

North Fair Oaks Pedestrian and Bicycle Railroad Crossing & Community Connections Study

SMC BPAC
August 18, 2022



OFFICE OF
SUSTAINABILITY
COUNTY OF SAN MATEO

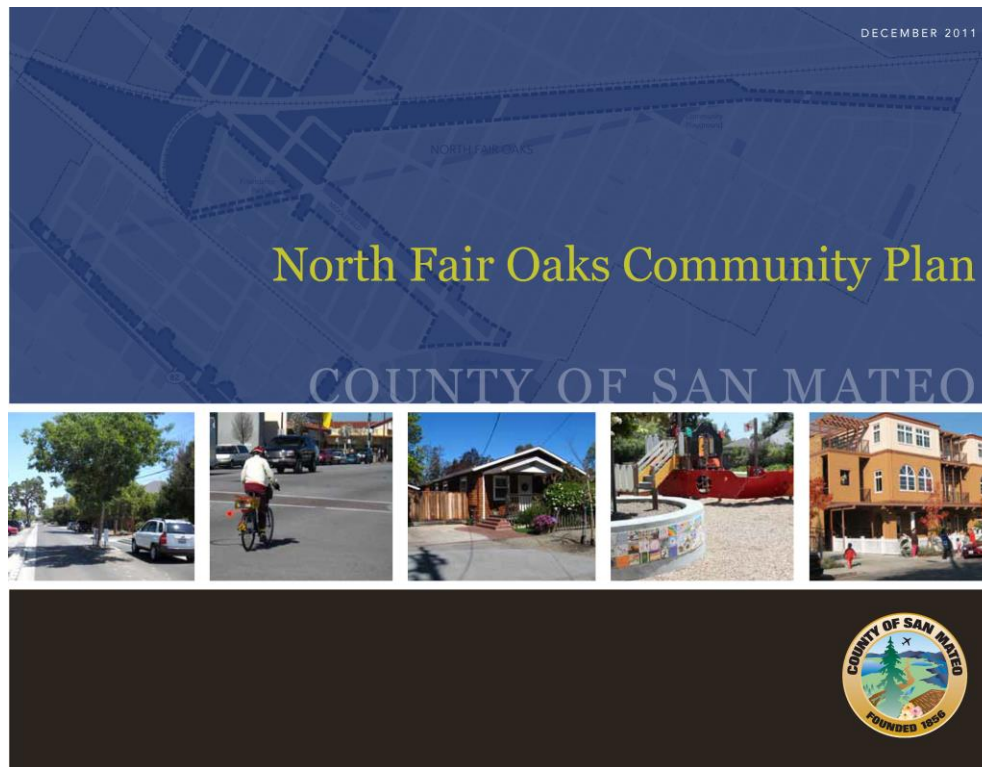


Presentation Overview

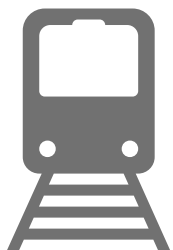
- Study Context
- Study Development Process
- Project Structure
- Existing Conditions
- Community Engagement
- Phase I Engagement Activities
- Survey Takeaways
- Next Steps

Project Overview

Goal: Overcome barriers to improve bicycle/pedestrian safety & access



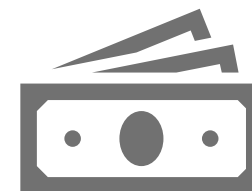
Desired Study Outcomes



Identify preferred location & configuration for a new bicycle/pedestrian crossing of the Caltrain tracks

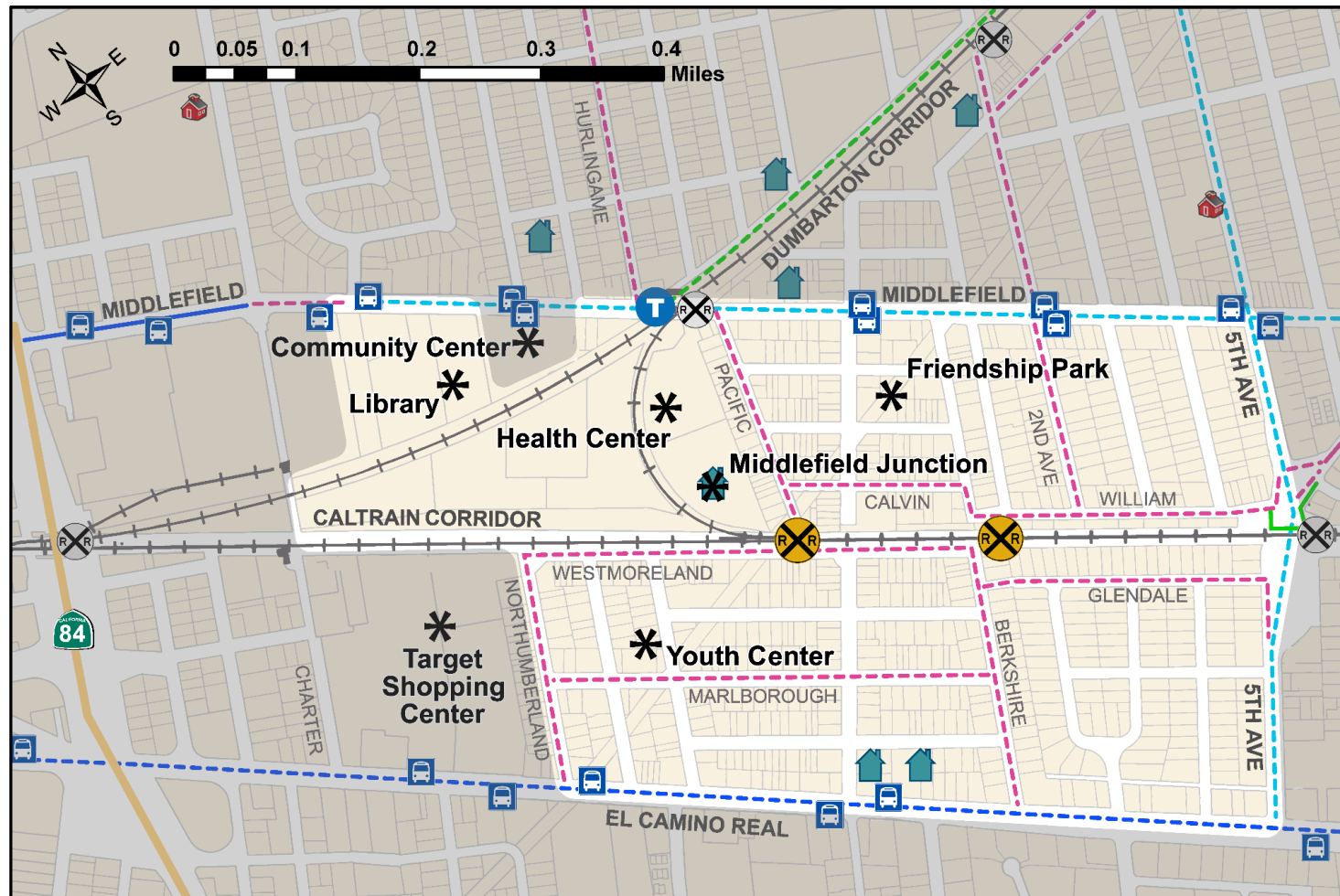


Identify bicycle and pedestrian enhancements on local streets linking the preferred rail crossing to key destinations

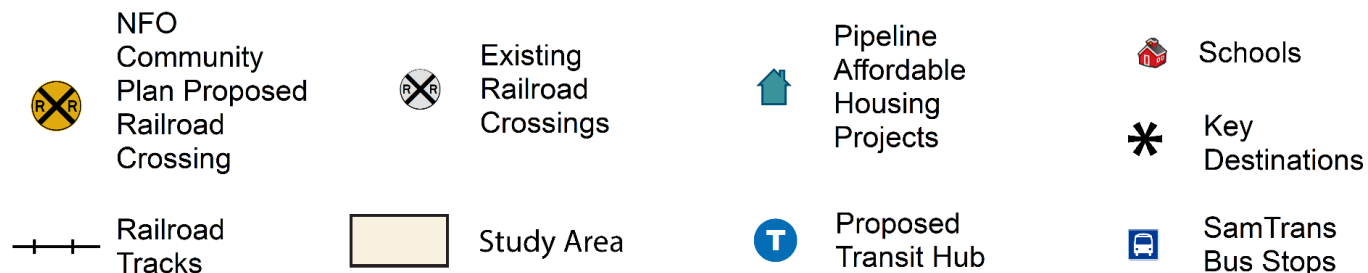


Position the County to be competitive for future grant funding opportunities to support implementation

Study Area Map



Map Legend



Highways

Proposed Bikeways

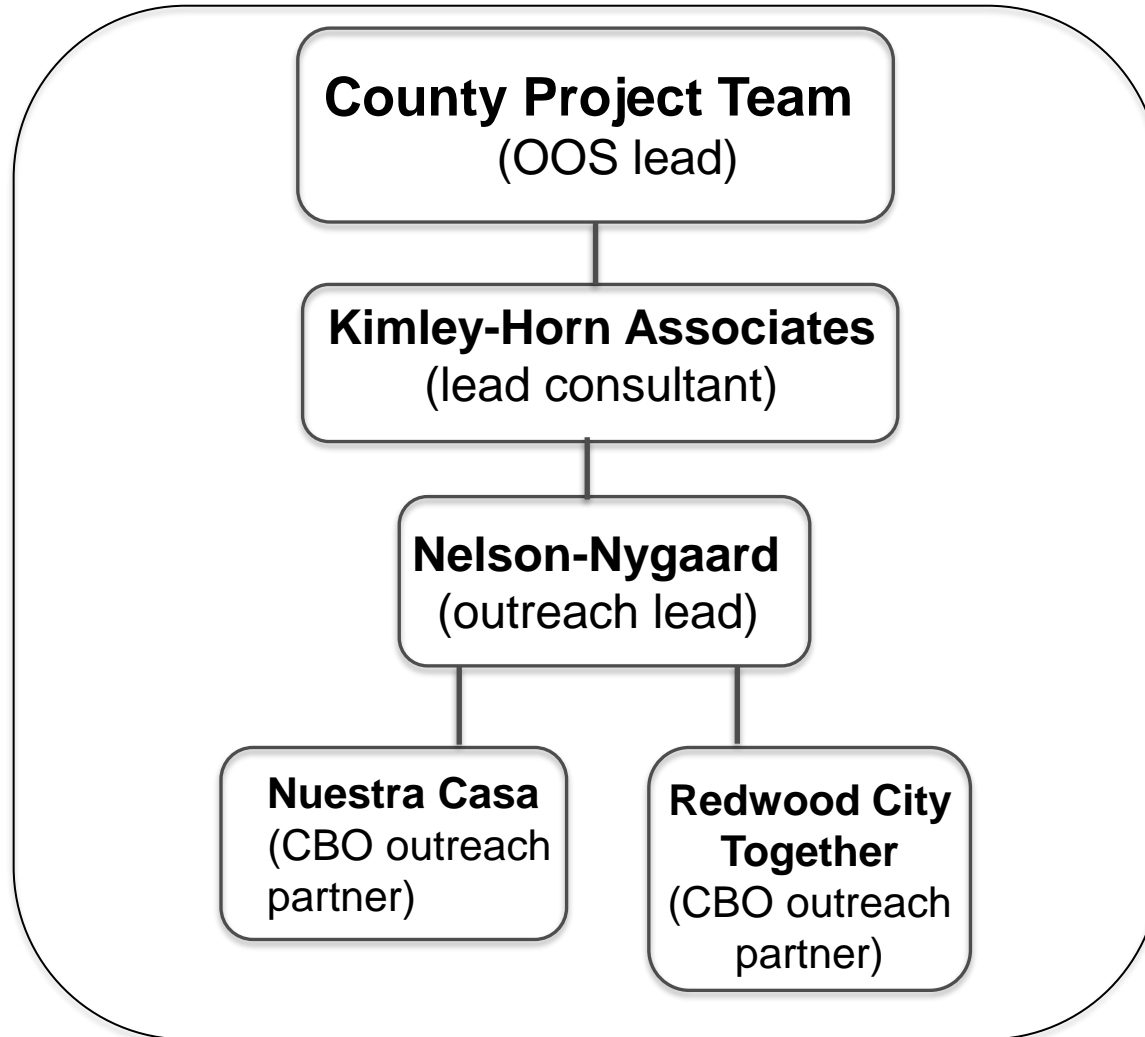
- Class 1 Shared-use Path
- Class 2 Bike Lane
- Class 3 Bike Blvd.
- Class 4 Separated Bicycle Lane

Existing Bikeways

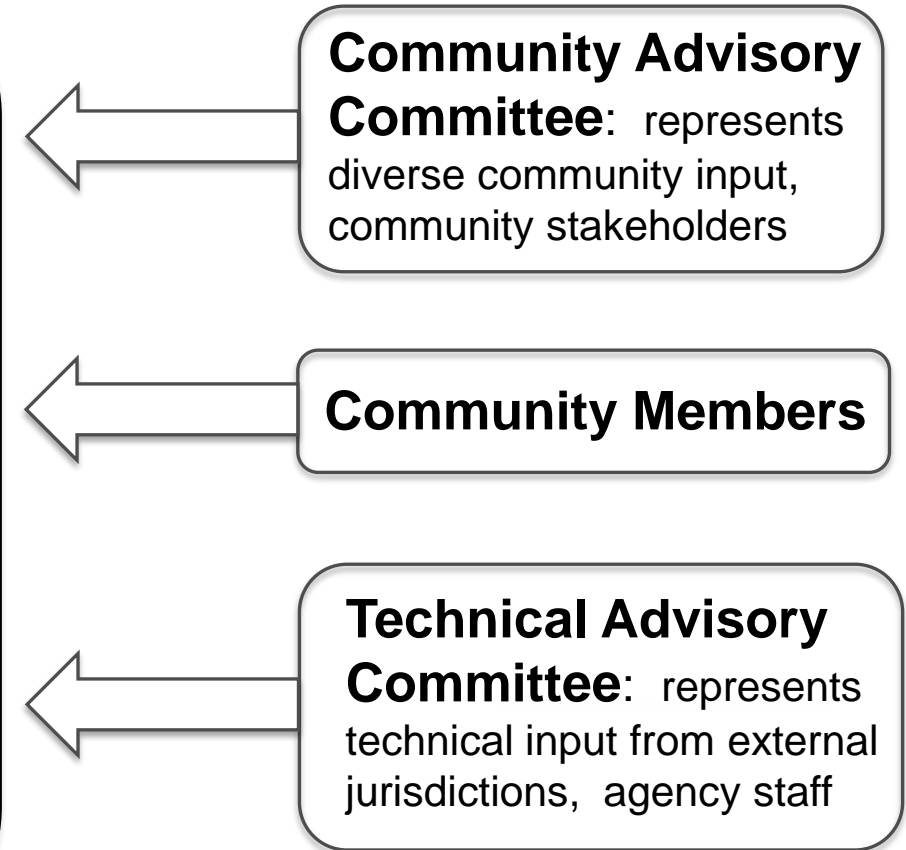
- Class 1 Shared-use Path
- Class 2 Bike Lane
- Class 3 Bike Blvd.
- Class IV Separated Bicycle Lane

Project Structure

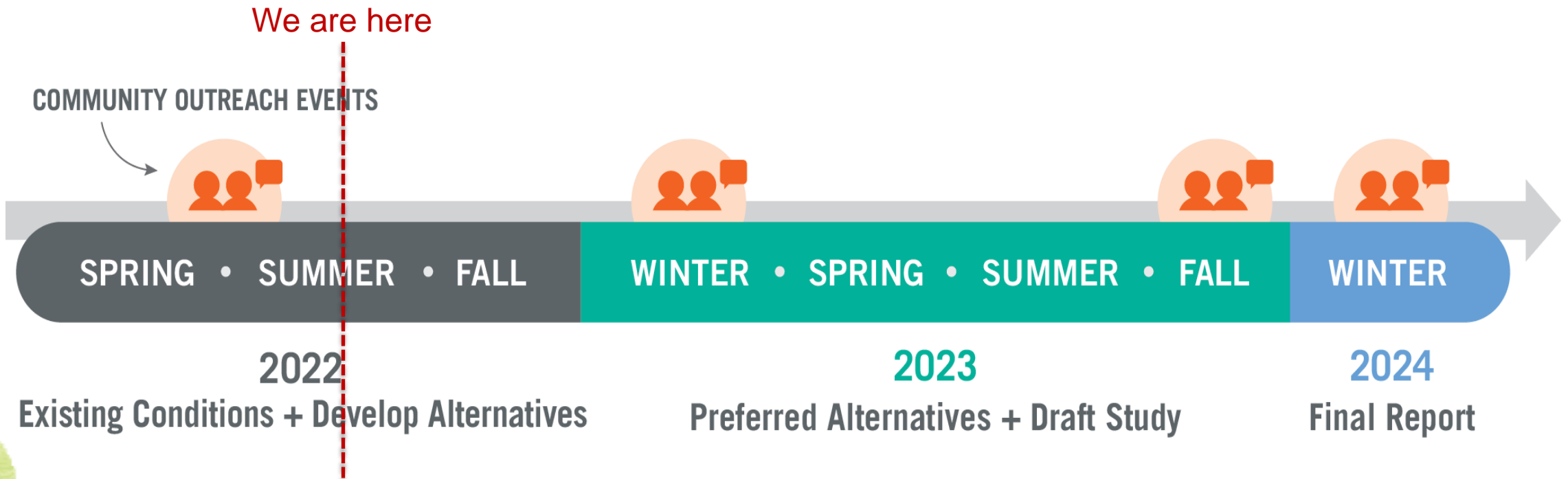
Project Partners



Community Input

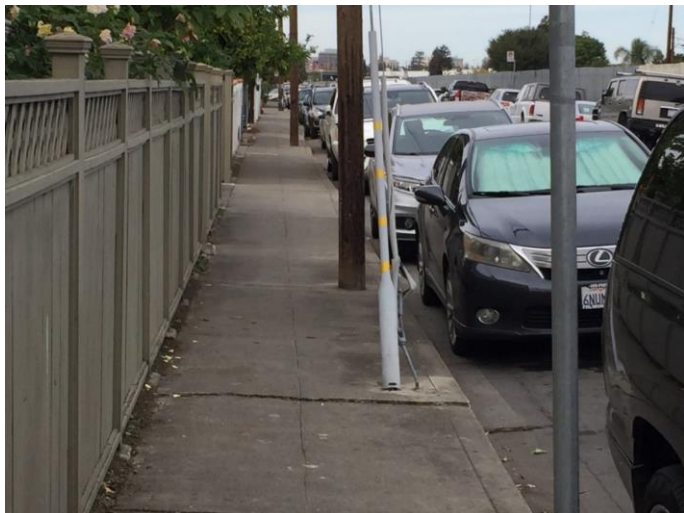


Study Development Process



Existing Conditions - Local Roads

- Most local roads have 4-5' wide sidewalks & limited street lighting
- Most sidewalks not buffered from street, w/ obstructions & no street trees
- No existing bicycle facilities
- Average roadway width is 40', some local roads narrower
- On-street parking in high demand due to density
- Prior speed studies on local streets show 85th % speed < 25 mph



Westmoreland fronting Caltrain tracks



Berkshire s/s of tracks view toward RR tracks



Berkshire n/s of tracks view toward Middlefield

Existing Conditions - Collision History

Reported Collisions from 2015-2021

- North Fair Oaks has one of the highest concentrations of pedestrian & bicycle collisions for all unincorporated areas, but most are on arterials
- 5 pedestrian & 7 bicycle collisions on local roads w/in Study area but no reported fatalities or serious injuries
- Causes of collisions vary from unsafe speeds, improper passing & pedestrian violations
- During same timeframe, 9 auto-only collisions
- County ATP identifies North Fair Oaks as a high demand area for walking & bicycling



Community Engagement



Hoover Park, in adjacent Redwood City



At Casa Circulo Cultural on Middlefield Road



Engagement Plan

Development of Engagement Plan

- Consultant team, working with our funded community partners, reached out to key community stakeholders to participate in focus group interviews
- Discussions were held to determine how best to engage with the community, including the most vulnerable residents

Public Engagement Goals

- **Involve** - Meet people where they are, engage community using comfortable and convenient methods
- **Inform/Educate** - Share trade-offs of different potential solutions and how they meet identified needs
- **Connect** - Deepen connections with local organizations, local leaders, and residents

Planned Engagement Activities



Coordination with Community Partners



Pop-up events/workshops



Presentations



Surveys (paper and on-line)



Small group discussions



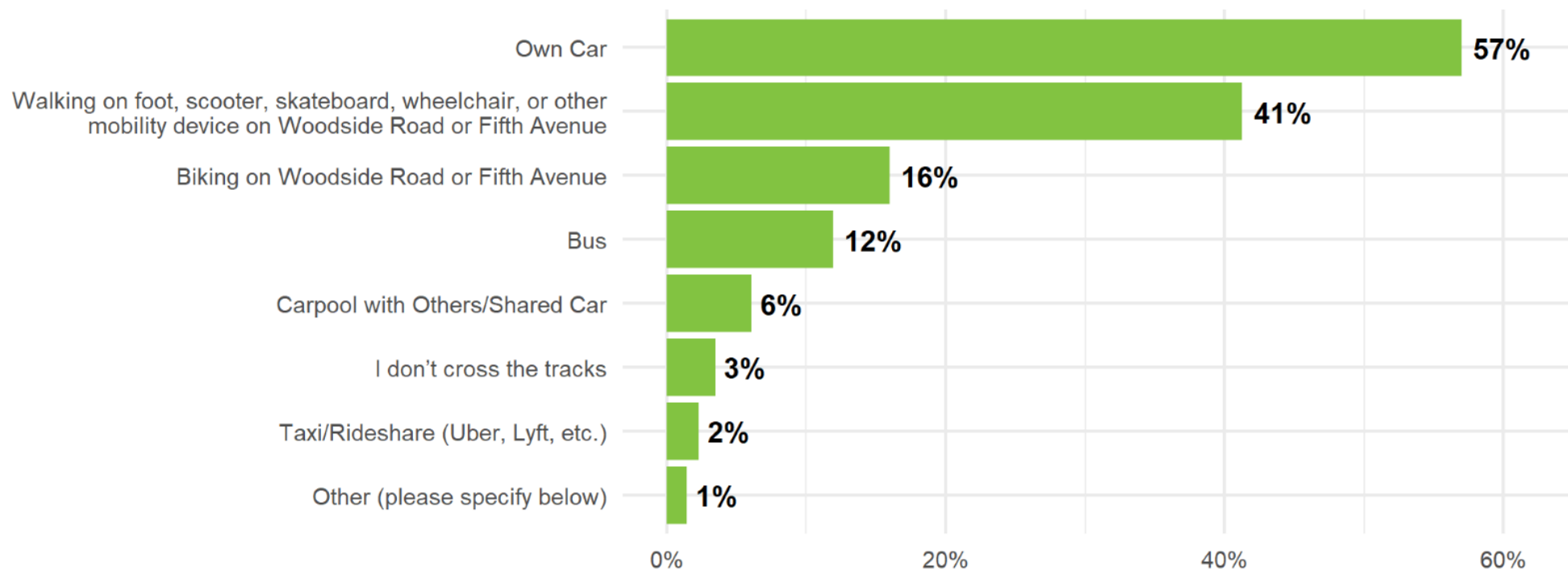
Distribution of materials/notification of events



Dedicated Webpage: www.NFOwalkbike.org

Takeaways from our 1st phase of Engagement

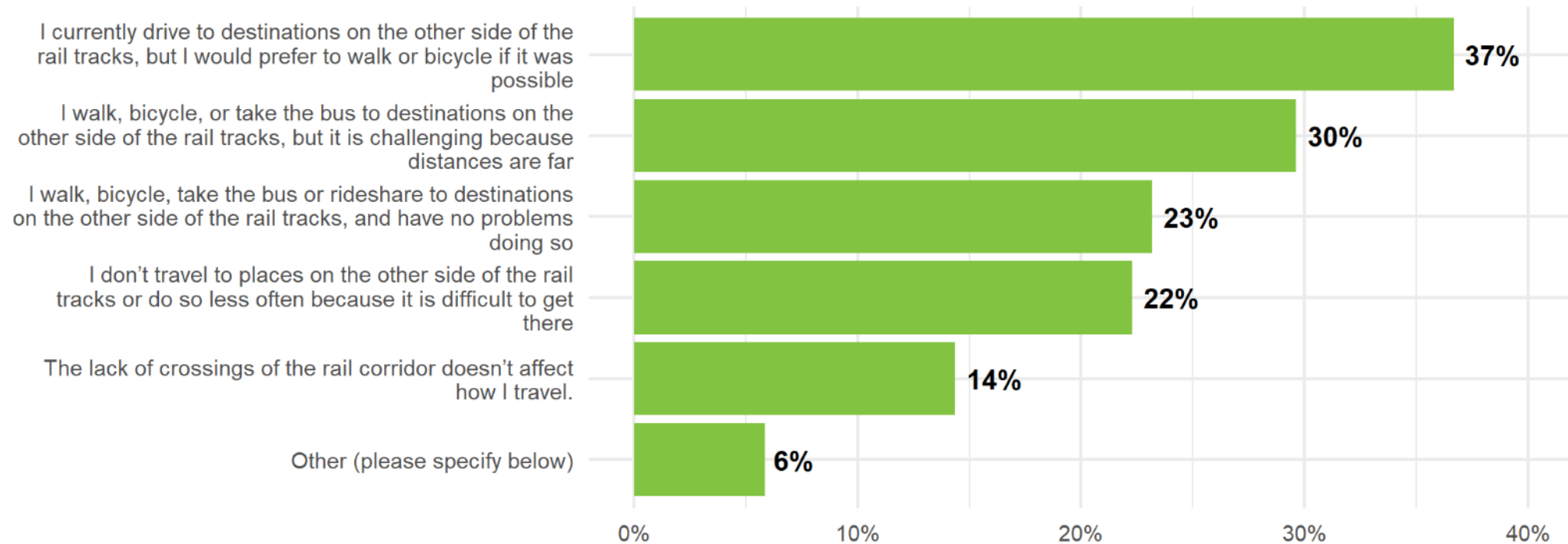
On most days, how do you get around when crossing the Caltrain rail tracks in North Fair Oaks? (N = 344)



*Respondents were allowed to select more than one option

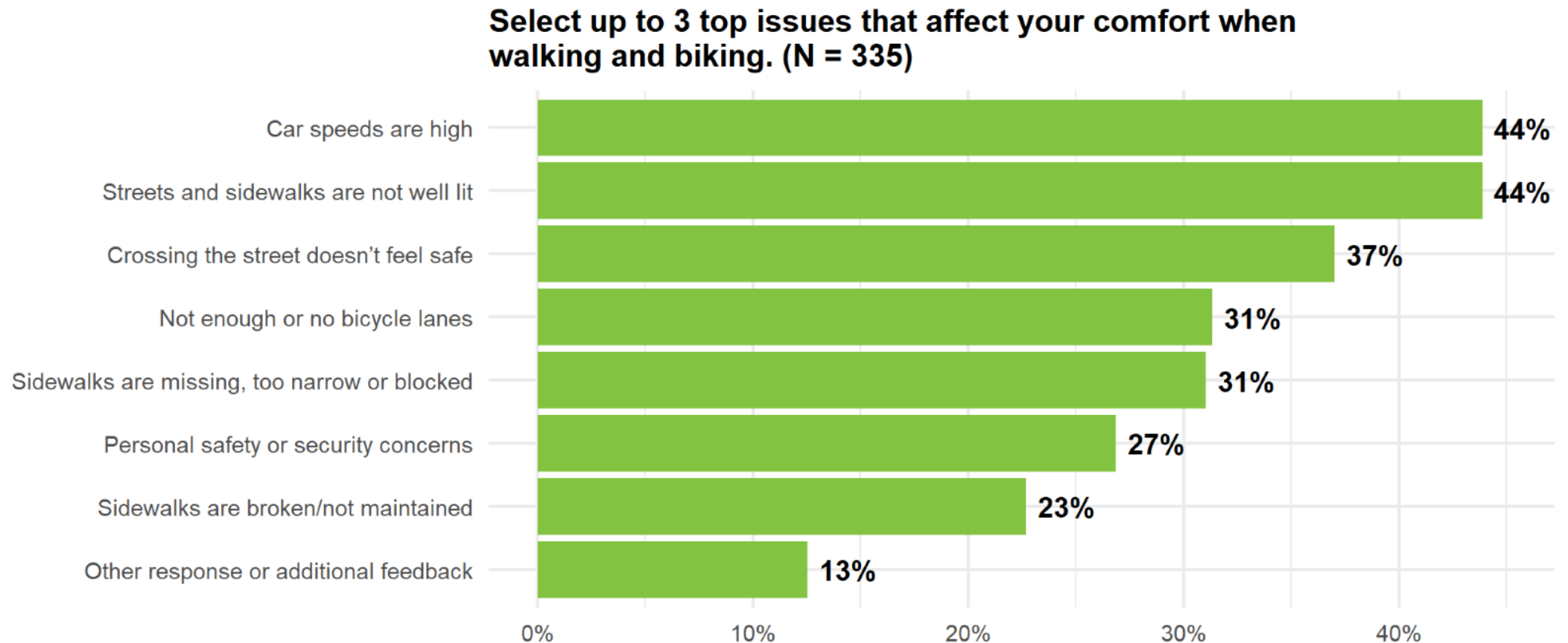
Takeaways from our 1st phase of Engagement

**There is only one crossing of the railroad tracks in North Fair Oaks.
How does this affect how you get around today? (N = 341)**



***Respondents were allowed to select more than one option**

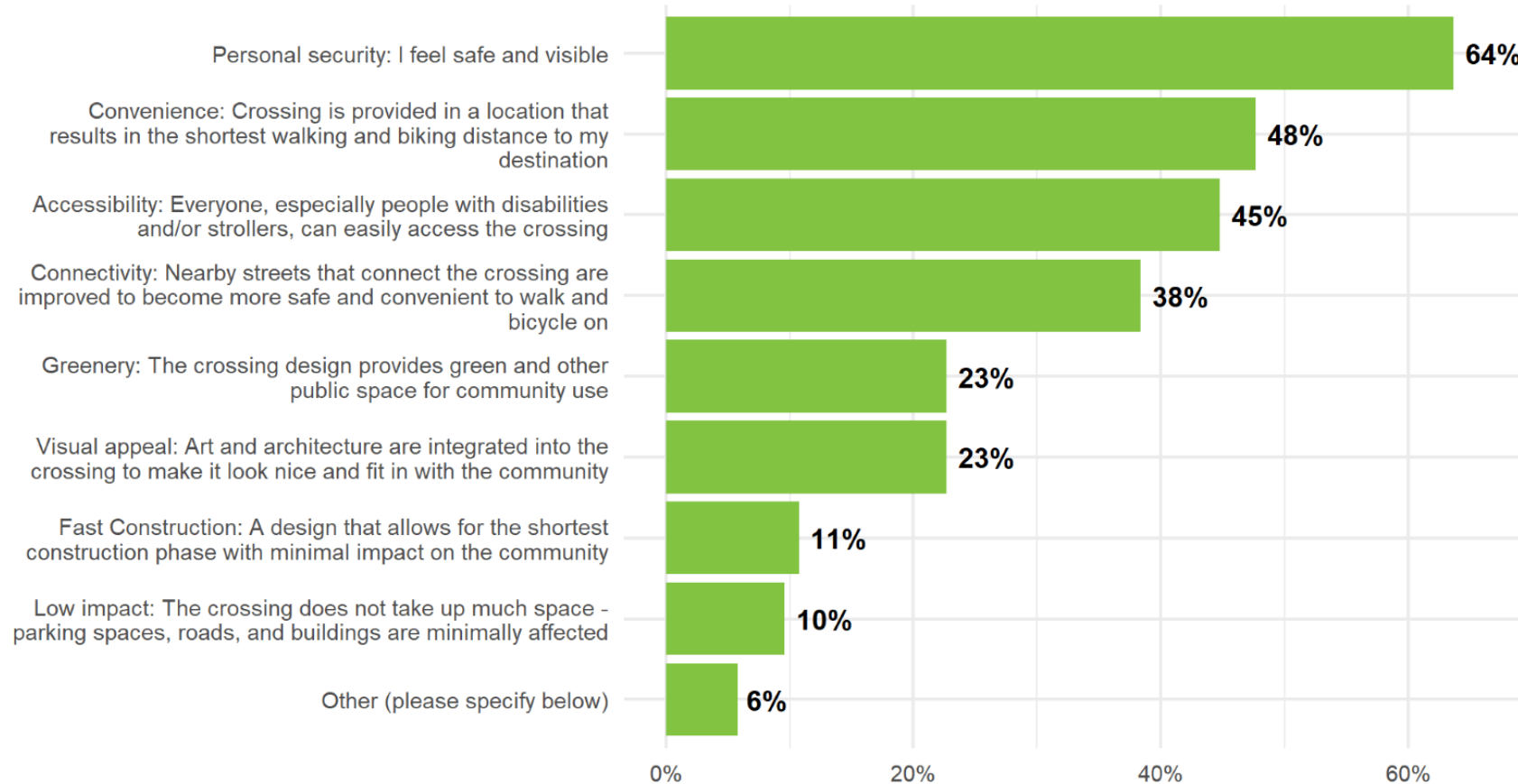
Takeaways from our 1st phase of Engagement



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Takeaways from our 1st phase of Engagement

Select up to 3 top priorities that would make a new bicycle and pedestrian railroad crossing work best for you. (N = 344)



*Respondents were allowed to select more than one option

Next Steps

Key Activities	Timeline
Develop concept alternatives for railroad crossing & local street improvements	Fall/Winter 2022/2023
Evaluate and select preferred alternatives for railroad crossing & bike/ped improvements on local streets	Spring/Summer 2023
Draft Study prepared and released	Summer/Fall 2023
Board of Supervisor approval for Final Study Report	Winter 2023/2024
Grant Deadline for Study Completion	March 30, 2024
Seek grant funding for capital implementation	2024 -



Thank
you!

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