

Expanded Community Advisory Panel (XCAP)

FEBRUARY 3, 2021

Summary - Regular Meeting (virtual, through Zoom)

1. Welcome and Roll Call

Present: Gregory Brail, Phil Burton, Tony Carrasco, Inyoung Cho, Larry Klein, Nadia Naik, Keith Reckdahl, David Shen, Cari Templeton

Absent:

2. Staff Updates

Ripon Bhatia, Senior Engineer, noted that in the Traffic Report there was a confusing note for Tables 4, 5, and 6 regarding Churchill Avenue. Hexagon had not done a signal study for existing conditions. All the existing intersects listed in the tables were all Level of Service (LOS) F which indicated that they were substandard because they did not meet the City's current threshold of LOS D. The corrections have been made and the report reflected the correction.

XCAP Member Burton and Carrasco agreed that the change helped clarify the tables.

XCAP Member Reckdahl asked if all the F's in Table 4 were boldfaced.

Mr. Bhatia answered yes because the standard is a LOS D for City intersections. He noted that XCAP did not need to vote on the changes.

3. Oral Communications

Kerry Yarkin commented on the suicide that took place two weeks ago at the Churchill Avenue crossing. The intersection was blocked by media vans and had school been in session, the kids from Paly High School would have been diverted away from the crossing causing major traffic congestion and safety issues. For those reasons, she requested that the intersection be closed.

XCAP Member Brail noted that the Safety Chapter needed to be updated to reflect that there have been 26 incidences at the grade crossing since the 2008-2009 fatalities.

4. XCAP Member Updates and Working Group Updates

[This item was heard with Item 5]

5. Writing and Editing of Final Report

Chair Naik suggested that XCAP start the discussion on Chapter 3.

XCAP Member Shen disclosed that he had reviewed the meeting recordings and shared his discoveries regarding Bike Option 2 for Churchill Avenue. Originally, he had been in opposition to Bike Option 2 but after further discussion, he warmed up to the

idea. He wanted to make sure that transition in his decision was reflected in the report.

Chair Naik added that XCAP Member Shen's edits had expanded on the original motion and reflected details XCAP had discussed at the meeting.

XCAP Member Templeton suggested that XCAP should discuss only substantial edits and approve all minor edits.

XCAP agreed with all XCAP Member Shen's edits.

XCAP Member Templeton suggested removing the words at all from XCAP Member Burton's reasoning on why he abstained from the Churchill Avenue Crossing bike options.

XCAP Member Burton agreed to the change.

Chair Naik moved to the Majority Position regarding how traffic is mitigated for Churchill Avenue. She explained that graphics and language had been copied and pasted into the document that explained what the proposed traffic mitigations were.

XCAP Member Shen did not believe that the first sentence regarding intersections with a stop sign was true.

Mr. Bhatia disclosed that his recommendation was to replace the first three sentences with Staff's proposed language and he suggested additional edits to reflect the table revisions he had mentioned earlier.

XCAP Member Reckdahl requested clarifications regarding the intersections.

Chair Naik explained that intersections 1, 2, and 3 listed in the table had an unsignalized left turns. If a car waits for more than 50 seconds at the intersection then the intersection is considered a substandard intersection by the City. The existing intersections are substandard in terms of wait times but do not check all the boxes to receive a signal warrant. If Churchill Avenue is Closed or Closed with Mitigations, intersections 1, 2, and 33 will need to be upgraded.

Mr. Bhatia noted that just because an intersection has a stop sign does not mean the intersection has a LOS F. Volume and road configuration also play a role in determining what the LOS is for an intersection.

XCAP Member Burton felt that Staff's language was too confusing for an average person.

XCAP Member Carrasco and Brail agreed that the pictures and language explaining the mitigation made the document cleaner.

XCAP Member Templeton agreed to the inclusion but felt it would have been easier to reference the pages. She suggested that the mitigations be flagged and have the editor make it clear that the inserts were copied and pasted into the document.

XCAP Member Shen noted that what was copied and pasted were just essential elements.

XCAP Member Cho agreed with the changes.

XCAP Member Burton asked when the editor will start working on the document.

Chair Naik answered as soon as XCAP completes their edits.

XCAP Member Reckdahl summarized that his edits were shortening sentences in the Additional Traffic Information Need section.

XCAP discussed the edits and made revisions to the suggested language made by XCAP Member Reckdahl.

Chair Naik moved to Areas for Future Study.

XCAP Member Shen suggested some edits and the XCAP approved them.

Chair Naik asked if any other XCAP Members had edits for the document that they wished to see included.

XCAP Member Carrasco suggested that for future study the proposals should be adapted to Palo Alto's streets and feels.

Chair Naik shared that is mentioned in the overall suggestion section and applies to all the crossings.

XCAP Member Cho asked if the document should have information regarding how much the City spent to do the studies.

Chair Naik stated that Council had directed XCAP not to focus on finances.

XCAP Member Burton suggested that XCAP Member Cho ask Council.

XCAP Member Carrasco indicated that XCAP had received draft cost estimates.

Chair Naik disclosed that all the draft cost estimates are included in the Appendix.

XCAP moved to the Executive Summary edits

Chair Naik stated that the only edit that was made to the Executive Summary was the sentence describing the two abstentions and putting in the names associated with those abstentions.

XCAP Member Klein suggested different language for the main motion of the Executive Summary for Churchill Avenue.

XCAP Member Cho advised that the Churchill Avenue summary should reflect the changes XCAP Member Klein made to the Executive Summary.

XCAP Member Templeton supported XCAP Member Klein's changes and XCAP Member Cho's comment.

XCAP Member Burton did not believe there needed to be a distinction between the follow-on motions.

XCAP Member Templeton believed that the distinctions were important for Council because they clarified the main motion.

XCAP continued discussion regarding edits and cleanups for the Executive Summary and there was a consensus among the members on the language.

XCAP incorporated the changes that were made in the Executive Summary into the Summary of Action section for Churchill Avenue.

Chair Naik moved to the Recommendations and Lessons Learned section. She disclosed that XCAP never discussed pursuing an FRA Quiet Zone and was not sure if it should be included in the Recommendations and Lessons Learned section.

XCAP agreed to delete the FRA Quiet Zone section from the document.

XCAP agreed to have Chair Naik copy, paste, and edit the Churchill Closure with Mitigation section.

XCAP Member Carrasco stated that the idea about the higher rail point at Churchill Avenue to get an underpass is a different idea and XCAP never evaluated it. He believed that it should be removed from the Appendix and any reference to it in the report.

Chair Naik shared that the document will go to the editor and the next XCAP meeting will be to review and certify the final document.

XCAP Member Shen asked when the document will go to Council.

Philip Kamhi, Chief Transportation Official, answered that once the report is certified Staff will put it on the agenda for Council possibly in March or April of 2021.

Chair Naik noted that the presentations to Council will be reviewed by the XCAP beforehand.

6. Adjourn

The meeting adjourned at 5:35 P.M.