss a video?
A096	Alternative	Churchill Viaduct	This proposal is the most expensive build by a factor of 6, and a visual and aesthetic travesty for the neighbors and city in general.
A097	Alternative	Churchill Closure with Mitigations, Option 2	Closures Options 1 and 2 are described on the virtual site in a scattered way (probably due to consulting costs). If Churchill gets closed and the mitigations are taken seriously, having pedestrian and bike access under Alma and CalTrain in a straight line is highly desired.
A098	Alternative	Churchill Closure with Mitigations, Option 2	None of the options for the Churchill crossing are ideal. But the traffic studies indicate that the intersection and road improvements included in the mitigations will allow the major east/west arterials, Oregon Expressway and Embarcadero, to handle the diverted vehicle traffic without significant impact. None of the other alternatives considered offer any better east/west vehicle movement across the corridor despite the significantly higher cost they require to build.

A099	Alternative	Meadow Charleston Underpass	Can we just eliminate the ramp to south Alma for Charleston. I prefer no digging up of Alma. Can we use the box jacking method for placing an underpass under both the tracks and Alma and not need to install the shoofly tracks. I suggest an alternative for the Meadow underpass be studied and make it look like the Charleston underpass.
A100	Alternative	Churchill Closure with Mitigations, Option 1	With all of the Palo Alto High bike and pedestrian traffic, needing to cross Alma seems less safe and also more disruptive to Alma traffic. The lateral bike/ped underpass also seems less optimal than in alternative 2.
A101	Alternative	Churchill Closure with Mitigations, Option 2	I like this alternative best. It is best for the bike and ped commuters, since they will cross the lanes of the smaller Churchill St. rather than Alma.
A102	Alternative	Churchill Partial Underpass	This seems unnecessary overkill. Much of the auto traffic which crosses from east of the tracks to west Churchill could cross other places (University, Oregon/Page Mill, Embarcadero).
A103	Alternative	Churchill Closure with Mitigations, Option 1	Closure will have huge impact on the PAUSD, Southgate and other communities
A104	Alternative	Churchill Closure with Mitigations, Option 2	Do nothing should be an option, closure has huge impact on the PAUSD, Southgate, Embarcadero, Oregon and other neighborhoods
A105	Alternative	Churchill Viaduct	Do nothing is better, but viaduct is acceptable
A106	Alternative	Meadow Charleston Trench	Simply too expensive and the disruption due to construction would be far too long.
A107	Alternative	Churchill Viaduct	This is the worst of all possible worlds
A108	Alternative	Churchill Partial Underpass	It seems like really disruptive construction and a complex result (complicated and confusing traffic and bicycle flow) for an intersection that really isn't that important.
A109	Alternative	Meadow Charleston Viaduct	Minimal disruption during construction is a plus. Cost is reasonable but much higher than the hybrid. The hybrid seems a better approach.
A110	Alternative	Meadow Charleston Trench	Very high cost and long and disruptive construction makes this option a poor choice. The underpass option has less costs and addresses both Alma and the train.
A111	Alternative	South Palo Alto tuner with At-Grade Freight	The worst option. Extremely expensive with long and disruptive construction and freight is still at grade.
A112	Alternative	Meadow Charleston Hybrid	Lower cost makes this more attractive than the viaduct.
A113	Alternative	Meadow Charleston Underpass	In addition to dealing with the train, this option mostly eliminates the intersection with Alma for cars, pedestrians and bicyclists. This may justify the increased costs relative the hybrid which is the next best solution. Forcing bicyclists and pedestrians to cross the street twice in one direction is less than desirable. Similarly, drivers will have to get used to the roundabout to make the common left turn onto westbound Charleston.

A114	Alternative	South Palo Alto tuner with At-Grade Freight	Tunnel would have ongoing long term cost implications to maintain pumping stations at depth below water table.
A115	Alternative	Churchill Closure with Mitigations, Option 2	Closure With Mitigations Option 2 is the safest option for high school students, other pedestrians and bike riders. It's a safer, more direct connection (than Option 1) to Walter Hays for elementary school kids in Southgate. It's a safer more direct connection for pedestrians to get to and from Stanford events like football games. It improves access to El Camino for Southgate residents. It reduces traffic in Southgate. It's the least disruptive construction project. It's 1/3 the cost of the next most expensive alternative.
A116	Alternative	Meadow Charleston Hybrid	Lane closures on both Alma and Charleston have impact on neighborhood costs during construction. Lowering the roadways introduce significant safety challenges to pedestrians and cyclists during construction. Dirt, noise and vehicle crashes are serious concerns. West side neighbors are not well protected from train noise.
A117	Alternative	Meadow Charleston Viaduct	This is the only alternative that would improve "Connecting Palo Alto" by providing the possibility for adding additional crossings between streets on the east and west sides of the tracks. Also, the land under the tracks could be used for bike & ped paths and mini-parks. I wish we could rank our preferred alternatives, and not just mark all as "Good" "OK" or "Bad". The only reason it is not my first choice is that I feel that people who live on Park Blvd. would be opposed to it on "Aesthetic" grounds. I live close to the tracks and would not object to this alternative on "Aesthetic" grounds.
A118	Alternative	Meadow Charleston Hybrid	Q: Would it be possible to select Hybrid for Meadow crossing and Underpass for Charleston? Comment: PROs for Hybrid alternative: 1) all turning movements are permitted. Therefore traffic not driven into the neighborhood streets. 2) I think there are not very many property acquisitions compared to the Underpass alternative. CON: Bike and ped traffic not separated from car traffic (Safety criteria)
A119	Alternative	Meadow Charleston Underpass	This is not a good option as it seems to 'disconnect' palo alto rather than connect it as it does not allow all turning options at the meadow-alma intersection. This leads to increased waste of time and fuel for neighborhood errands that may need use of a car. Also the bike/ped paths seem rather convoluted and grade intensive. in addition, there are property acquisitions in this option which i am not in favor of.
A120	Alternative	Meadow Charleston Underpass	PROS: 1) Bike and ped traffic separated from car traffic (Safety criteria) 2) Traffic going straight across Meadow or Charleston does not have to stop at traffic light. CONS: 1) On Meadow there 2 turning movements not permitted, thereby driving traffic into neighborhood streets. 2) On Charleston 2 turning movements involve driving down to roundabout on E. Charleston and back to Alma. This will be confusing for drivers who don't drive in this area frequently. 3) On Charleston and Meadow there are several property acquisitions. 4) Significantly more costly than the Hybrid alternative.

A121	Alternative	Churchill Closure with Mitigations, Option 2	no construction time line given same with option 1
A122	Alternative	Churchill Partial Underpass	the budget is unrealistic and have huge overruns for money and time. plus were are the pumps to be placed for the times the underpass floods.
A123	Alternative	Meadow Charleston Hybrid	Would prefer the viaduct alternative to this hybrid alternative. If the tracks are to be raised anyway, a few more feet won't really make a difference -- specially if it can keep the roads at grade level making it safer to drive (line of sight), easier to bike and bike, thus keeping Palo Alto a connected bike/ped friendly city.
A124	Alternative	Meadow Charleston Underpass	Meadow and Charleston should not be forced to have the same solution. I wanted to see the new underpass with roundabout option
A125	Alternative	Meadow Charleston Hybrid	Low cost, low property acquisition, better bike and ped. crossing than underpass.
A126	Alternative	Meadow Charleston Viaduct	Fair on cost and aesthetics but good for bike and ped. flow with few property acquisitions.
A127	Alternative	Meadow Charleston Underpass	Underpass has bad property acquisition impacts, high cost and appears to block E-W crossings at BOTH intersections during construction which will force all Gunn High bikes to go through Cal Ave. tunnel or over San Antonio overpass?
A128	Alternative	Churchill Closure with Mitigations, Option 2	While low cost and with low property impacts, closure with option 2 is less safe for bike/ped crossing than option 1.
A129	Alternative	Churchill Closure with Mitigations, Option 2	This design is the only one that is friendly for pedestrians and cyclists, which should be the main modes of transport moving through this area and to PALY.
A130	Alternative	Meadow Charleston Hybrid	This doesn't interrupt traffic flow and it would be great to have a protected intersection at Alma.
A131	Alternative	Meadow Charleston Hybrid	Cheapest, visually most satisfactory and least disruptive, construction less disruptive, and no private property acquisition.
A132	Alternative	Meadow Charleston Viaduct	no trees between Alma and trains is a problem, also it's more expensive than Hybrid.
A133	Alternative	Meadow Charleston Viaduct	Can Caltrian just say no to this option due to the 1.4% grade?
A134	Alternative	Churchill Viaduct	The Viaduct would leave large sheltered areas that could attract encampments and be a target of graffiti and other undesirable behavior.

A135	Alternative	Meadow Charleston Underpass	No more backups on Alma. But will increase local commute traffic as a result
A136	Alternative	Meadow Charleston Viaduct	The viaduct option is awful, industrial, ugly, and will completely separate the east and west sides of the city. Palo Alto already has one big divider: Oregon Expressway carved the city into North and South. Please don't make this mistake again by building a viaduct and completely siloing South West Palo Alto.
A137	Alternative	Meadow Charleston Hybrid	I like this option the best because the train is not much elevated.
A138	Alternative	South Palo Alto Tunnel Passenger & Freight	I like this but the financial cost is too high.
A139	Alternative	South Palo Alto tuner with At-Grade Freight	I don't understand this one, because we'd pay the huge cost of a tunnel and still have the inconvenience of an at-grade crossing.
A140	Alternative	Meadow Charleston Underpass	I like this one but have concerns about the bike/ped access. Also have concerns about the roundabout, because of the high volume of cars it must handle.
A141	Alternative	Meadow Charleston Trench	This should by far be the preferred option to maintain the integrity and the connectivity of this city
A142	Alternative	Meadow Charleston Viaduct	THis is my second option in case the train underground is not an option. The most important thing is to not affect the road, sidewalks, and bike lanes. If the trench is not an option, this is the best one remaining since roads, sidewalks, and bike lanes are not affected
A143	Alternative	Meadow Charleston Hybrid	I do not like this alternative since it changes the slope of the roads
A144	Alternative	Meadow Charleston Underpass	This seems to be the WORST option. It isolates neighborhoods, decreases access and connectivity, and necessitates property acquisition, which I cannot support. It will also funnel more cars into neighborhood and residential streets, which is unacceptable. There is absolutely no reason why this option should be considered. Price should be a minimal factor here, since this decision will affect this city and its neighbors for years and years to come. I implore everyone to carefully consider the shortcomings of this option and to not take the "cheap" way out.
A145	Alternative	Meadow Charleston Trench	What would the pump station look like and will there by noise?
A146	Alternative	Meadow Charleston Hybrid	From a property owner on Park Blvd, this hybrid seems to be worse than the Viaduct. Solid wall instead of seeing through it and much closer to our property.
A147	Alternative	South Palo Alto Tunnel Passenger & Freight	Best alternative. preserves neighbourhood

A148	Alternative	Meadow Charleston Trench	Next best alternative to tunnel. Preserves neighbourhood aesthetics.
A149	Alternative	Meadow Charleston Viaduct	Bad aesthetics but preferable to hybrid and underpass. Noise is also problematic for residents along the tracks.
A150	Alternative	Meadow Charleston Hybrid	The road has to dip under the tracks which causes multiple issues such as problems for bikes and pedestrians, pooling of rain water and breaking up the neighbourhood feel.
A151	Alternative	Meadow Charleston Underpass	Bad, Bad, Bad. Bad option all around. Property acquisitions are unfair. Pedestrian and bikes will have a hard time navigating. Leads to elimination of certain turns onto Alma and hence more traffic through residential neighborhoods.
A152	Alternative	Meadow Charleston Hybrid	This alternative puts trains/walls right next to the property owners back fence with significant prominence of the train -- impeding privacy / positive home ownership
A153	Alternative	South Palo Alto Tunnel Passenger & Freight	I am hearing this is not a viable alternative under consideration; and voting for this alternative is wasting your vote -- as won't have impact on the viable alternatives selection.
A154	Alternative	Churchill Closure with Mitigations, Option 2	Though other options are more attractive and minimize disruptions to traffic, the cost-effectiveness of this option is hard to beat. Longer, straight ramp allows good bike ped transportation. My main concern here is just how bad traffic congestion could get at Embarcadero/Alma/El Camino.
A155	Alternative	Churchill Partial Underpass	This option seems to "split the baby".
A156	Alternative	Churchill Viaduct	In a perfect world without budget constraints, i would pick this one. Looks good, minimal impact to traffic flow. But the cost is huge and 2 years of construction is daunting.
A157	Alternative	Meadow Charleston Hybrid	Seems to be a good compromise option.
A158	Alternative	South Palo Alto Tunnel Passenger & Freight	The tunnel is an investment for many decades to come, the return on the investment in terms of higher property value and lowered stress on the citizens will repay the higher up front cost over time, likely not that much time.
A159	Alternative	Meadow Charleston Trench	Not as good as a tunnel, but still preferable to the other alternatives. Makes the city a better place to be, provides long term improvement in property value (over lesser alternatives).

A160	Alternative	Meadow Charleston Hybrid	Don't do it. This exists up north, redwood city area. It's horrible! It divides the city beyond just having tracks - it blocks the visual paths between city halves beyond just movement. It's a tall, long, ugly, thick wall bisecting the city. Does nothing for noise (beyond the horns).
A161	Alternative	Meadow Charleston Underpass	Don't do it. It's horrible! Does nothing for noise (beyond the horns). AND, it makes the traffic flow completely ridiculous. A long term embarrassment, will depress property values for decades to come. This is something VTA would do, and that is not a complement.
A162	Alternative	South Palo Alto tuner with At-Grade Freight	Really? Keep both old and new tracks? Keep both the old and add new problems? Nuts. Who thought of this? Send them to work for VTA.
A163	Alternative	Churchill Closure with Mitigations, Option 2	Works good - this crossing is more problematic than beneficial, deserves to be closed. But, I don't live in this neighborhood, so my point of view is as a commuter on Alma.
A164	Alternative	Churchill Viaduct	Best option if road closure is not an option.
A165	Alternative	Meadow Charleston Hybrid	Elevating the rail to stay within 1% grade forces significant roadway modifications and years long disruptions. This is inferior to the Viaduct Option in my opinion. Insist on getting 1.4% grade for rail pushed through. Regarding HSR speed of 110 mpg for diversion: just slow the HSR speed for viaduct section!
A166	Alternative	South Palo Alto tuner with At-Grade Freight	Devil in the details. Lift stations. Ultimate lane reductions on Alma. 2% grade for passenger rail. Forget this idea!
A167	Alternative	Meadow Charleston Trench	References to the Alameda Trench in So. Cal requires massive governmental coordination and $$$.
A168	Alternative	Churchill Closure with Mitigations, Option 1	I prefer alternative 2 with the Churchill closure. It would be terrific to grade separate both the railroad tracks and Alma for bikes an peds. Why not close Churchill on both sides, so traffic on Churchill on both sides would be just for local block traffic, and bike/ped traffic going through.
A169	Alternative	Churchill Closure with Mitigations, Option 2	I love the complete grade separation for bikes/peds across Alma/Caltrain. I don't think the Churchill / Alma intersection needs to be maintained for autos. Why not just close the street at Alma, and just a narrow lane and parking on the street, plus the underpass. If a traffic signal is needed, for turns in and out of the neighborhood from Alma, why not use a different street? There are many equally good choices, and some are a little wider. So keep the bike/ped underpass at Churchill, and move the cars to Embarcadero and a wider neighborhood street.

A170	Alternative	Meadow Charleston Underpass	* Was the cost of property seizure included in the cost estimate for the underpass option. If not why not. If so, what prices were used for all the full and partial property seizures. What is the estimated reimbursement for decreased property values due to increased noise and traffic. * What will be done to better align the underpass option with the Palo Alto Bicycle Boulevard project - especially concerning bike traffic on Park and Wilkie Way? * The underpass option at both Meadow and Charleston moves existing traffic flow from Alma onto neighborhood streets. This is unacceptable. For Charleston this is in conflict with the recently completed Charleston/Arastradero Corridor project which improves safety for pedestrians and cyclists. * Early on in the grade separation process there was an uproar about property seizures in North Palo Alto, and options requiring seizure were dropped. The underpass is a recent addition to options for Meadow/Charleston. Was there a conscious decision to allow new options that have property seizures in South Palo Alto?
A171	Alternative	Meadow Charleston Trench	Although more expensive, this option will provide safe pedestrian/bicycle flow, safe traffic flow, less noise, no property acquisition, no need to close Meadow/Charleston for years, fewer surfaces attracting graffiti
A172	Alternative	South Palo Alto Tunnel Passenger & Freight	the most ridiculous proposal for $1.75B we could have a solution that keep the car, bike and pedestrian traffic the same. Where is the improvement.
A173	Alternative	Meadow Charleston Underpass	Eminent domain will cost time & $(law suits). Beyond the taking of personal property why do we find it acceptable to dig concrete canyons in a residential areas. These canyon are going to take more time and money than $400 M. As with the tunnel and trench a lot of excavation is required plus closures of Alma and perhaps shoo-fly rails installed until the rail bridge is installed.
A174	Alternative	South Palo Alto Tunnel Passenger & Freight	Where would Alma traffic go?
A175	Alternative	Meadow Charleston Viaduct	privacy at backyard
A176	Alternative	Meadow Charleston Underpass	access from Park Ave to both Charleston and Meadow will be eliminated
A177	Alternative	South Palo Alto tuner with At-Grade Freight	Freight trains at night are VERY NOISY. People living near the tracks may have trouble sleeping though the noise. How often would freight trains run at night?
A178	Alternative	Meadow Charleston Underpass	How much would property acquisition cost? How many properties?

A179	Alternative	South Palo Alto Tunnel Passenger & Freight	This could be Palo Alto's big dig. For $1.8B we can have a never ending construction congestion with shoo-fly tracks blocking Alma for many years. The freight trains are diesel so their exhaust will concentrate and have to be vented somewhere by someone's back yard or venting fans add so the fumes well come out at the tunnels openings. Then there is water proofing and pumps for drainage and safety evacuation routs. Then the big truck logistics moving through residential streets for the excavated spoils and precast concrete tunnel sections. All this with no improvement to pedestrian, bike or car suface traffic.
A180	Alternative	Churchill Viaduct	Clearly the viaduct has high visual impact. However, the fact that it can be built in a much shorter time period with no taking of homes offsets that. Raising the tracks above grade provides an opportunity for use of the land at ground level (perhaps even neighborhood serving commercial space). This alternative has fewer drawbacks than the others; I give great weight to "Construction Duration & Disruptions".
A181	Alternative	Meadow Charleston Hybrid	Clearly, this is the lowest cost alternative, which does make it attractive; the visual impact is high, which offsets that advantage. In contrast to the Viaduct, which it resembles in some ways, this does impact existing homes and it has more impact upon cyclists and pedestrians. It does not provide any way to use the space beneath the tracks due to the berm (unlike the Viaduct). The construction disruption & duration is higher than the Viaduct, influencing my rating.
A182	Alternative	Meadow Charleston Underpass	This alternative appears to have been designed with disregard to Complete Streets principles (Comp Plan Policy T-2.4). The movements required of of bicyclists and pedestrians are at times convoluted and potentially unsafe. The design almost certainly will affect existing bicycle boulevard traffic on Wilkie Way with no mitigation mentioned. The fact that it involves property takings should disqualify it--if that was disallowed at Churchill, why would it be considered here?
A183	Alternative	Meadow Charleston Hybrid	Even though the hybrid is a good idea its supporters will have to overcome the no rising of the train an inch crowd. Raising the train is an aesthetic no-no to many in Palo Alt all though there are some obvious advantages to raising the tracks. The construction logistics would not be as disruptive as tunnel or trench. But the surface traffic of foot, bike and car would be close to unchanged. I must point out that the trains bridge and rams must have sound deadening components designed in from the start of planning.
A184	Alternative	Churchill Closure with Mitigations, Option 2	insure good connection to park/castellija bike route and bike path along PALY
A185	Alternative	Meadow Charleston Hybrid	I wish a rough timeline for each phase of construction was also included in these videos!
A186	Alternative	Churchill Closure with Mitigations, Option 1	Any complete closure of Churchill will divert traffic to Embarcadero, which will only exacerbate the existing traffic problems.

A187	Alternative	Churchill Closure with Mitigations, Option 2	Any complete closure of Churchill will divert traffic to Embarcadero, which will only exacerbate the existing traffic problems.
A188	Alternative	Churchill Viaduct	I am strongly against closing Churchill, and I think this would be the best was to retain access for all modes of transport. I am especially concerned about emergency access to Southgate and Paly, and the ability to head east on Churchill in case of emergency evacuation.
A189	Alternative	Churchill Partial Underpass	While this will involve quite a bit of disruption during construction, it would at least maintain the ability for traffic to both east and west across Alma case of emergency (and also to alleviate traffic congestion at Embarcadero & Page Mill). However, in this case I think it would be preferable to do the bike/ped underpass at Seale rather than Kellogg in order to avoid congestion with Castilleja school traffic.
A190	Alternative	Churchill Partial Underpass	Although not ideal—it will still divert *some* traffic to Embarcadero—this is the best compromise solution. We retain some through-traffic flow and reign in the cost.
A191	Alternative	Churchill Closure with Mitigations, Option 1	I am strongly against closing Churchill because of concerns about emergency access as well as traffic congestion at Embarcadero & Page Mill. However, if it does come to that, Option 1 would be preferable to Option 2 because it's less disruptive to both sides of Churchill.
A192	Alternative	Meadow Charleston Viaduct	Any viaduct will be a blight, creating a visual divide to our city.
A193	Alternative	South Palo Alto Tunnel Passenger & Freight	Although a noble idea, the cost is just too prohibitive and cannot be justified.
A194	Alternative	South Palo Alto tuner with At-Grade Freight	The cost is just too prohibitive and cannot be justified.
A195	Alternative	Meadow Charleston Hybrid	Any raising of the tracks will be a blight, creating a visual divide to our city.
A196	Alternative	Meadow Charleston Trench	Would it be possible to convert part of the shoofly/temporary rail into some form of bike path or walkway? Would be nice to have an extension of the existing Alma bikeway (Downtown to Churchill) to Mitchell Park. Unfortunately, this alternative is also relatively expensive and may be prone to flooding.
A197	Alternative	Meadow Charleston Viaduct	Would be nice if the land under the viaduct could be used for recreation or other uses (perhaps retail). Also need to ensure seismic and soil stability so as not to accidentally split the area if a big earthquake occurs.
A198	Alternative	Meadow Charleston Hybrid	Question of whether Alma traffic is prioritized during road closures, or Charleston/Meadow. Would like to have multi-use of new structures, perhaps for decorative/art purposes. Unlike the viaduct, it's a bit harder to create new paths.

A199	Alternative	South Palo Alto Tunnel Passenger & Freight	Will need to see if it's possible to develop anything on the at-grade ROW. Otherwise, this alternative seems unnecessarily intrusive on Alma and complicated to do.
A200	Alternative	South Palo Alto tuner with At-Grade Freight	While it may provide redundancy, this alternative seems to be doubling the amount of work needed to solve a problem only found on the Caltrain side. It doesn't eliminate the noise at night, and it doesn't otherwise improve anything else from as-is.
A201	Alternative	Meadow Charleston Underpass	Really changes the traffic flow quite a bit, which may get complicated depending on how property acquisition goes. Also don't particularly like the 180 bike turn needed to go north on Charleston, as well as other oddities bikers would need to acclimate to.
A202	Alternative	Churchill Closure with Mitigations, Option 1	Question of what greenspace is going to exist on the South Churchill segment (e.g. maintenance, water usage, etc.) What kind of safety measures does the underpass to reduce collisions and accidents.
A203	Alternative	Churchill Closure with Mitigations, Option 2	Needs some protocol to prevent right-of-way disputes on north Churchill segment. The 180 turn required to go back to Alma are not very good to bikers.
A204	Alternative	Churchill Viaduct	Seems intrusive and a bit hard to integrate the underways of viaducts into viable pathways/openspace.
A205	Alternative	Churchill Partial Underpass	Similar to Option 2, has this weird rise-up for pedestrians/bike riders that requires sharp turns.
A206	Alternative	Churchill Closure with Mitigations, Option 1	bike/ped crossing is too narrow, has 2 90 degree turns, not big enough for bicycle to/from school. "long way around" for cars to get to Paly. Also, why close Churchill at all? Why not leave as is?
A207	Alternative	Churchill Closure with Mitigations, Option 2	Better than option 1. But still, bike/ped crossing is too narrow, not big enough for bicycle to/from school. Should separate peds from bikes. "long way around" for cars to get to Paly. Also, why close Churchill at all? Why not leave as is?
A208	Alternative	Churchill Partial Underpass	Leaves churchill open, a good thing i believe. am still concerned about the width of the tunnel to handle both bikes and peds at the same time. kids are going to ride. peds are going to be angry. make it wider and separate ped area.
A209	Alternative	Churchill Viaduct	Why can't viaduct be built in vegetation area between tracks and alma? eliminate shoefly tracks. narrow alma during construction. when complete, put vegetation where tracks are now. or put 2 lanes of alma on each side of viaduct and put vegetation on both sides of viaduct.
A210	Alternative	Churchill Closure with Mitigations, Option 1	It removes connectivity between east and west and therefore violates the Comprehensive Plan
A211	Alternative	Meadow Charleston Underpass	This is too complex a project, touches too much of all possible items, and to what end? Not raising the tracks is the only + that I see. Charleston, a major x-street has weird flow and Meadow does not have full flow. I dont see this worth it.

A212	Alternative	Churchill Closure with Mitigations, Option 2	It cuts off connectivity between East and West and therefore violates the Comrehensive Plan
A213	Alternative	Meadow Charleston Viaduct	This does not require shoefly tracks. It does not disrupt flow and either intersection. As long as there is LOTS of open space under the elevated roadway and appropriately landscaped, then I like this one. (I need to find a list of costs for each option)
A214	Alternative	Churchill Partial Underpass	Considering the options eliminated and those still being considered this partial underpass maintains some connectivity between East and West. It makes too many compromises to avoid any property acquisitions. The hybrid option was eliminated too early and before it could be studied and compared with other options.
A215	Alternative	Meadow Charleston Hybrid	this is maybe the best of the bad. At least with the viaduct there is open space at ground level. the hybrid has a stark visual barrier, as well as the construction time/cost for lowering the intersections
A216	Alternative	Meadow Charleston Trench	a nice idea, but i think impractical
A217	Alternative	Meadow Charleston Viaduct	Look is clean and welcoming. Suggest a different style of piers supporting the viaduct, ones that would allow north-south access for bicycles and pedestrians, such as arc-shaped. Redwood trees along backyards would grow quickly and provide beautiful screen.
A218	Alternative	Churchill Partial Underpass	This is the best alternative with the least negative impact on the Southgate neighborhood. To close Churchill would isolate our neighborhood from the rest of Palo Alto, decreasing the value of our homes, making it more difficult to get to downtown, and making it more difficult for police, fire, and ambulance services to get to our neighborhood in an emergency.
A219	Alternative	Churchill Closure with Mitigations, Option 2	Closing Churchill is a terrible idea. To close Churchill would isolate our Southgate neighborhood from the rest of Palo Alto, decreasing the value of our homes, making it more difficult and time consuming to get to downtown, and making it more difficult for police, fire, and ambulance services to get to our neighborhood in an emergency. Today, it takes me 5 minutes to get to the hardware store on Alma. If Churchill were closed, I would have to go to El Camino to Embarcadero, to KIngsley, to Alma. I clocked that at 18 minutes. And that's reduced covid traffic and without the increased congestion due to closing Churchill. Closing Churchill before you determine a solution for the Palo Alto Ave. crossing makes no sense to me. They probably deserve the same solution. One solution might be to leave both intersections open but computerize the traffic lights and coordinate the lights with the trains. Even with a tremendous increase in train traffic, there is still plenty of time between trains, even during rush hours for Churchill (and Palo Alto Ave) traffic to cross the tracks, albeit with an occasional longer-than-usual wait. And for non-rush hours, it would be no worse than rush hour today. Well, even better because of the computerized traffic controls. The best of the ideas you are considering is the partial underpass.

A220	Alternative	Churchill Closure with Mitigations, Option 1	This option doesn't take into account the incredibly bad backup associated with turning left onto Churchill on NB Alma. This traffic will now be required to turn right onto Kingsley, then left onto Embarcardero, then get added to the terrible backup of lights at Paly and Town & Country. Whoever came up with this idea clearly hasn't sat in everyday school and start-of-Stanford-hospital morning and afternoon traffic.
A221	Alternative	Churchill Closure with Mitigations, Option 2	This option also doesn't take into account the incredibly bad backup currently associated with turning left onto Churchill from NB Alma. This traffic will now be required to turn right onto Kingsley, then left onto Embarcardero, then get added to the terrible backup of lights at Paly and Town & Country. Whoever came up with this idea clearly hasn't sat in everyday school and start-of-Stanford-hospital morning and afternoon traffic.
A222	Alternative	Churchill Viaduct	This alternative allows Churchill to keep flowing, which is good, but will amplify the noise of the trains greatly, which is bad. What about putting up a viaduct that's enclosed, so the noise is held inside?
A223	Alternative	Churchill Partial Underpass	Closing Churchill is very myopic and will greatly increase traffic flow on alternate roads. And ruin commute. The alternative of opening roads which are currently blocked off in Southgate area, goes against all design principles of creating bike pathways and keeping traffic out of neighborhoods. Please plan for the future and not myopically think of the now. The current proposals are NOT what the majority want (as can be seen in Southgate survey). Please listen and vote what your majority population has asked for ...
A224	Alternative	Churchill Closure with Mitigations, Option 1	This alternative will drive traffic into other parts of Palo Alto including Professorville. Traffic will become completely backed up on Embarcadero Rd. as Stanford and Stanford hospital workers try to get to campus. And Southgate residents will not be able to access Alma St. which is a main thoroughfare to downtown and South Palo Alto.
A225	Alternative	Churchill Closure with Mitigations, Option 1	This alternative will drive traffic into other parts of Palo Alto including Professorville. Traffic will become completely backed up on Embarcadero Rd. as Stanford and Stanford hospital workers try to get to campus. And Southgate residents will not be able to access Alma St. which is a main thoroughfare to downtown and South Palo Alto.
A226	Alternative	Churchill Viaduct	This is a costly, ugly alternative.
A227	Alternative	Churchill Viaduct	Any road closures have to be equitable to other neighborhoods.
A228	Alternative	Meadow Charleston Viaduct	I think people will get used to the look. Good combination of minimal construction and maintenance impacts with middling cost.

A229	Alternative	Churchill Closure with Mitigations, Option 1	I strongly suspect that the likely outcome of closing Churchill is to cleave off Southgate and Evergreen Park from the core of Palo Alto. They become disconnected sub-scale micro neighborhoods with no clear association to the rest of the city. Not part of Stanford, not really Palo Alto ... more realistically, just awkward spaces between El Camino and the train tracks. Yes, there are tradeoffs to every option -- and I recognize that no perfect option exists. If Churchill closes, Southgate residents may enjoy less traffic and even less train noise. Unfortunately (and much more important to our family), we likely give up many of the connections to and associations with downtown, Professorville, and especially Old Palo Alto that prompted us to move into this cool neighborhood a decade ago. I foresee a withering and likely blighting of our area, when the city's objective should have been to build vitality and connectivity.
A230	Alternative	Churchill Closure with Mitigations, Option 1	Closing churchill would be bad for traffic around the city.
A231	Alternative	Churchill Closure with Mitigations, Option 2	Closing churchill would be bad for traffic around the city.
A232	Alternative	Churchill Closure with Mitigations, Option 1	I am a doctor living in Southgate, and on weekends I am periodically on call for PAMF patients who get admitted from the ER to El Camino Hospital. On occasions where there is some urgency, minutes can count. I have compared my present travel route across the Churchill intersection vs traveling through multiple stoplights on El Camino to Oregon, and closure would cause a significant delay in my ability to get to the ER as expeditiously as possible. Some supporters of closure like to refer to the delayed transit time as an 'inconvenience', but it can be much more than that. For the sake of the entire Palo Alto community, please do not close this very important intersection.
A233	Alternative	Churchill Partial Underpass	This option is great since we retain the existing benefits of Churchill while also going forward with this project.
A234	Alternative	Churchill Closure with Mitigations, Option 1	Closing a main East west through fare affect a lot of people in addition to locking up the residents of Southgate the mitigation for the two options can not solve the traffic problem.
A235	Alternative	Churchill Closure with Mitigations, Option 2	Residents of Southgate will be boxed in. It will also make El Camino and Oregon Express lot more congested.

A236	Alternative	Churchill Closure with Mitigations, Option 2	The traffic study shows problems at 2 major intersections associated with closure AND mitigations (El Camino and Oregon as well as El Camino and Embarcadero), and it only looks out 9 years (with a projection of 5% growth). Please take a longer-term perspective and model modest expectations for growth over the next 30-40 years. How do the current mitigations hold up in those scenarios? Making this choice without considering longer term projections places the entire community at risk. More cars sitting in traffic on El Camino, Embarcadero, and Oregon would be very negative from multiple perspectives. If the XCAP chooses this option, it will be a choice influenced by bias of it's composition (including members who been transparent about having a narrow view of their role by representing specific streets/blocks) rather than a longer term view regarding the longevity and quality of life for the entire community. Please do not place our community at risk by choosing this option without modeling for the long term anticipated growth. XCAP should have asked for it, but City Council needs to. Palo Alto can do better!
A237	Alternative	Churchill Partial Underpass	There is no perfect alternative, but this one has the most promise in terms of mitigating the issues of concern in the other alternatives, especially complete closure to vehicular traffic. It can likely be optimized from an aesthetics standpoint, and of course a goal would be to minimize any property impacts. Further resource is required to understand how to best mitigate these potential issues, but that would be money well spent, particularly in light of the long term risks of closure.
A238	Alternative	Churchill Viaduct	Although this has not been a popular option (and certainly has impact on properties on Mariposa), it is also probably the least well understood. Contrary to popular belief, it is felt to be the least noisy by the noise consultants, which is counterintuitive to almost everyone. As a result, very few people understand it, and XCAP chose not to highlight that impression of the consultants. Some effective education around that issue could be helpful if there is more momentum around this alternative at some point. The second important way to build more support would be to bring forward some renderings designed help to address concerns many have about aesthetics. If it could be done in an aesthetically pleasing manner, it has the most potential to provide an integrated solution including Palo Alto Avenue, and also offers the possibility of an efficient bike transit route through the center of the city from north to south. To be fair, significant consideration should be given to the Mariposa Avenue properties which back up to the tracks; there would be some property impacts; lets treat those neighbors as we would wish to be treated ourselves.
A239	Alternative	Churchill Closure with Mitigations, Option 1	Just leave it as it is. Stop doing this unnecessary construction.
A240	Alternative	Meadow Charleston Hybrid	I live on Ventura Avenue and my concerns are for impact of the Ventura neighborhood and my neighbors who border the tracks. This one seems to work and so does the Viaduct option.
A241	Alternative	Meadow Charleston Trench	The trench is one of two options which meet the needs of all those impacted: commuters and residents.

A242	Alternative	Meadow Charleston Viaduct	This is one of two options which maintains the neighborhoods connecting while eliminating eminent domain.
A243	Alternative	Meadow Charleston Underpass	This alternative is the most disruptive for the neighbors and the character of the neighborhoods on both sides of Alma.
A244	Alternative	Meadow Charleston Viaduct	The Viaduct is the very best alternative that you have given us for our neighborhood. It doesn't take away property or have much impact on anything. I hope you can find a way to make trains less noisy for the properties that border the tracks and please make sure the structures are earthquake proof.
A245	Alternative	Meadow Charleston Trench	I'm concerned about disrupting the flow of the creeks. I live on Louis in the flood plain and worry that if pumps fail that we could be causing a serious flood risk.
A246	Alternative	Meadow Charleston Trench	Too costly, too disruptive, too long to construct.
A247	Alternative	Meadow Charleston Viaduct	This is a nice option, aesthetically pleasing, streamlined. There's an openness to it that I like.
A248	Alternative	Meadow Charleston Hybrid	This is my second favorite alternative (the viaduct is #1). But this is a fine alternative in its own right.
A249	Alternative	Meadow Charleston Underpass	Don't like the end product, the ugliest of the grade separations, reminds me of the Oregon Expwy/Alma underpass (not a good thing). A very cold, harsh looking design.
A250	Alternative	Churchill Closure with Mitigations, Option 2	Of the Churchill closure options, option 2, with the bike/ped under both alma and tracks, and being straight is the best. vs option 1 has awkward/dangerous 180 degree turns and doesn't even cross Alma. Also, I would recommend option 1 bike/ped under-crossing to be wider, like that shown at San Antonio, so it is safer for bikes and peds to share the space, even if it means closing Churchill at Alma in one or both directions. In fact, closing Churchill at Alma into a culdersac with the tunnel entrance at the end would make the entrance/egress safer than the tunnel emerging into the middle of a thoroughfare. There are no driveways on Churchill at Alma, the two corner houses have driveways on Alma.
A251	Alternative	South Palo Alto Tunnel Passenger & Freight	While the end result would be nice, this alternative is too costly and it would be too disruptive while being built and take too long to build.

A252	Alternative	Churchill Closure with Mitigations, Option 1	option 1 is not so good. I rate it "bad" because if you're going to do an underpass for bike peds, do it right, like option 2: cross both alma and tracks, and don't do these dangerous 180 degree hairpin turns. Bikes and peds can't see around that corner, bikes will speed down and crash into people coming around the corner, and it will become a bottleneck and source of complaints forever.
A253	Alternative	South Palo Alto tuner with At-Grade Freight	My least favorite alternative. Very costly to build and not very pleasing end result. All the other alternatives are better than this one.
A254	Alternative	Churchill Viaduct	My favorite Churchill alternative. Despite its costs, this is the most aesthetically pleasing and when completed with have the best traffic flow for vehicles, bikes and pedestrians.
A255	Alternative	Churchill Viaduct	I think the Churchill Viaduct could be done without the shoo-fly track, like for Meadow/Charleston, building the viaduct between the existing tracks and Alma. While the ROW is narrower there, it is the same or greater than the ROW at Meadow North of the intersection. It appears to be about 15' from. track centerline to edge of ROW on the Alma Side, and from the drawings it looks like the Viaducts track centerline to its edge is about 12'. This would reduce construction cost and disruption. It might require taking a little slice out of Alma, maybe, but even if so, it is a LOT less disruptive than some of the other options like tunnel with Freight at grade, which requires permanent narrowing of Alma at the tunnel bypasses. Still, this option is relatively expensive and I am ok with closing the intersection, possibly OK with the option of trains at grade and Churchill depressed.
A256	Alternative	Churchill Partial Underpass	I'm okay with this alternative (though it's not my favorite).
A257	Alternative	South Palo Alto tuner with At-Grade Freight	Tunnel with Freight at Grade: BAD: permanent disruption of Alma, disruption of creeks, loss of trees, absurdly expensive, permanent issue of water drainage. bad bad bad
A258	Alternative	Churchill Closure with Mitigations, Option 1	Don't like the bike and pedestrian flow of this proposal.
A259	Alternative	South Palo Alto Tunnel Passenger & Freight	Tunnel with Freight and passengers: BAD: significant Alma disruption during construction, disruption of creeks, loss of trees, absurdly expensive, permanent issue of water drainage. bad bad bad
A260	Alternative	Churchill Closure with Mitigations, Option 2	This is the better closure option because of the better traffic flow for pedestrians and bicyclists and also the much nicer aesthetics compared to the other Churchill closure proposal.

A261	Alternative	Meadow Charleston Underpass	Underpass at Meadow/Churchill: BAD: BAD for bikes, with wrong-way bike/ped access (for east-bound both entering and exiting tunnel); BAD for bikes in 2-lane roundabout, very dangerous for bikes. BAD for homes and yards, with Roundabout taking out two homes and several yards. BAD disruption of bike flow on Park Blvd which is a main north-south route alternative to Alma and El Camino Real. As expensive as the Viaduct but with virtually none of the benefits, traffic-flow wise. Awkard turn movements for cars going through the roundabout instead of just turning left.
A262	Alternative	Meadow Charleston Viaduct	Viaduct is the best alternative for Charleston/Meadow. Minimal construction impacts. Tracks alignment moved 60' from backyards of properties on Park. Tracks elevated but open underneath, so it's not so imposing. LEAST vibration impacts. Less noise than current conditions. No loss of trees. Grounds below tracks can be replanted with trees, not just small shrubs, so better screening of noise and sights and smells of homes from Alma and tracks.
A263	Alternative	Meadow Charleston Trench	Trench at Meadow/Charleston: BAD: significant Alma disruption during construction, disruption of creeks, loss of trees, absurdly expensive, permanent issue of water drainage. bad bad bad I include loss of trees is permanent private property acquisition of the Right of Way under people's yards. This will be a significant impact to homes, yards, and ecology. Also, the Trench has more vibration than the Viaduct, because vibration travels on the surface, up the trench wall and across the ground. VS Viaduct vibration is forced to travel to the pylons or feet or whatever you call them which support the structure, so if you are closer to the pylon there is more vibration and if you are between teh pylons there is least vibration. the path of travel even from nearest to the pylons is the longest path and so it has less vibration than the trench. Also since the viaduct is farther away the vibrations are furthe reduced. (At grade is the most vibration, berm second most, trench third, and Viaduct fourth, tunnel least because the vibrations have to go through the ground and is not as efficiently propagated. but tunnel and trench are too expensive.
A264	Alternative	Churchill Closure with Mitigations, Option 2	Oops, I had a typo in my comments, i said option 1 tunnel should be wider, i meant option 2 tunnel. fixing: Of the Churchill closure options, option 2, with the bike/ped under both alma and tracks, and being straight is the best. vs option 1 has awkward/dangerous 180 degree turns and doesn't even cross Alma. Also, I would recommend option 2 (_TWO_) bike/ped under-crossing to be wider, like that shown at San Antonio, so it is safer for bikes and peds to share the space, even if it means closing Churchill at Alma in one or both directions. In fact, closing Churchill at Alma into a cul-de-sac with the tunnel entrance at the end would make the entrance/egress safer than the tunnel emerging into the middle of a thoroughfare. There are no driveways on Churchill at Alma, the two corner houses have driveways on Alma.

A265	Alternative	Churchill Partial Underpass	The Churchill Partial Underpass is an interesting alternative, certainly better than absurdly expensive tunnel or trench, and seemingly less expensive than Viaduct (though see my comments on Churchill Viaduct suggesting the non-shoo-fly option). Some comments which I think would improve this option: 1. Bike Ped tunnel should be at Peers Park instead of at Kellogg, because there's already bike/ped crossing of Alma and tracks at Embarcadero which is just two blocks away (and if you're going to Paly you have to go around up to Embarcadero or Churchill anyway, unless they add an entrance to campus there). Whereas there is a proposal for a bike-ped crossing of Alma into Peers Park in the City's Bike/Ped plan, this location is almost mid-way between Cal Ave and Embarcadero, and if constructed well with enough clearance could be a better crossing with fewer bike/ped conflicts than Cal Ave. Kids coming from the north would cross at Embarcadero, those from the south at Peers park. 2. Kind of sucks for house on corner of Mariposa and Churchill, looks like a slice of their side yard is trimmed off, but this does not seem necessary: There is a wide 16' shoulder on the north side of the auto under-crossing, seems like this could be made narrower, maybe also narrow the shoulder on the south side, and then you don't have to encroach on the house's property. This option has partial property acquisitions, while the Viaduct option has zero property acquisitions.
A266	Alternative	Meadow Charleston Hybrid	While the Meadow/Charleston Hybrid is less expensive than the Viaduct, it is had twice the construction time (4 years vs 2) than the viaduct, and is more impactful to the residents. While the raised Viaduct's track is at 5' higher than the raised Hybrid's, the Viaduct is 60' further away from the properties on Park, and from the perspective drawings we see that the Viaduct train is perceived to be lower and farther, while the Hybrid is right there in your face. In addition the Hybrid's wall will transmit more vibration to neighboring Properties than the Viaduct. both because of its proximity and due to its geometry (see my comments on Viaduct for discussion of Vibration: Viaduct has the least vibration, Hybrid has the second most vibration. Aesthetically, the Hybrid's wall is solid block of the view, while in the perspective drawing we see that over the fence the property owner can see trees below and through the underside of the open Viaduct underside. The Viaduct structure has an open, airy feel, the Hybrid's wall is a solid imposing block. The difference in height is only 5'.

E001	Email	*Meadow Charleston Underpass*	I reviewed your analysis of the Charleston underpass option in your memo dated August 13, 2020 on the subject of "Churchill, Meadow and Charleston Grade Separation Traffic Analysis." (i.e. Figures 8A, 8B, and surrounding text and tables). I would like to point out a probable flaw in the design of the underpass option pertaining to the traffic circle on Charleston between Mumford and Wright. I realize that Hexagon did not design this option, but I am wondering whether you took the information I outline below fully into account in your analysis. I do not raise this issue to scuttle this option — I like this option, but if it is implemented I want to make sure it is done properly. Here is the design flaw: For westbound Charleston traffic approaching Alma, the number of cars that want to turn left or right onto Alma is very likely during peak traffic hours to cause the line of cars waiting at that traffic light on Alma to back up all the way to the traffic circle. This will in turn cause all traffic on Charleston in both directions to come to a complete halt, negating the benefit of running Charleston under the train tracks. Obviously, you are running a sophisticated simulation of traffic, but simulations can sometimes not take into account certain conditions, and it can be easy not to notice the omission, especially in a complex simulation. Also, if you are performing averaging or sampling, those processes can miss or underweight low-frequency, high-impact situations. It's easy to imagine situations in which the cycling of the light on Alma does not allow a blockage of the traffic circle to fully resolve, resulting in prolonged gridlock that persists across many traffic light cycles. I would appreciate your reviewing your simulations and analysis to ensure that the situation described above is properly taken into account. I further suggest that you deliberately induce the problem in your simulation environment (e.g. by increasing the % of traffic that wants to turn, reducing the cycle time of the traffic light, and/or increasing distance between cars in the turn lane, etc.) to see what happens as a diagnostic. If this is indeed a serious problem with this option, it should be brought to the attention of the City and the engineers, because it could be fixed if anticipated in advance and properly mitigated. One solution would be to eliminate the traffic light on Alma so that this option becomes a true constant flow design. One way to do this would be to disallow left turns from westbound Charleston onto Alma. (This is reasonable because cars that want to go in this direction can instead turn left on Middlefield then right on San Antonio.) The right lane on northbound Alma could then be converted to an exit only lane onto eastbound Charleston. Restricting the northbound Alma traffic to one lane is reasonable because there will no longer be a traffic light. This change would create a protected right lane to allow westbound Charleston traffic to turn right onto Alma without a traffic light.

			Another solution would be to install a sophisticated car detection system that looks not only at cars stopped directly in front of the traffic light, but extends all the way back to the traffic circle and beyond, to allow an intelligent controller to lengthen the green light on Alma as necessary to prevent gridlock at the traffic circle. A second potential issue is that without the traffic light gating eastbound traffic on Charleston approaching Alma, eastbound traffic will instead pile up behind the light at Middlefield road and extend all the way back to the traffic circle, which will then have a cascading effect as it blocks traffic that wants to go northbound on Alma from Charleston. It's not clear where the perimeter of your analysis is located, and whether it would catch this impact. Finally, while it was not part of your assignment, I wish that the City of Palo Alto had also asked you evaluate the "do nothing" scenario (in terms of modifying the track/roads) with the addition of a more intelligent traffic control system — whatever is the best system currently available. The current traffic control algorithm is not very sophisticated, and it is clear that a better system with a more sophisticated algorithm and more inputs (including visual sensors looking far down Alma and Charleston in both directions, and knowledge of approaching trains with a much longer time horizon) could improve traffic flow. By how much, though, would be interesting to know. If you would care to comment on this possibility based on your knowledge and experience, then perhaps that would provide some impetus to add that analysis to your contract with the City as a new addendum. Thank you for taking the time to read this long email, and thank you for your contribution to this important discussion.
T001	Townhall Feedback	*General*	No closure at Churchill is necessary. Save taxpayer funds.
T002	Townhall Feedback	*General*	This feedback widget is hopefully not the only way to respond. I would have expected that I could virtually put a post-it note on any element of any of the alternatives. The first impression I have is extremely discouraging.
T003	Townhall Feedback	*General*	Thank you for continuing progress during this time and I am very impressed with all the effort that has gone into gathering adequate community feedback!
T004	Townhall Feedback	*General*	when will a decision be made?

T005	Townhall Feedback	*Churchill Partial Underpass*	Either a Churchill viaduct or partial underpass would destroy our neighborhood and family home of 40 years. Negative neighborhood impacts should be more prominently described in the slick promotional renderings. The yearslong morass of the grade separation project leaves me disillusioned about the future of Palo Alto.
T006	Townhall Feedback	*Traffic*	Projects that require shooflys and/or east west road closures and Alma lane reductions during constructions are not desirable. Community disruption and safety during complex construction stages have costs to be considered.
T007	Townhall Feedback	*Meadow Charleston Underpass*	Why is viaduct even an option? It would be an eyesore and increase train noise, not to mention the potential dangers to nearby homes in case of an earthquake. The underpass is the only option that would be affordable, separates traffic on Alma, East Meadow, and Charleston, and keeps the train at grade for noise and aesthetics, and provides a separated bike and pedestrian underpass.
T008	Townhall Feedback	*Meadow Charleston Trench*	This is a decision for generations. Tax the residents and trench the whole length.
T009	Townhall Feedback	*General*	Yes, I prefer that the City leave Churchill Avenue as it is.
T010	Townhall Feedback	*General*	Yes, doing nothing with Churchill Avenue should be an alternative and that's the alternative I prefer.
T011	Townhall Feedback	*Traffic*	We need to discuss the changes to the Embarcadero over crossing at Alma. Are you going to modify Embarcadero going under Alma when you widen the bridge. The roadway has to be deepened to accommodate the widened bridge above for proper clearance or just rebuild the entire structure and then have 2 lanes both ways above and below.

T012	Townhall Feedback	*Multiple*	1) The City should not invest in any grade separation alternative without first participating in and awaiting the results of Caltrain's corridor-wide grade separation study. 2) I also feel that forcing a choice among the existing alternatives in this survey misses the concerns of many affected by changes at the crossings. Speaking specifically of Churchill, your survey doesn't capture the widespread sentiment that, above all, Churchill should not be closed. Perhaps a better method would be to allow participants to rank the options and provide space for comments afterwards. 3) While CAP and XCAP members have worked hard to understand the implications and technical constraints on the rail crossing alternatives, the composition of the group does not adequately represent the perspectives and concerns of residents. Arguably, at least two of the members (member Cho and member Shen) are hampered in their ability to represent the greater good -- or even their own neighborhoods -- by the very close proximity of their homes to the crossing and the resulting direct effects of the alternatives on their property values. It's important to hear their voices, but it would be better if we also heard the voices of those who have different, perhaps broader concerns.
T013	Townhall Feedback	*Meadow Charleston Trench*	Trench and tunnel options are unrealistic in every way possible and should be dropped.
T014	Townhall Feedback	*General*	Why is so much time and money being wasted on options that will never command enough funding? No-one is going to spend $1Bn so let's not spend any money pretending.
T015	Townhall Feedback	*General*	The process has FAILED TO RECOGNIZE THE POOR RIDERSHIP NOW EXISTING FOR CalTrain and THE FUTURE OF THE RIDERSHIP. It is too early now to finalize crossings based on poorly projected ridership.
T016	Townhall Feedback	*Churchill Closure with Mitigations, Option 1*	Don’t think you can rule any option out at Churchill, with the exception of closure, without extensive engineering analysis. Closure is a bad idea. It isolates Southgate from the rest of PA, limits emergency vehicle access and residential emergency evacuation options. Please don’t let the train tracks further divide PA
T017	Townhall Feedback	*Multiple*	Why is it assumed that the Churchill Ave. crossing must close? I would vote to keep it open as is. Has adequate study been done how what rerouting that traffic will impact other neighborhoods? Have Stanford and PAUSD commented publicly on the proposed closure? As to crossings at Meadow & Charleston, I support whichever option is most cost effective and palatable to residents of those neighborhoods.

T018	Townhall Feedback	*Multiple*	Where are the costs and the construction timelines for the various alternatives, including how long various roads would be closed.This is CRUCIAL information!!
T019	Townhall Feedback	*Churchil Viaduct*	viaduct makes the most sense and will not have as great an impact in neighboring streets. If not the viaduct, I would like to have "leave it as is" considered.
T020	Townhall Feedback	*Traffic*	Why does the TDM work done by AECOM assume that hundreds of millions will be spent on car infrastructure, but no similar investment might be made to reduce the vehicle intensity of Palo Alto? Even the "mitigations" scenario is quite light and is focused on just the intersection at Churchill, rather than applied in a most holistic sense. If Palo Alto invested $500MM to promote active transportation, as an example, it might end up with much better QoS / LoS than are shown in these scenarios. The flawed assumptions of the underlying traffic model are based in a worldview which suggests that our community should (to a certain extent) significantly promote vehicle access for east/west movement. This seems like a false choice. Instead, we could emphasize, incent, and create an environment where much cheaper options (for pedestrians and cyclists) are facilitated. This would lessen the load on existing separated grade crossings. Ultimately, my recommendation as a resident is to pursue the lowest cost, least-significant interventions but to hugely increase the funding required for true transformational change in transportation in our community. If we are to do anything about climate change, not to mention equitable access to all in our community, we must accelerate the adoption of transit and non-private-vehicle modes in our community. We must make it easier for those who do not live here to commute here, easier for those who live here to live without a car, and easier for those who want to live here to actually do so. These steps are not without sacrifice: we must give up things that can be held dear, like the presumption that automobile LoS should be the deciding factor for $1B+ of potential infrastructure allocation. I do not care if these intersections, however re-graded, receive an "F" LoS score for cars if it means that more *people* can move through the city, more cleanly and more equitably. This is not what the current analysis optimizes, but it is what the council must take into consideration if it is to meet the obligations that it - and the community - have set for ourselves as stewards of both our neighborhoods, our planet, and our consciences. If the council *Does* proceed with any of these car-oriented options -- especially the more expensive ones -- I earnestly hope it will tie these to creative financing options that force people to pay for the cost of their externalities. If it is critical to residents that they be able to drive huge vehicles anywhere they want (putting pedestrians and cyclists and kids at risk) then they should be willing to pay a significant amount to do so, so that the cost oft the negative externalities they

			create can be recaptured and reinvested. Once modeled, this might prove that no intervention is needed, actually -- $5 tolls to cross the tracks may reduce those queueing times significantly. Variably price all the rail crossings in order to balance supply/demand and add a low-income exemption. Put the proceeds in a fund that is designed to reduce VMT and finally advance the Grand Boulevard project for El Camino. Voila -- problem solved!
T021	Townhall Feedback	*General*	How have the pandemic's economic/social consequences impacted the city/council's decision-making process with regard to the rail crossing agenda?
T022	Townhall Feedback	*General*	CalTrain ridership is now low. It seems wise to delay making final decisions until ridership increases again (if it does).
T023	Townhall Feedback	*General*	Please break up into two phases, first phase to plan and implement South Palo Alto grade separation(s). That will leave time to do comprehensive North Palo Alto study that includes Palo Alto Avenue to Churchill. In general, I prefer streets not be closed as the Comprehensive Plan specifically calls for, but to preserve and improve a permeable grid-system across town including the rail. We must NOT move towards a more "expressway" like network that crams more and faster cars on a few streets that will divide the city, but a more walkable, bike-able grid that is traffic-calmed and safe city-wide. I do support the idea of more bike/walk rail crossings at Kellogg and/or Seale. Finally, the cost of any diversion of traffic to Embarcadero should include the cost of any so-called "mitigation", e.g. the cost of any widening or re-building undercrossings, roads and intersections. Closing Churchill is definitely not "low cost". Thank you.
T024	Townhall Feedback	*General*	Why isn't the option of "do nothing" at the Churchill crossing listed here? It is one of the options and the obvious one to choose, given the paradigm shift to people working at home, drastic reduction in train commuting and driving. It is senseless to spend money on grade separations, spend millions, needless construction and noise and destroy the town.
T025	Townhall Feedback	*General*	Do NOT close Churchill. This "do nothing" option, isn't even listed. This is an example of incomplete and inaccurate information which has plagued this process throughout. There was never a robust, data driven approach. For example, the question of the closure of Palo Alto Ave. was set aside and recommendations and decisions being made now will all be wrong. What a huge waste of money and destruction of a town. We have experienced a major Phase Change, a dramatic shift to people working at home, people fleeing the cities to the suburbs, distrust in mass transit, etc. All of the metrics have changed. The grade separation project needs to be paused in its entirety until rational decisions can be made based on the the data that emerges from these changes.

T026	Townhall Feedback	*General*	(1). "Do Nothing" should be an option given the plummeting Caltrain Ridership. (2). Embarcadero will be unbearable and dangerous, taking the brunt if Churchill is closed. (3) PALY school kids safety not been considered at the Embarcadero /Alma intersection
T027	Townhall Feedback	*General*	CalTrain ridership is now low. It seems wise to delay making final decisions until ridership increases again (if it does).traffic patterns have changed significantly due to covid - and it seems traffic will be reduced for the long term - and Caltrans ridership is low and so number of trains will not increase - so Churchill should have no changes
T028	Townhall Feedback	*Churchill Viaduct*	In viaduct alternative, have you looked at all on putting the viaduct in the middle of Alma?
T029	Townhall Feedback	*General*	The key is to keep Palo Alto connected. Closing a main thoroughfare in the middle of Palo Alto breaks up the community and will have long lasting effects.
T030	Townhall Feedback	*General*	The grade separation issue was thoughtfully investigated between 2010 and 2013, and reported in 2013: https://www.cityofpaloalto.org/civicax/filebank/documents/38025 The city then ignored the findings in that report. Many years and several million dollars later, the city rediscovered that we have train tracks running through town and concluded, again, that something should be done. What a waste of time, money and effort. I think ranked voting for each option would be more helpful reaching a conclusion than pick just one option. I absolutely prefer the tunnel, or the trench. Keep the train out of sight and literally contained in it's own corridor, with the possibility of a green belt above a tunnel. A brilliant long term option. I realize that the cost of the tunnel and trench pretty much kills those options, barring the revelation of a miraculous source of funding. I think the citizen underpass options at each crossing not only separate road from rail, but also largely separate Alma auto traffic from auto-bike-ped traffic on Charleston, Meadow and Churchill much more effectively than the other options. This seems to be the best option to really reduce traffic congestion on Alma and all cross streets, and provide dedicated pid-bike crossing at Alma. Also, the underpass keeps the train at ground level, and hopefully reduces noise transmission.
T031	Townhall Feedback	*Traffic*	I would like more thought to be put into optimizing embarcadero/alma and oregon exp/alma intersection. Those changes are essential whatever happens at Churchill and Meadow. Pour more thought, creativity and resources into improving those intersections. Churchill needs to be closed, and improving those intersections is what needs to be done.

T032	Townhall Feedback	*General*	I'd like to see other community member's input on alternatives in a digital map so comments are aligned with specific locations. I'd like to see staff replies to community questions also located on the map.
T033	Townhall Feedback	*Churchill Closure with Mitigations, Option 1*	traffic, bike and pedestrian impact in neighborhoods if Churchill is closed.
T034	Townhall Feedback	*General*	The partial underpass at Churchill will NOT seamlessly connect east and west sides of Palo Alto: from Southgate, cars can only turn left or right onto Alma, coming from east, only right turn. Since access to Alma from El Camino will be easier, it will attract more non-neighborhood traffic, having serious negative impacts DAILY to Churchill residents, and UNSAFE conditions for Paly students crossing Churchill to and from Castilleja bike boulevard. High cost for questionable gain, also taking private property and removing trees on Alma. Churchill closure with mitigations will be best, and will fix the current unacceptable situation at Embarcadero/Alma, have a direct bike/ped tunnel option under Alma, no private property taken, causes minimal inconvenience (<5 mins) for cars going to eastern Palo Alto, does not isolate Southgate any more than College Terrace or Evergreen Park, cars from east can turn both directions onto Alma, okay with fire/police depts, 1/3 cost of partial underpass
T035	Townhall Feedback	*General*	I remain interested in 50-100 year planning and I don't think any of the alternatives support a long-term vision. Long-term the train should be like a subway, underground and running every 15 minutes or less. I understand Palo Alto cannot undertake tunneling alone, and that this would take coordination along the whole corridor and large scale funding, but I don't see Palo Alto doing anything to create this kind of coordination. The more concrete structures we create, the harder it is to undo any design to accommodate a long term solution in the future.
T036	Townhall Feedback	*Traffic*	While Alma is temporarily changed to two-lanes as needed during construction, traffic will back up in both directions. Signal timing will need to be adjusted accordingly.
T037	Townhall Feedback	*Traffic*	We live close to Alma on Santa Rita and worried that additional lights planned as "mitigation" will be on Alma (at the cloverleafs where Oregon goes under Alma, and at the two ends of the bridge over Embarcadero) will create additional congestion on Alma as well as the other roads.
T038	Townhall Feedback	*Multiple*	1) Is the "underpass" option the only one that allows through traffic on Charleston and East Meadow to cross both the train tracks and Alma without stopping? It seems to me that not having to stop at Alma would reduce overall traffic congestion far more than any of the other alternatives. Have any studies been done to evaluate how each alternative would affect traffic congestion? 2) How does Southbound traffic on Alma turn left onto East Meadow and Charleston? I wasn't clear from the video. 3) What is the estimated cost of each of the alternatives?

T039	Townhall Feedback	*Multiple*	Would construction at Churchill occur at the same time as work on Meadow/Charleston? This needs to be in stages so South Palo Alto residents have a way to cross the tracks somewhere during the long-term construction. Also, I would like to know how much each alternative would cost, how long they would take to construct, and how construction would affect the homeowners immediately next to the tracks. Would the city need to demolish any private property, or compensate the owners? What is the long-term maintenance for buried services versus permanent pumps for the creeks? Would underpasses lead to flooding? How would these new crossings affect the suicide rates in our community? What is the likelihood of tent cities around the underpasses?
T040	Townhall Feedback	*General*	What do the different options cost? Duration of each project.
T041	Townhall Feedback	*Multiple*	I am strongly against raising the rail tracks up. You are going to spoil all neighborhoods along the rail tracks. A tunnel would be ideal, but if that doesn't fly, then the trench is the next best option.
T042	Townhall Feedback	*General*	This process has gone on far too long. There is sufficient information to make a tentative decision right now. In any case, any decision will be impacted by the fall out from Covid 19. And, the City Council must bring closure and not continue to let this process further dissolve to a contest between neighbors and neighborhoods, Make the best decision on the available facts, not emotions.
T043	Townhall Feedback	*General*	Question: 1) Is there a way that you could email me my own responses to "Feedback on the individual Alternatives" and "Feedback on the Town Hall"? 2) If I think of something else I want to add to feedback, is it possible to add another response from the same Name/Email Address? COMMENTS on VR Town Hall: 1) Overall the Virtual Town Hall was a very effective way to share a whole lot of detailed information, and to solicit community feedback on the alternatives. THANK YOU! 2) When I'm in the middle of writing feedback, I wish there was a way to "Save and Return" to where I left off. 3) The email notification about the Town Hall was only received two days before the Churchill Q&A. COMMENTS on Preferred Alternatives: 1) I think that asking me to select one choice for each crossing location is too restrictive to be informative on this complex decision. I think it would be more helpful to be able to supply my 1st, 2nd and 3rd preferences-- particularly for the Meadow & Charleston crossings. 2) I checked the box "YES--Has there has been enough analysis?" for XCAP and the City Council to decide on which alternatives to proceed on. However, I think more design work needs to be done on the Churchill Partial Underpass option -- and that should be taken into account in the decision.
T044	Townhall Feedback	*General*	Minimize disruption and taking of private property is important. Timeline and cost are very important. Aesthetics matter.

T045	Townhall Feedback	*Meadow Charleston Viaduct*	Two years disruption versus the much longer alternatives that mess with the creeks make the viaducts a much more desired alternative to me.
T046	Townhall Feedback	*Multiple*	The following questions deal with the Meadow/Charleston Underpass option * Have you notified property owners about seizures of their property slated for the Meadow/Charleston Underpass option? If not why not. * Currently there is a 17 foot wide buffer (parking strip/planting strip) between the sidewalk and Alma along Alma from Ely Place to farther north. Will this buffer continue to exist? It is an important safety feature needed for pedestrians walking along Alma at all times but especially in the winter when it is dark due to shorter days. This route is well used, for example by students traveling to/from Gunn, workers traveling to/from the San Antonio caltrain station, access to the three places of worship along Alma, etc. If this buffer is removed an additional concern is increased noise and pollution for residents with backyards next to Alma. * Currently there is a 8 foot wide buffer (parking strip/planting strip) between the sidewalk and Charleston along Charleston from Alma to farther east. Will this buffer continue to exists? It is an important safety feature needed for pedestrians walking along Charleston at all times but especially in the winter when it is dark due to shorter days. If this buffer is removed an additional concern is increased noise and pollution for residents with front yards/backyards next to Charleston. * Currently there is a bike lane along the south side of Charleston from Alma to farther east. Will this bike lane continue to exist? It is needed for cyclists starting out from a home on the south side of Charleston and needing to travel east (e.g. to go to Peets or Piazza's or farther east). * What are the specific plans for traffic detours needed when Meadow and Charleston are closed for years? Children need to get to/from school * At one of the XCAP meetings I attended a speaker indicated he "was not a roundabout expert". Have you hired an expert in roundabouts to make sure this design will accomplish the objectives. * A diagram in the fact sheet shows a crosswalk at the south east corner of Charleston/Alma. Please note that crossing will be needed early in the morning or in the evening when it is dark as well as during daylight hours. Will this crosswalk be protected by a traffic signal? Also in that diagram it shows a walking path on the overpass right next to the traffic on Alma - that looks dangerous. * A diagram in the fact sheet shows crosswalks to the west and to the east of the roundabout. Please note that crossing will be needed early in the morning or in the evening when it is dark as

			well as during daylight hours. What measures are planned to ensure pedestrians/cyclists can cross safely? * Overall I feel that the underpass option discourages walking or biking eastbound or westbound along Charleston or Meadow. The fact sheet indicates "Pedestrians and cyclists traveling east/west will have more circuitous routes". I suggest you add that these routes are confusing and dangerous - especially for children. A 4-5% grade will cause issues for children on bikes. Also problematic are the ramps - steep with sharp turns.
T047	Townhall Feedback	*General*	How can I get a copy of the survey I submitted previously?
T048	Townhall Feedback	*General*	No.
T049	Townhall Feedback	*General*	1) Please put emphasis on voice of close by/impacted property owners 2) you need to seriously consider keeping all crossing opens and build pedestrian and bike underpasses along w improving the timing of traffic lights. This should achieve the benefits stated in the city council criteria for a much lower cost. You have the option of also eliminating left turns onto Alma (completely or during peak hours). I urge you to seriously consider this- especially as it is not clear whether/when Caltrain ridership will return to pre- Covid levels and funding is less certain
T050	Townhall Feedback	*General*	It doesn't feel like cyclists and pedestrians have been seriously considered, much less prioritized, in these designs. Having followed these designs through several iterations, I'm disappointed that the infrastructure design consultants haven't addressed the detailed, thoughtful feedback that has been provided via PABAC and XCAP. And, while I appreciate the effort to communicate the options and information about this project through a virtual town hall format, I question if this could have been mapped out more clearly and simply. Considering you'll have constituents of varying tech fluency and levels of knowledge about this project, the layout feels scattered and time consuming to navigate. I would suggest some user testing prior to rolling out new formats like this to ensure a smoother experience for all.
T051	Townhall Feedback	*Traffic*	I would rather have the HSR killed completely than go through all of this. It's important to keep 4 lanes of car traffic on ALMA at the end of this. With all of the traffic calming and bike project being put in. drivers are getting screwed. Car traffic is not evil.

T052	Townhall Feedback	*Meadow Charleston Underpass*	We live within 100 yards of the Alma/Meadow intersection. The elevated options for Meadow/Charleston would be an eyesore for generations and divide the community. I cannot think of another rail location in the Bay Area that is elevated in a residential area. Almost all elevated trains are in business districts where their impacts are not as negative. I strongly support the underpass option at Meadow/Charleston
T053	Townhall Feedback	*Meadow Charleston Underpass*	Meadow and Charleston neighborhoods strongly prefer the underpass options to preserve the integrity of our neighborhood communities. (No viaduct, hybrid or other elevated options)
T054	Townhall Feedback	*General*	Tooo much analysis leads to paralysis. The cost of funding additional consultants for additional options, could have been used better to improve neighborhoods. or for staff . I think to do this right, the city needs to take properties by eminent domain. . Many of the homeowners will be dead or will have moved before any shovel hits the ground, since it will take years to get started,
T055	Townhall Feedback	*Multiple*	Thank you very much for putting this informative resource together. We strongly favor the Hybrid for the Meadow / Charleston proposal, for the following reasons (referring to the factsheet https://storage.net-fs.com/hosting/6566581/3/files/file_571F3A7B_4A1C_1626_41B0_ACAE6BD26185.pdf): - no acquisition of private properties is required (only driveway modifications). IMHO, this should be the PRIMARY factor in the decision making process. The city council had declared this to be a number one / top criterion early on in the process. I must say that the video detailing the Charleston Underpass option construction process does the city a disservice. With this option for Charleaston / Meadow, at least 3 properties will have to be taken to accomodate the proposal. NOT A SINGLE COMMENT is made detailing or highlighting the impacts on these properties in the video. Rather, the video seems to "glance over" the details that 2 houses will have to be taken for the Charleston roundabout, and that an appartment complex will have to be taken for the Meadow rightturn. It spends more time discussing the impacts on trees than on these properties. This is unaccaptable and almost deceptive. I am urging the city to AT LEAST highlight AND DISCUSS the impact, and not try to "sweep it under the carpet". The video talks about the impact of the Charleston roundabout construction on the left side of the roundabout (towards Middlefield). Where no houses have to be taken. NOT A SINGLE WORD about the RIGHT SIDE, where 2 houses will have to be taken, and a third one (at the corner of Mumford / Charleston) will get the end of the roundabout in the frontyard which will

			reduce its property value considerably. - cost: even compared to the underpass, the estimated $190M to $230M are considerably less than the next cheapest option, the underpass / roundabouts for Charleston / Meadow. - funding sources: the hybrid would require lower levels of local funding, with a substantial portion of capital costs covered by Regional, State and Federal sources. Less taxes is better for everybody. - no Caltrain right-of-way acquisition expected makes the process easier from an adminstrative point of view. - No diversion of regional traffic, which keep the negative impact on the local traffic patterns minimal - in comparison, the number of accomodations being planned for the underpass option, to ensure that bicyclists and pedestrians can still go places and cross the traintracks etc., are beoming a major project in itself. This does not seem to be reasonable given that there is a much simpler and cheaper solution in form of the hybrid available. Thank you for your work and consideration,
T056	Townhall Feedback	*General*	There has been NO information or communication on the impact on the properties situated near the intersection of Charleston and Alma. We must not move forward until we present a plan to the home owners.
T057	Townhall Feedback	*Multiple*	the tunnel doesn't solve the problem with freight still at grade and the hybrid seems unnecessarily complicated - I've always favored the trench idea - no houses removed - some will lose trees - the Very best would be a tunnel the whole length of the thing!
T058	Townhall Feedback	*Multiple*	Hybrid drawing Concept Plan does not clearly show Alma st going down then up and then down and then up at Meadow and Charleston. I prefer Trench for Charleston/Meadow. However, because of cost, I expect Hybrid to be selected.
T059	Townhall Feedback	*Multiple*	I understand the difficulty of the tunnel option, but the outcome is SO much better than the other options. I'm sorry this option continues to be ignored. The very worst option of all is the viaduct, which would be a continuing eyesore and noise problem for everyone along the route.
T060	Townhall Feedback	*Multiple*	For Charleston Meadow, if a trench is not possible due to financial constraints, the viaduct will be my second choice. The hybrid and underpass options are unacceptable.

T061	Townhall Feedback	*Multiple*	Are there any considerations of lowering Alma vs. messing with tracks. Also, why not vote for top 3 ranking; so, if one (e.g., tunnel) gets eliminated; there is an understanding of best of the rest... My rank would be 1. Tunnel with freight underground; 2. Trench; 3. Viaduct. Viaduct is way better than hybrid; not up against back fence and doesn't require lowering of roads.
T062	Townhall Feedback	*Multiple*	I think you should collect a ranking from citizens. Although I would pick Tunnel as 1st choice, my understanding that this is actually off the table. My next choice is the Trench. The next would be Viaduct which I feel is much better than the Hybrid. The Hybrid is too close to the Park Blvd fence and it is a solid wall. There is only a 5 feet difference and is way more disruptive in building. I would put the Underpass before the hybrid if people were well compensated for their property.
T063	Townhall Feedback	*Churchill Viaduct*	As a second choice I would pick the Viaduct over the hybrid.
T064	Townhall Feedback	*Multiple*	I Want the train underground please. If that is not possible, put it on a viaduct so the roads don't slope up and down like a racetrack. Worst options, please do not consider are the hybrid and underpass.
T065	Townhall Feedback	*Multiple*	I mean, in a perfect world I'd like a tunnel but don't believe that it's realistic given the cost, so picking trench as my preferred option. Second choice is hybrid, but I'm dubious about the noise figures for this (which concludes that trench is noisier than hybrid) - I know there are sound mitigations in hybrid for the wheels, but noise from the upper part of the train (particularly the power pick ups) is significant in other high speed train studies I've read, and that isn't mitigated at all in the hybrid option - but would be by trench.
T066	Townhall Feedback	*Multiple*	Why do the projects not include specifics on impacted houses on Charleston and Meadow, this was completely glossed over in the videos? Enforcing eminent domain without offering a solution to keep impacted citizens of palo alto in palo alto is shameful big government and in direct opposition of the councils goals. The budget are grossly understated you cannot put an underpass at Charleston and Meadow disrupting the residents mobility and quality of life as well as access for 3.5-4 years, which we all know will be much much longer and not include a plan for rehousing them during construction. Charleston should not be Embarcadero South. Please do not destroy families and our sense of community and peace by picking the charleston meadow underpass, please.

T067	Townhall Feedback	*Multiple*	Why is a project that uses eminent domain even part of this proposal, and why are the videos so ambiguous about exactly how many homes will be impacted? Using Eminent Domain to displace citizen, and reduce property value of residents of east charleston rd is directly opposed to our city's reputation as a city of inclusion and tolerance-inclusion must be for the residents of charleston and east meadow, too-NO Eminent Domain. The hybrid-$200m less, no property acquisitions, limited disruptions, mainly federal funding-please be humane, civic minded, compassionate and responsible with your citizen's quality of life, investments, and right to remain in their homes. The underpass and eminent domain should not be used to take peoples homes when the city has other options-we are struggling to add housing-this goes in the wrong direction-just NO
T068	Townhall Feedback	*Multiple*	The video for charleston-meadow underpass glosses over the property impacts, and does not accurately show the APARTMENT COMPLEX expected to be claimed on E Meadow at all. Using EMINENT DOMAIN for property takes when there are other cheaper options is shameful. Palo Alto has a housing shortage and can not meet state quotas, why force more citizens out of their homes, communities or reduce property value for the balance of East Charleston/Meadow residence by creating Embarcadero South wheh the hybrid or trench options exist? One specific goal for this project was to try and avoid property impacts, please be true to your goal and loyal to the ethics of this city-community, compassion and inclusion-unnecessary property takes are anti palo alto. Please do not victimize the citizens who have lived here and grown with palo alto by taking their properties and investments in the name of progress-this is not progress, it is an assault-the city has alternatives to eminent domain, please do not endorse any plans that take peoples properties.
T069	Townhall Feedback	*South Palo Alto Tunnel Passenger & Freight*	The train is too noise and separates our city. Can we have the TUNNEL option? Thanks,
T070	Townhall Feedback	*General*	Why is north Palo Alto (Churchill) allowed to close their crossing, while south Palo Alto (Meadow) is not allowed to close Meadow? Closing Meadow would provide a great route for students bicycling to JLS, Gunn, Fairmeadow, and Hoover.
T071	Townhall Feedback	*Churchill Viaduct*	We are strongly opposed to viaduct at either location and feel that this would significantly disrupt the feel of our community with marginal traffic benefit.
T072	Townhall Feedback	*Multiple*	Viaduct in both places is the most equitable solution and cheaper than trenching or tunneling solutions. Closing Churchill to vehicular traffic shifts the vehicular traffic to the remaining 6 crossings. This is unfair.
T073	Townhall Feedback	*General*	What is the price of each option? My second choice would be viaduct, but it would be nice to know the prices.

T074	Townhall Feedback	*General*	great due diligence study and nice virtual town hall setup
T075	Townhall Feedback	*General*	This kind of polling mechanism is helpful but you gotta publicize if it's going to have any value
T076	Townhall Feedback	*Meadow Charleston Underpass*	I want to say that the reason I am for the Hybrid alternative at Charleston Road and not the underpass at Charleston road is because the underpass design puts a roundabout on Charleston Road which I am completely against as it will create more traffic on Charelston, take private property and completely destroy the whole purpose of the Charleston /Arastradero calming project. Without the roundabout I would have been for the underpass.
T077	Townhall Feedback	*General*	The virtual town hall was well done but accessible mainly for people who are computer-savvy. There should be additional outreach for the affected communities. For example a simple URL to reach the surveys on the various options would be helpful. Or paper surveys perhaps in the utility bill. Or phone surveys. For example in the Q+A Session 2, only 13 people had expressed an opinion on an option - not a statistically significant sample.
T078	Townhall Feedback	*General*	OK This is my second attempt. I am not terribly interested in the construction phasing videos, but they were good. I am interested in how bicycles (and pedestrians) will use these grade separations to get across the corridor. There is not enough information for me to see how well this has been thought out. I do know that when bikes are moved from one side of the street to another, there are potentials for conflict. The rail crossings are only one part of the network, and bike routes have to be integrated. Maybe it is hidden somewhere, but although the changes to Alma St are highlighted, I was unable to see how the construction, or the ultimate solution, would affect the bike path from Palo Alto Caltrain to Churchill Ave.
T079	Townhall Feedback	*Churchill Viaduct*	I was very worried about the Churchill Viaduct since I live very close to embarcadero but it seems to be the option that has the highest reduction of the vibration caused by the freight trains going through at night. Is that accurate? If so, I strongly support it as the freight trains will vibrate my house at times and are very noisy. Please plan on mitigating the train noise and vibration as part of any and all options.

T080	Townhall Feedback	*Traffic*	I am concerned that the analysis of the potential mitigation actions for a Churchill Ave. closure has been insufficient. The traffic study only focused on LOS and did not take into account the affect on bicycle and pedestrian safety and on adjacent residential streets. The existing and projected traffic volumes on Embarcadero are not included in the traffic analysis. The amount of community input from (i) neighborhoods north of Embarcadero, (ii) PAUSD, (iii) Stanford, (iv) Town & Country, and (v) bicycle advocates has been insufficient. Churchill is closely tied to Embarcadero and the traffic patterns of Embarcadero and University/ Downtown are closely intertwined. This is a planning effort that will be felt for the next 50 to 100 years, so it should be done on a more comprehensive basis. The Embarcadero/ Alma St. bridge is almost 90 years old. Any attempt to widen or slightly modify this bridge will likely only last a decade or so, if it can be done at all and yet it could cost $50 million. It would make a lot more sense to make a well-integrated, long-term traffic/ bicycle/ pedestrian plan for North Palo Alto rather than a series of one-off, standalone, short-term fixes. Palo Alto spent well over a decade preparing a Comprehensive Plan as a guide on long-term strategic planning. Despite this fact, the Comprehensive Plan is barely discussed and has not been used to guide the decisions of any body, either the XCAP or the City Council. These major city planning efforts deserve a more comprehensive approach. Why do we have a Traffic and Planning Commission if they are not involved in planning efforts such as this?
T081	Townhall Feedback	*General*	Please take a long term view.
T082	Townhall Feedback	*Meadow Charleston Underpass*	I am deeply concerned about the Underpass and the disruptions to the Walnut Grove-Greenmeadow neighbourhood especially as the result of the roundabout. My concerns also relate to the use of Charleston and Meadows as crossing points for hundreds of school children . The Underpass plan will increase vehicular traffic and will severely impact school children during and after its construction. In my opinion, the Trench option is the best option. Additionally, I also think that given the fact that nearly all companies are re-evaluating the need for people to come into work daily (even after the current pandemic passes), we should be reexamining the need for this project in the first place. Why do we need greater throughput of Caltrain when the need for mass transit itself declines?
T083	Townhall Feedback	*South Palo Alto Tunnel Passenger & Freight*	Putting the trains into tunnels will minimize sound and improve RR crossing safety by eliminating RR crossings.
T084	Townhall Feedback	*Churchill Closure with Mitigations, Option 1*	Do not close Churchill. In a time when we are trying to bring people together, closing Churchill will do nothing more than create a barrier.

T085	Townhall Feedback	*Multiple*	* Need better $$ updates for final decisions to be made. * Need to define temporary closures (time start to finish). * Goal at end of the day, keep as close to what people have today to protect property values and quality of life.
T086	Townhall Feedback	*Churchill Closure with Mitigations, Option 1*	I am strongly against closing Churchill because of concerns about emergency access to Southgate & Paly, and also because of resulting congestion at Embarcadero & Page Mill. I think Palo Alto should work with Caltrain to reevaluate ridership projections. With fewer trains it might not be necessary to close Churchill all the time -- one could close only during commute times, if at all. The bike/ped undercrossing in Option 1 could be retained, or one could consider an undercrossing at Seale. I am against the undercrossing at Kellogg because of conflicts with Castilleja school traffic. I am also strongly against any potential reopening of Southgate at Peers Park; given the narrow streets in Southgate and the already heavy bike traffic on Castilleja Ave, adding any more vehicular traffic through the neighborhood would be very dangerous.
T087	Townhall Feedback	*Multiple*	Churchill Partial Underpass would be more favorable if the bike path didn't just come up in the middle of a street. Meadow/Charleston split between Viaduct and Hybrid. Really depends on what kind of parkspace is available.
T088	Townhall Feedback	*General*	It seems wise to wait until the number of trains actually increases significantly, which may never happen for many reasons. Also, having lived right near one rail crossing and using it daily, one can't help notice how poorly synchronized the traffic lights are with the trains. Fixing that would be far less expensive and probably would postpone or eliminate the need for expensive solutions.
T089	Townhall Feedback	*Churchill Closure with Mitigations, Option 1*	Seriously. How will you realistically deal with the thousands of cars driving through quiet neighborhoods to circumvent a closed Churchill Avenue? How will you realistically deal with Embarcadero and Oregon expressway Avenues, which are already totally backed up in normal times to the freeway each morning, as Palo parents try to bring their students to school? The plan to close Churchill affects so much more than just Southgate neighborhood. Closure will affect the entire central area of Palo Alto as people try to figure out how to manage with just one or two crossings. This doesn't even include the cars already on El Camino. El Camino in later afternoons and mornings is also backed up. It can sometimes already take 20 mins to just go a couple of blocks near Palo - to Oregon Expressway. Seriously.

T090	Townhall Feedback	*General*	I don't believe Caltrain's projections, and the rise of self-driving cars and busses will make rigid trains that miss the last mile to homes and businesses less important over time. If money were no object I'd prefer tunnels and trenches, but I don't believe those to be feasible with the economy.
T091	Townhall Feedback	*Multiple*	Comment: The closure times for underpass option at Charleston/Meadow make it a non-starter; the viaduct has significantly less impact overall on traffic and provides the most traffic options after completion. For Churchill, the underpass option is likely the best choice since a viaduct doesn't meet CalTrain's incline requirements.
T092	Townhall Feedback	*Multiple*	I cannot find information regarding the Embarcadero slip road mitigation. I understand Palo Alto High School parents are urged to drop off students using the slip road. This action would greatly impact the safety and traffic congestion at the intersections of High Street, Embarcadero and Alma. I did not see a grade separation option for trenching or tunneling of Caltrain tracks at Churchill and Alma. Why not? All the current options will result in sending more cross traffic on Embarcadero and neighboring streets. I suggest adding an option choice on your survey of Pause the Churchill project till you have done a thorough traffic study and residents comments from the Embarcadero corridor and Professorville up to Alma Street. Thank you.
T093	Townhall Feedback	*Multiple*	Am concerned about the alternatives presented. As for the trenching plans, having permanent water pumps to handle rains well as ground water problems sounds worrisome. Will noise be a problem for the neighbors during the rainy season? Power outages need to be taken care of with back generators with diesel fuel storage, etc. The viaduct solution has issues with aesthetics as well as noise. Are there sure shot methods to take care of noise as well as hide the trains from the backyards of neighbors for privacy reasons ? The full tunnel approach may be attractive, except for the cost issues. As proposed by city council candidate Ms. Rebecca Eisenberg, is it possible the land over the tunnel will be the city's and can in turn be used to generate money that can go towards the extra cost of tunnel boring ?
T094	Townhall Feedback	*General*	It's important to me to minimize taking of private property as well as keeping traffic flowing at Churchill. I KNOW it's possible to run quiet trains. The Japanese are doing it, right, but I guess the freight trains will pretty much trash the rails. How can that be mitigated?
T095	Townhall Feedback	*General*	I'm very disappointed that despite Southgate residents participating in a survey, the results of which you've seen. The council decided to vote without adhering to any of our comments. Which I must say is the majority opinion. I would encourage the committee to avoid being swayed by parties with a loud voice and instead listen to the majority. After all you've been elected to represent the majority and not the rabble rousers.

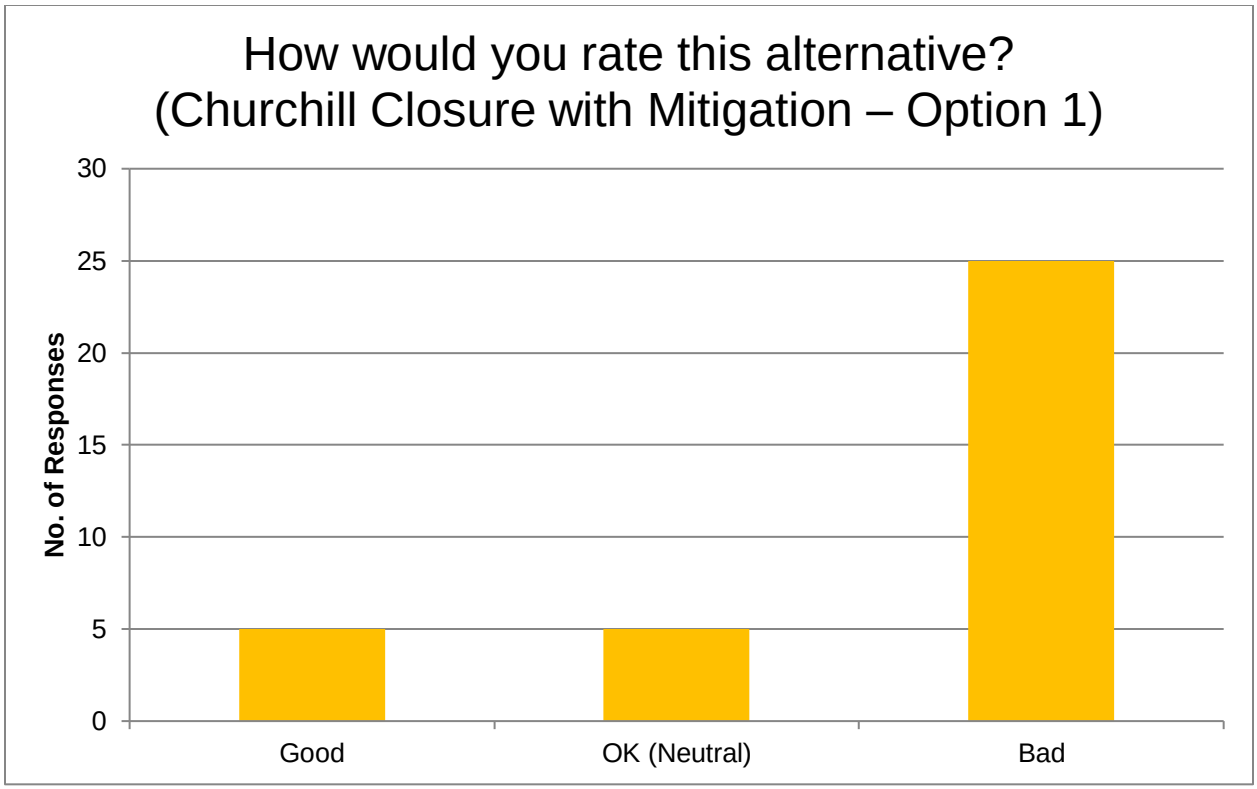
T096	Townhall Feedback	*General*	Why not make no change at Churchill and Meadow until we find out how much the Covid crisis is going to cost us? It is insane to spend such money, if we won't have the money to spend, and not enough ridership to justify it.
T097	Townhall Feedback	*Churchill Closure with Mitigations, Option 1*	We bought our house with the expectation that Churchill would not be closed to access Alma from Southgate. Closing Churchill would completely change the value of our house to people who use Alma to commute, like we do.
T098	Townhall Feedback	*Meadow Charleston Trench*	Trench is our second choice. We know that any tunneling is expensive but we believe that residents are willing to pay for it. Tunneling has long term benefits.
T099	Townhall Feedback	*Meadow Charleston Trench*	Trench is my second choice. Even though digging tunnels are expensive, overall, it's the right choice to maintain a nice neighborhood. Absolutely despise the viaduct option.
T100	Townhall Feedback	*Churchill Closure with Mitigations, Option 1*	As a student, closing Churchill will have devastating effects for us, such as creating unsafe bike routes, bottlenecks in already crowded mornings, and will make it far more difficult to reach school on time.
T101	Townhall Feedback	*Churchill Closure with Mitigations, Option 1*	Closing Churchill will gravely impact our students, our school community along with all the families living on Embarcadero.
T102	Townhall Feedback	*General*	I strongly urge the city to hit "pause" on the Churchill Avenue crossing solution.
T103	Townhall Feedback	*Churchill Closure with Mitigations, Option 1*	Closing Churchill is a short-sighted idea. It's one of the main connecting routes for Palo Alto. Its closure will negatively impact traffic for various neighborhoods and create bottlenecks on already traffic-burdened Alma and Embarcadero (especially in cases like Stanford football games). It's seems like a lazy solution to close churchill entirely; work needs to be put in to retain this important road in our city.
T104	Townhall Feedback	*General*	Churchill is a necessary street for traffic to and from school, whether it be with cars, bikes, or other methods.
T105	Townhall Feedback	*General*	Many students of Palo Alto High School and Stanford use Churchill and doing a project on it will just increase traffic near Embarcadero, which makes everyone more stressed and angry.
T106	Townhall Feedback	*General*	Xcap members should not have a conflict of interred this
T107	Townhall Feedback	*Churchill Closure with Mitigations, Option 1*	Churchill is the primary bike route for students attending Paly. In general, Embarcadero is not very bike friendly, and funneling more cars and bikes that way does not seem safe.

T108	Townhall Feedback	*Traffic*	will cause traffic congestion
T109	Townhall Feedback	*General*	It will clog the area even more, making it nearly impossible to get to school on times.
T110	Townhall Feedback	*General*	It will cause undue problems for Palo Students.
T111	Townhall Feedback	*Churchill Closure with Mitigations, Option 1*	Decreasing the number of crossings will increase traffic at other crossings which is not equitable to other neighborhoods and will also divide the City even more.
T112	Townhall Feedback	*General*	Not only is this a huge waste of money, cutting off access to Churchill Ave would make traveling across Palo Alto incredibly inconvenient and inefficient. Expect more blockage at other railroad intersections that are already crowded. Our taxpayer dollars can clearly be better spent elsewhere.
T113	Townhall Feedback	*General*	This would create unsafe bike routes, impossible for students to bike to school.
T114	Townhall Feedback	*General*	unsafe bike paths
T115	Townhall Feedback	*General*	It will create dangerous bike routes and during the school year, students won't be able to get to school. This will cause undue stress on students.
T116	Townhall Feedback	*General*	Do we really expect Caltrain to be in business 2 years from now? Do we expect similar commute patterns 2 years from now? Why are we still talking about this? Seems like this should be DOA.
T117	Townhall Feedback	*Churchill Viaduct*	Viaduct is the worst option. It will have very negative impact to the quality of living here.
T118	Townhall Feedback	*General*	Biking will be more difficult
T119	Townhall Feedback	*General*	Solution has to be equitable to all impacted neighborhoods.
T120	Townhall Feedback	*General*	Creates more unsafe bike routes for kids to get to school ontime, could cause mental health issues
T121	Townhall Feedback	*Churchill Closure with Mitigations, Option 1*	Churchill should remain open to reduce traffic

T122	Townhall Feedback	*General*	Community involvement and feedback needs to be carefully considered. Unfortunately, XCAP was not balanced in a way that it could provide a balanced long-term view from the perspective of the neighborhoods most impacted, nor from perspective of the larger community. But we also realize that this is the first step in a much longer process, and that the long term impacts of the pandemic will likely need to be well understood before proceeding with grade separation projects. Once the process resumes, let's figure out how to move forward in a balanced, collaborative way with the long-term future of impacted neighborhoods and all of Palo Alto in mind as the top priorities.
T123	Townhall Feedback	*Traffic*	Has a traffic impact study been done analyzing the effects of ONLY building pedestrian/bike tunnels to remove all ped/bike surface activity and then adjusting the traffic signals? Once all ped/bike activity is below grade, there is more time for cars to go straight and to turn in all directions.
T124	Townhall Feedback	*General*	should we be deciding the alternatives when there is question about Caltrain finances as well as future ridership?
T125	Townhall Feedback	*General*	There isn’t enough information about why this is being done. This would also cause major traffic in other areas of Palo Alto that already have enough traffic.
T126	Townhall Feedback	*Churchill Closure with Mitigations, Option 1*	I think very short sighted to cut off places to cross. Putting everyone in Embarcadero is a horrible idea with all those lights. We back up Middlefield during busy hours. Of course 2020 is a different world
T127	Townhall Feedback	*General*	Costs
T128	Townhall Feedback	*Churchill Closure with Mitigations, Option 1*	I don't think the Churchill closure with mitigations is a good idea. It would have a negative effect on the traffic and congestion in the city. I would rather leave the Churchill intersection as is instead of closing of the road completely.

T129	Townhall Feedback	*Multiple*	1) More official feedback needs to be obtained from the Bicycle Advisory Committee. We in the committee appreciate the outreach that was done but we have not been able to give direct feedback to the XCAP on the options and listening to one of the XCAP meetings, it was clear some of the members did not feel the need to get our input, even though bikes are vehicles too, one key to reducing Green House Gasses, and a significant transportation user base which is strongly affected by the option chosen, especially if a "bad" option is picked and can't simply be fixed at the design stage. Bike/Ped impacts need to be one of the driving considerations in picking an option, not a design tweak on the chosen option. 2) The Noise and Vibration section of the "Summary of Evaluation" is misleading and insufficiently informative: A) The noise/vibration impacts are all compared to existing conditions, which obscures big differences between the options themselves (given the existing noise of diesel engines and clanging bells and blaring horns, all grade separation options are a big improvement). It would be better to have two rows for noise/impact: one for comparing to current, the other for comparing to each other. B) The Noise and Vibration section of the materials is misleading in regards to the Viaduct. While the Viaduct option is described in the blurb as "There would be significant reduction to vibration levels" it is rated the same as or worse than all the other options, even though all the other options have some variation of "There would be a slight reduction to vibration levels". In talking with the noise and vibration expert, it was clear that the viaduct had the most reduction in vibration from all the options (see my comments on the Viaduct option for details), but this information is not conveyed in the summary, even though this is going to be a big benefit for the people who live closest to the train, on Park Blvd.
T130	Townhall Feedback	*Churchill Closure with Mitigations, Option 1*	Do not close Churchill Ave as it is an important cross-town roadway. If the tunnel is too expensive, then We prefer the hybrid partially raised, partially lowered option. Extend the bike lane the full length of Palo Alto as part of this project, please! Thank you for all your work.

Appendix C – Individual Alternative Feedback


How would you rate this alternative?
(Churchill Closure with Mitigation – Option 1)
No. of Responses
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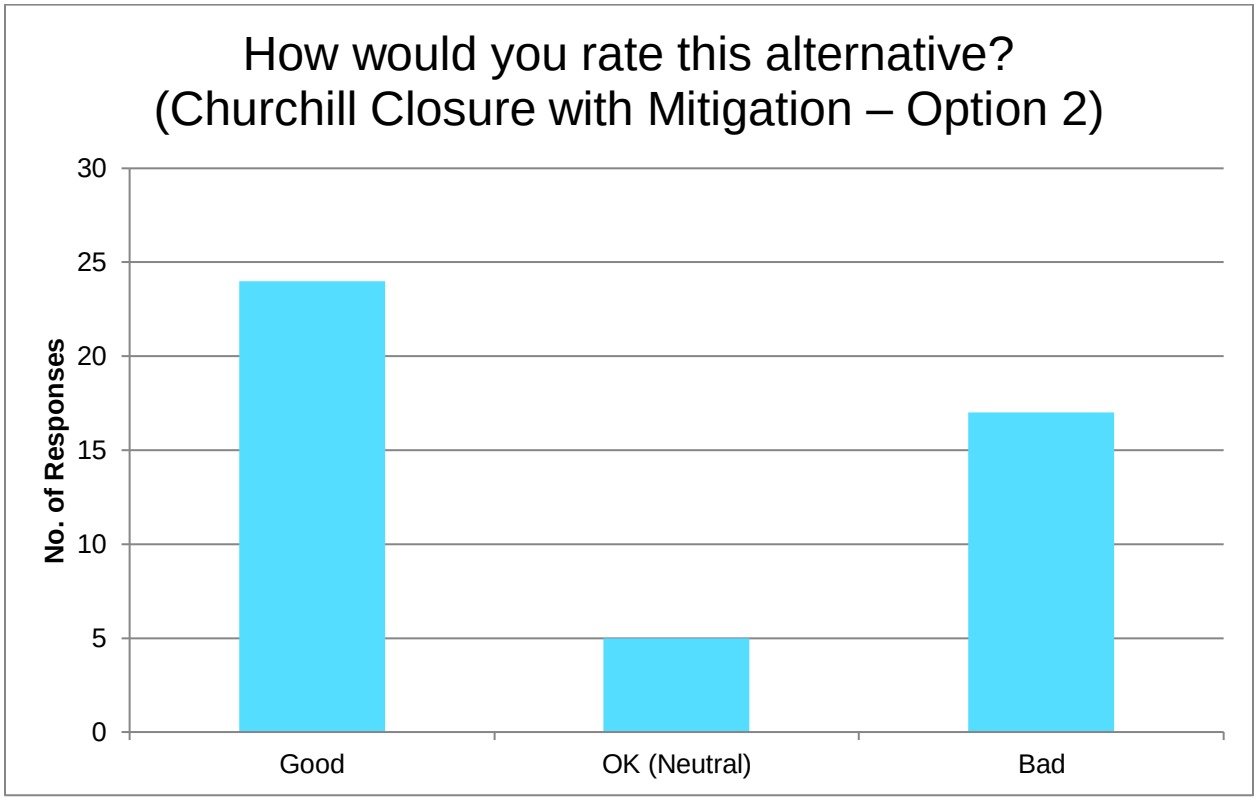
25
20
15
10
5
0
Good
OK (Neutral)
Bad


How would you rate this alternative?
(Churchill Closure with Mitigation – Option 2)
No. of Responses
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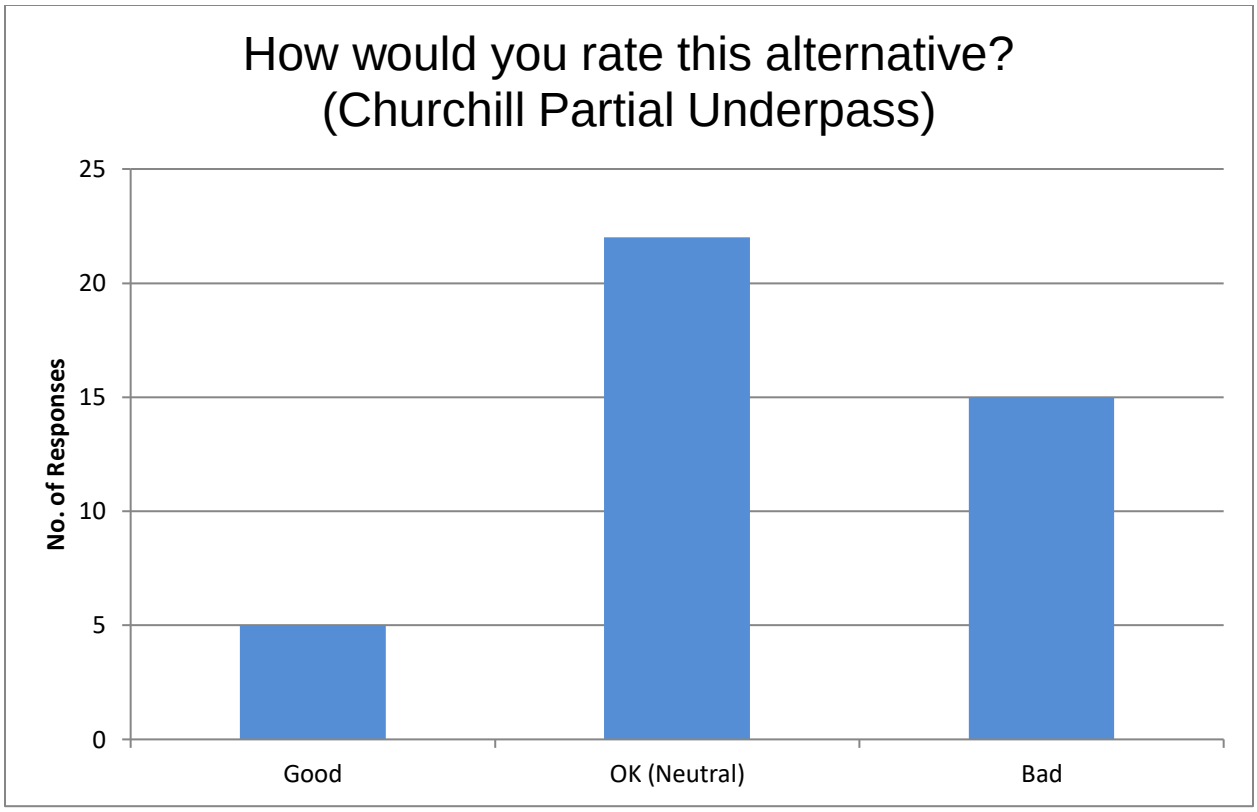
Bad


How would you rate this alternative?
(Churchill Partial Underpass)
No. of Responses
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15
10
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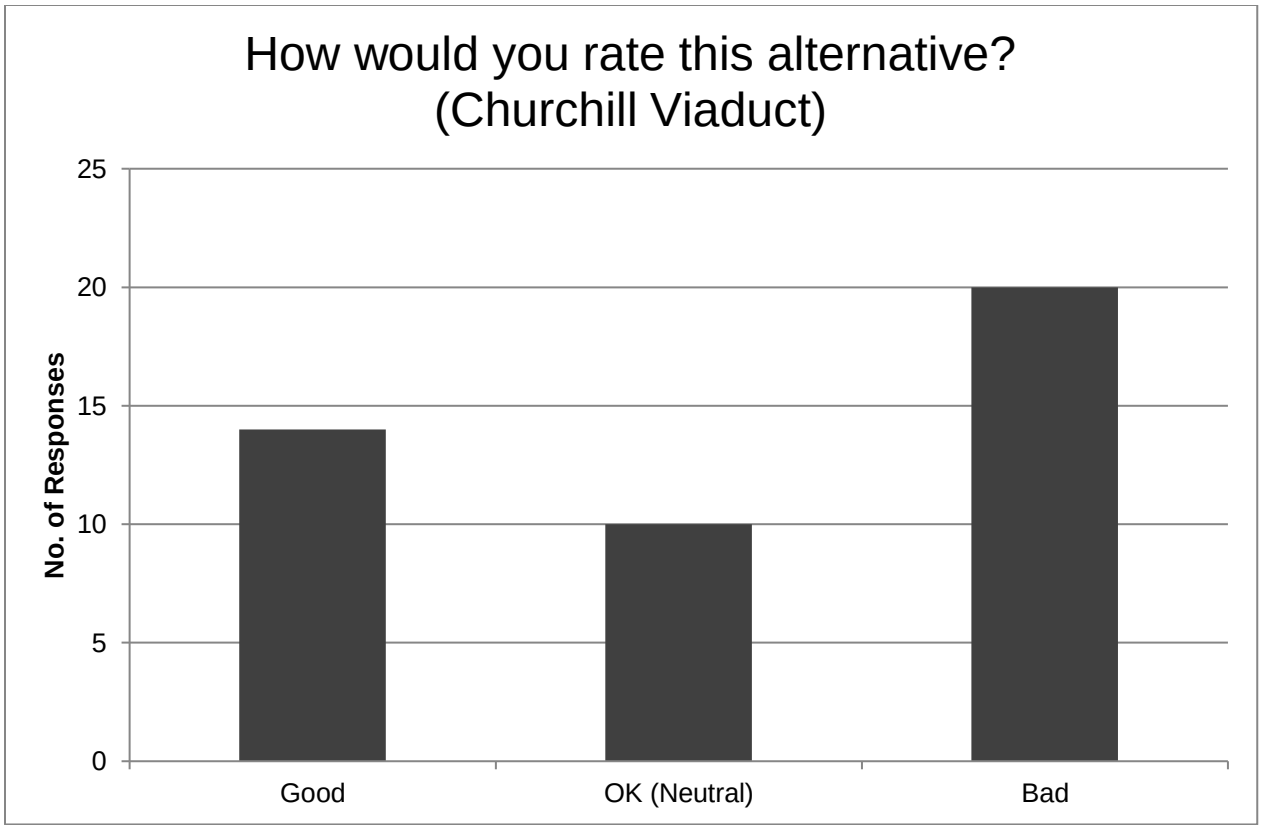
0
Good
OK (Neutral)
Bad


How would you rate this alternative?
(Churchill Viaduct)
No. of Responses
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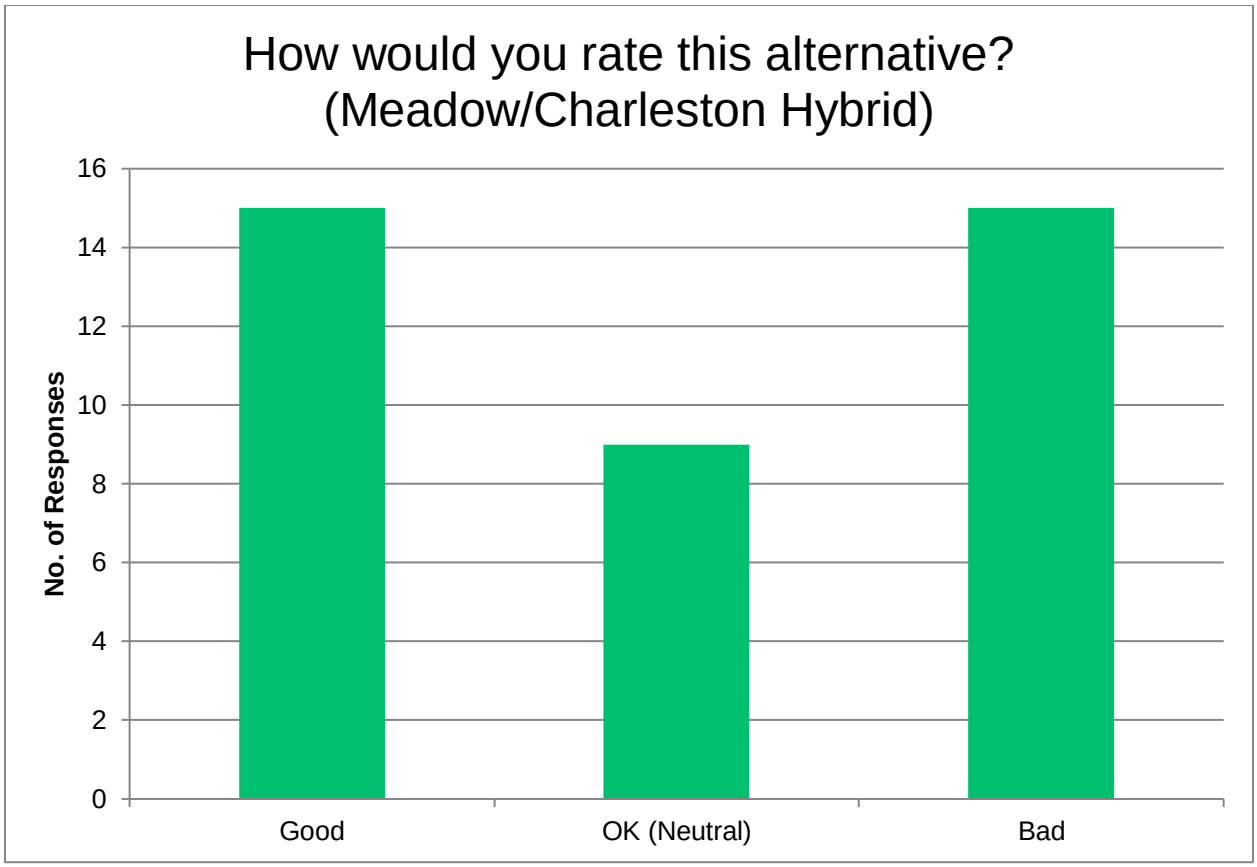
10
5
0
Good
OK (Neutral)
Bad


How would you rate this alternative?
(Meadow/Charleston Hybrid)
No. of Responses
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8
6
4
2
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Good
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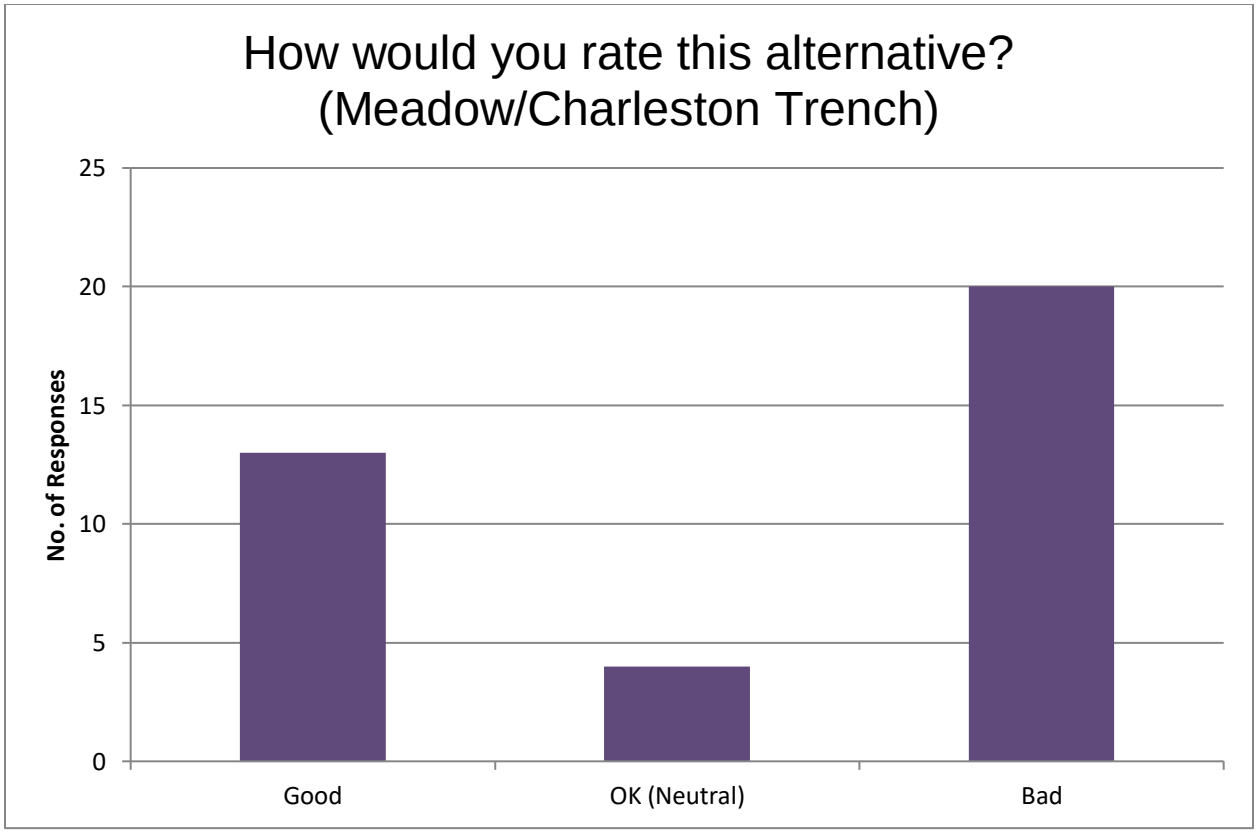
Bad


How would you rate this alternative?
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10
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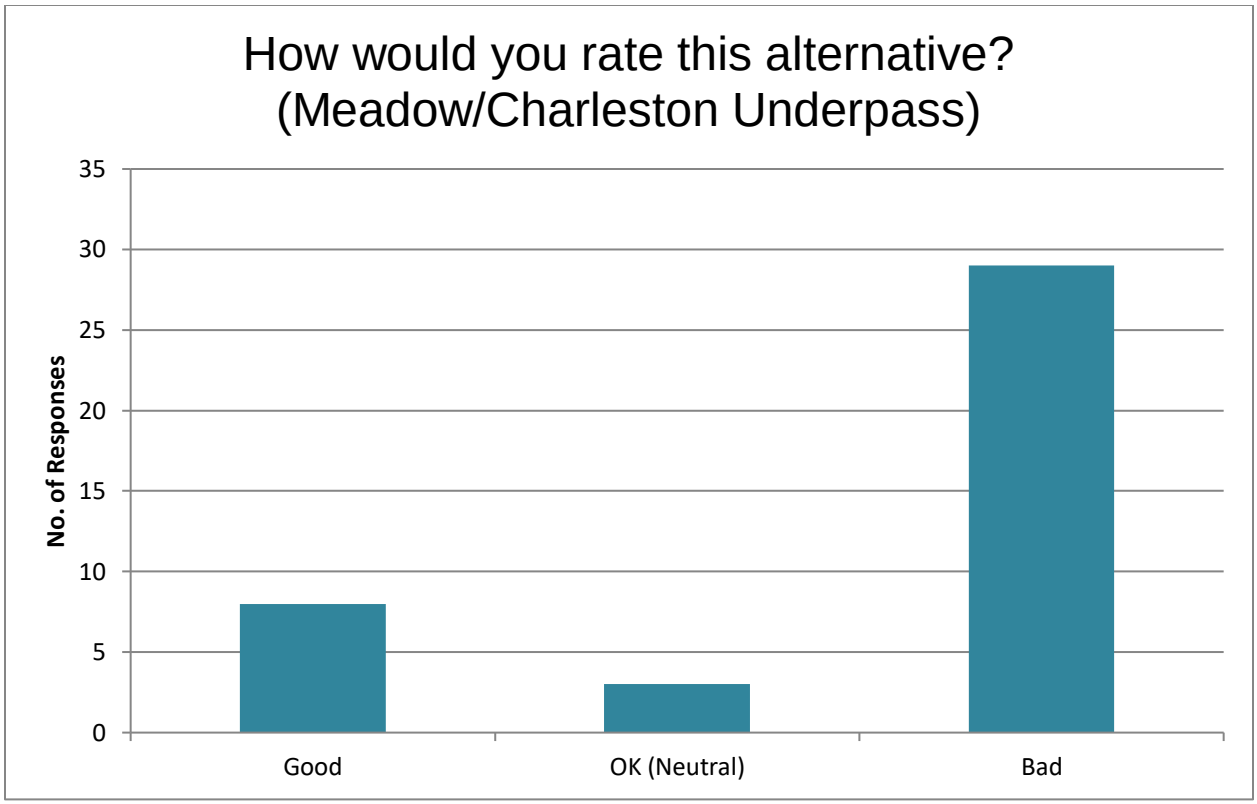
Bad


How would you rate this alternative?
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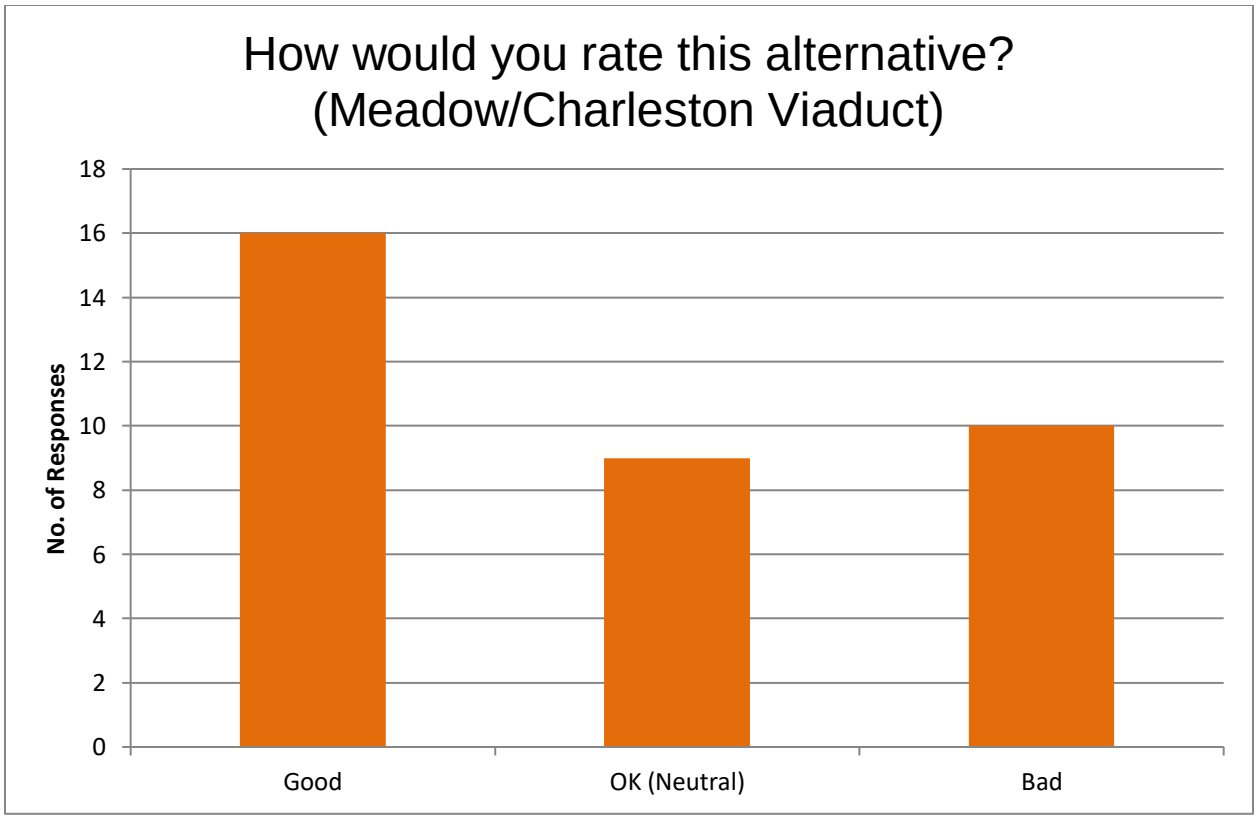
How would you rate this alternative?
(Meadow/Charleston Viaduct)
No. of Responses
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14
12
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8
6
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2
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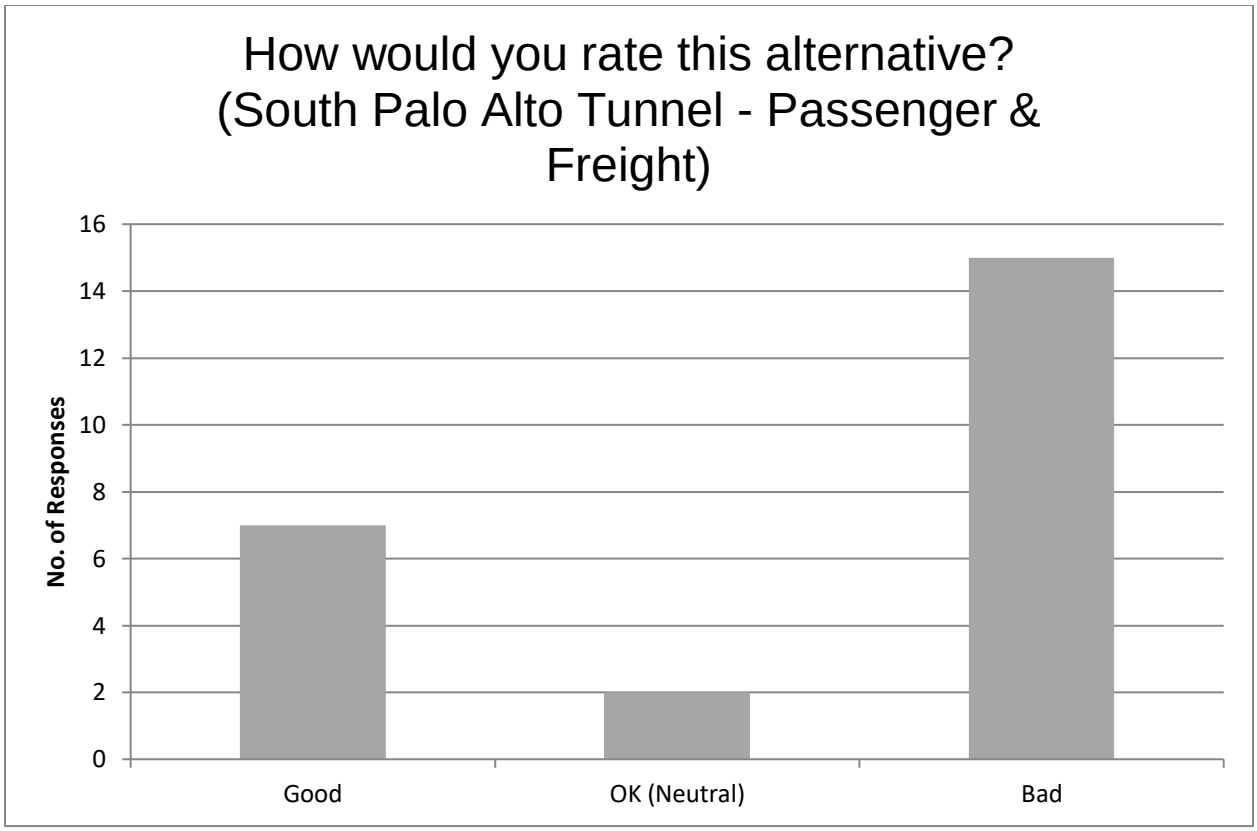
Good
OK (Neutral)
Bad


How would you rate this alternative?
(South Palo Alto Tunnel - Passenger & Freight)
No. of Responses
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12
10
8
6
4
2
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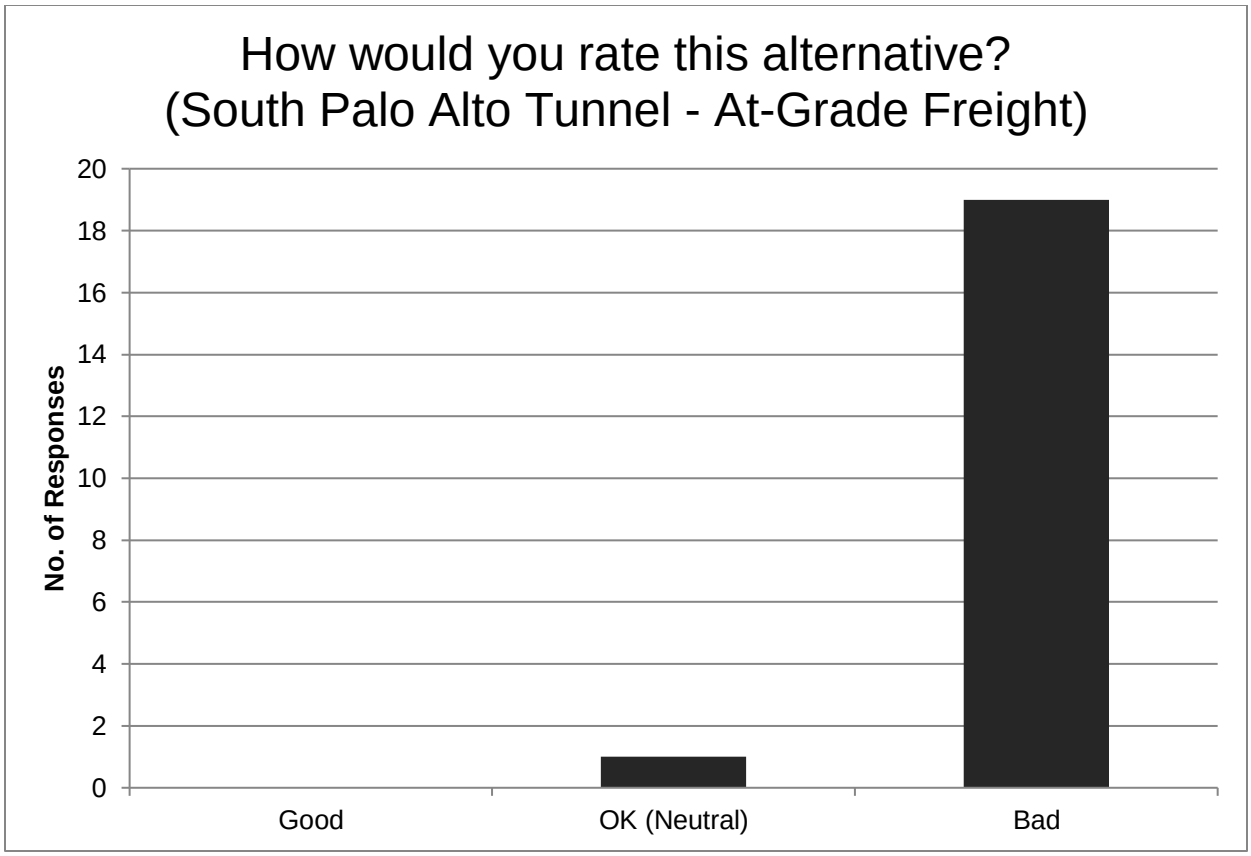
Good
OK (Neutral)
Bad


How would you rate this alternative?
(South Palo Alto Tunnel - At-Grade Freight)
No. of Responses
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16
14
12
10
8
6
4
2
0
Good
OK (Neutral)
Bad