



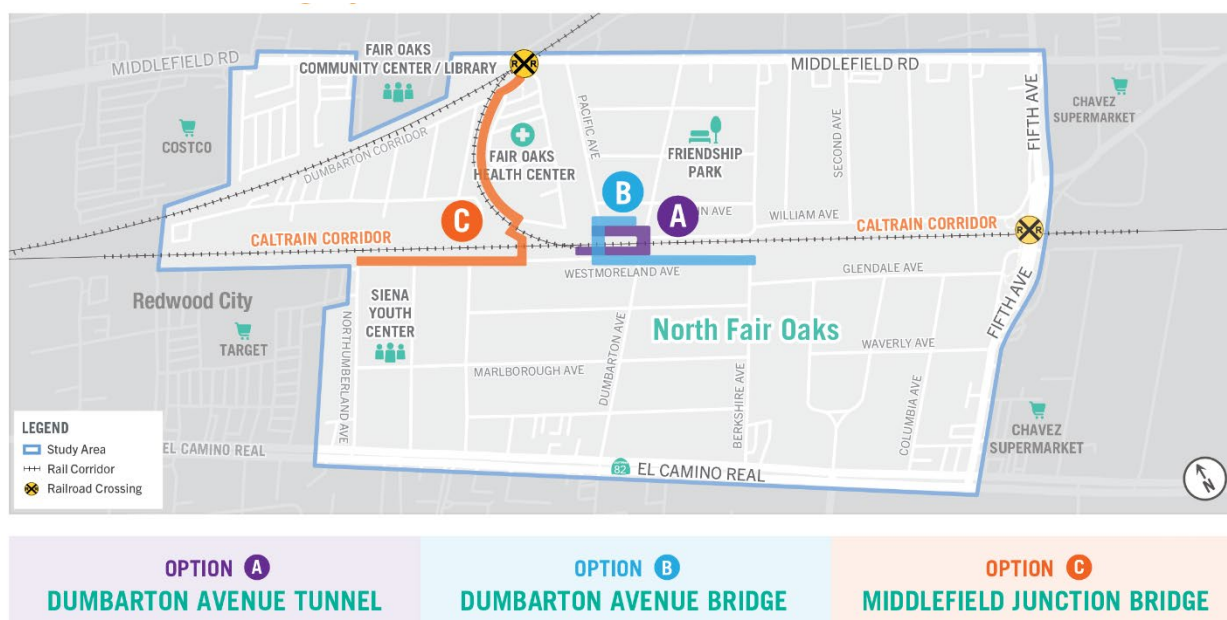
Engagement Round #2 Summary

The North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study (Study) team seeks to assess the potential for a bicycle and pedestrian railroad crossing over or under the Caltrain tracks to make walking and cycling easier and safer in North Fair Oaks and part of Redwood City. To ensure community input is incorporated into the Study's process and final recommendations, the Study includes four rounds of community engagement.

The first round of engagement (Engagement #1) occurred between June 11 and July 8, 2022. Engagement #1 introduced the project to the North Fair Oaks/adjacent Redwood City community and gathered input on barriers to walking and bicycling in the project area, key destinations in need of connection, and opportunities to improve safety and enhance access. The engagement summary from Engagement #1 is available on the project website (www.NFOwalkbike.org) under the Study Documents section. Input from the first engagement phase was used to develop three potential railroad crossings (locations shown in Figure 1) and community bicycle and pedestrian improvements. Option A Dumbarton Avenue Tunnel is shown in purple. Option B Dumbarton Avenue Bridge is shown in blue. Option C Middlefield Junction Bridge is shown in orange.

The second phase of engagement (Engagement #2) was conducted between March 17 and April 24, 2023. Input was collected via a survey, in-person pop-up events, in person and virtual presentations to three different groups of community members and an open house to help the Study team compare different options and identify the preferred crossing and infrastructure improvements. The community feedback shared during Engagement #2 is summarized in this document and will be used to inform the Study's next steps and future iterations of engagement.

Figure 1: Railroad Crossing Locations





Executive Summary of Engagement Findings

The Dumbarton Avenue Bridge (Option B) was the first choice and the Middlefield Junction Bridge (Option C) was the second choice among survey respondents, and 78% of survey respondents indicated that they would use the crossing frequently. The following summarizes key takeaways from the survey that was distributed in Engagement #2, and from conversations with community members. A full summary of survey results is described in more detail under the Survey section of this report.

How consistent are railroad crossing option designs with goals: Survey participants were asked to evaluate the desirability of three build railroad crossing options based on connections to destinations, safety, community integration, impact on traffic flow and parking, and opportunity for public space. **The Dumbarton Avenue Bridge (Option B) is the most consistent with the goals** whereas the Dumbarton Avenue Tunnel (Option A) had less agreement among the three options.

Preferred railroad crossing option: The Dumbarton Avenue Bridge (Option B) was the first choice and the Middlefield Junction Bridge (Option C) was the second choice among respondents. The Dumbarton Avenue Bridge (Option B) is the most preferred option when the number for first and second preferences are combined – approximately one third more votes than the Middlefield Junction Bridge (Option C), nearly double the votes compared to the Dumbarton Avenue Tunnel (Option A) and nine times more votes than the “do not build a rail crossing” option. Respondents prefer a bridge over a tunnel as most respondents chose the Dumbarton Avenue Tunnel as their third choice. **The majority of respondents preferred a railroad crossing over no crossing**, with 127 respondents ranking “do not build a rail crossing” as their last choice.

How frequently community members will use the preferred crossing option: 78% of survey respondents would use the crossing frequently, with 59% of respondents indicated that they would use it multiple times a week and 19% would use it once a week. All three build options were ranked as first preference among frequent travelers. However, **the Dumbarton Avenue Bridge (Option B) received the most votes for the first and second preferred railroad crossing option thus making it the most preferred option among frequent travelers.**

Mode of choice to travel on preferred crossing option: Majority of respondents would use an active mode of transportation to access the railroad crossing – 80% reported that they would walk or use a mobility device, 24% would bike, and 18% of respondents would take transit as part of their trip using the crossing.

Bicycle and pedestrian improvements preferences: Sidewalk and crosswalk lighting, high-visibility crosswalks, and accessible (ADA) curb ramps were the top three infrastructure improvements survey respondents would like to see incorporated on neighborhood streets.

Other Additional Amenities and Features: Participants expressed that safety, maintenance, accessibility, and public spaces and art are their top priorities for the railroad crossing.

Conversations with Community Members: The Study team heard the following key themes from community members at in-person events:

- Personal security concerns related to safety while being in the tunnel or on the bridge



- Maintenance of railroad crossing
- Benefits of railroad crossing for all groups of people
- Access to parking
- Concern related to funding

More details about conversations are listed in the Conversations with Community Members section.

Engagement Notifications

The Study team used several techniques to notify the public about engagement opportunities and to promote the survey, including:

- Project website (www.NFOwalkbike.org), including a promotional video asking community members to participate in the survey¹
- Social media, including both County of San Mateo and Office of Sustainability's Facebook, Instagram, Twitter, and Nextdoor
- Mailers to approximately 1,800 addresses in the project area and surrounding addresses in North Fair Oaks and Redwood City
- Flyers distributed at community event at Samaritan House Free Clinic, and at pop-up events
- Community partner email listservs
- Community partner newsletters
- Canvassing in residential areas north and south of Caltrain tracks

Appendix A includes the engagement notification materials.

Engagement Approach

To reach the community during Engagement #2, members of the Study team in conjunction with key community stakeholders held 10 pop-up events, an open house event, presented at in-person and virtual meetings (total of 3 community presentations), and distributed flyers. Feedback was requested via an online and paper survey. Over 950 online and paper surveys were completed throughout the various engagement activities. The following sections provide an overview of these engagement tools and techniques.

The Study team included County staff, consultant staff, and community-based organization Nuestra Casa. Nuestra Casa staff, along with their team of promotoras, who facilitated Spanish-language conversations at the pop-up events. Promotoras are community outreach workers who are trusted messengers in their communities.

Pop-up Events

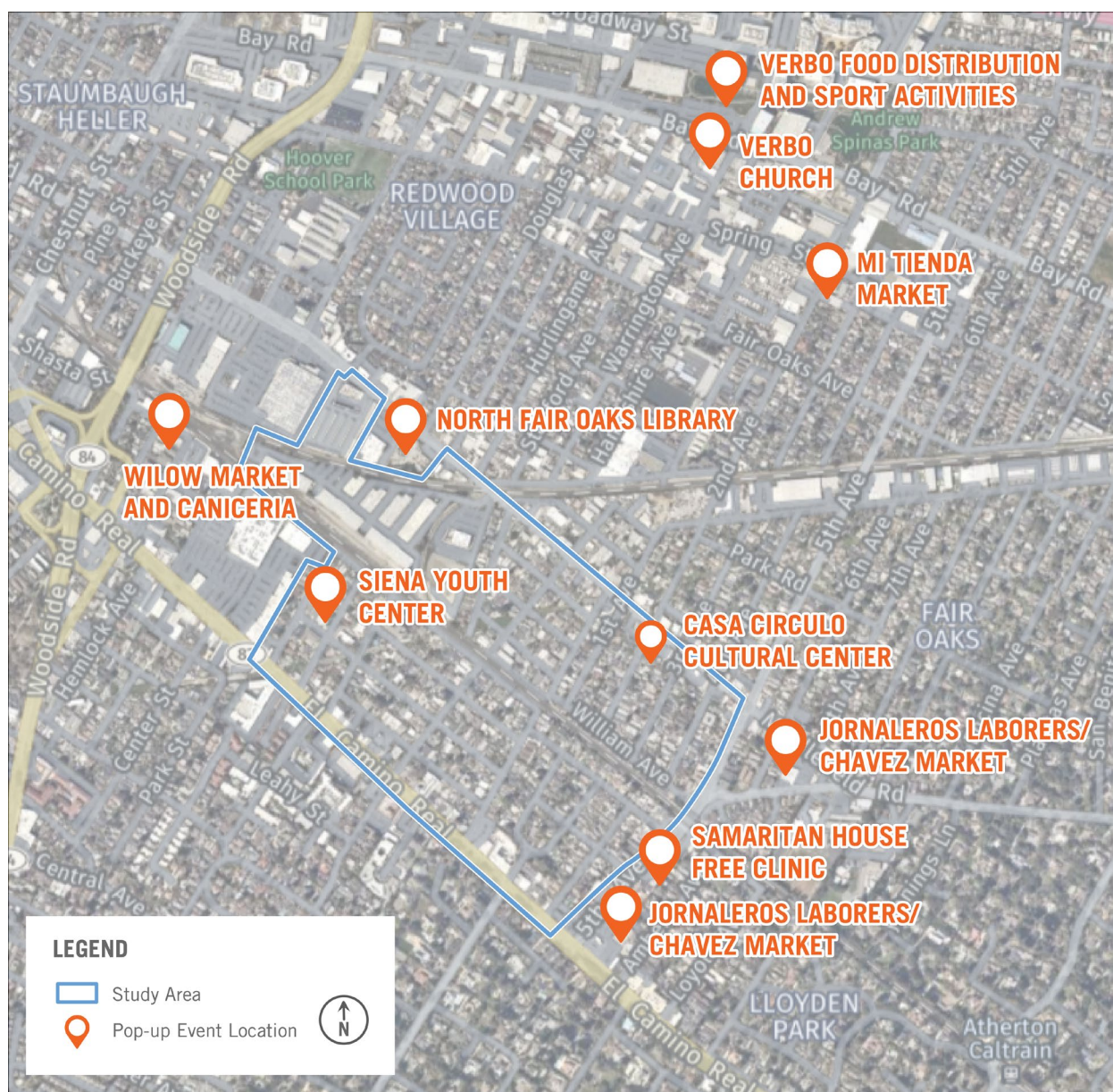
Members of the Study team hosted 10 pop-up events during Engagement #2 from March 24 to April 14, 2023, and distributed flyers at a community event on March 17, 2023. Pop-ups were hosted in convenient locations (Figure 2) and were scheduled to meet people where they already spend time. They were facilitated in Spanish, primarily by promotoras, and designed to draw participants in with specific

¹ The promotional video is on San Mateo County's YouTube Channel and following this link: <https://www.youtube.com/watch?v=mr0iDe4rCHU>



questions in a socially inviting format with incentives such as an opportunity to enter a raffle to win one of the two \$50 gift cards, COVID-19 tests, bottles of water, pens, tote bags, and snacks.

Figure 2: Pop-up Event Locations



At the events, the Study team provided bilingual (English and Spanish) interactive poster boards that communicated project goals, design considerations, three potential options for railroad crossing designs, and bicycle and pedestrian improvements. Participants were asked to choose their preferred railroad crossing options and infrastructure improvements and provide explanations for their choices. The boards created an opportunity for participants to provide feedback using interactive methods like marking their



preferences with stickers and using post-it notes to record qualitative feedback. The Study team also solicited feedback using paper and online surveys. Details about the pop-up events, surveys completed and participants at each event are provided in Table 1. A small number of surveys were also collected at Hoover Park on April 5, 2023 (not a formal pop-up event). Images of the interactive poster boards are included in Appendix B, and photos from the events are included in Appendix C.

Table 1: Pop-Up Summary

Pop-up Event Location/ Date/ Time	Paper Surveys Completed	Observed Demographics and Additional Notes ²
North Fair Oaks Library and Fair Oaks Community Center 2600 Middlefield Road March 24, 2023 9:00AM – 1:00PM	55 surveys completed	<p>Age: Majority were 65+ years old. There were some families with children.</p> <p>Language: Majority of participants spoke Spanish.</p> <p>Gender: There were slightly more females than males.</p> <p>Additional context: The program manager at the Adult Activity Center took copies of the survey to distribute to their constituents. Although County staff and promotoras distributed flyers with survey QR codes to community members in cars waiting in line for the food distribution, due to fast moving nature of the line, many did not complete the survey at the event.</p>
Jornaleros Laborers/Chavez Supermarket 3282 Middlefield Rd March 27, 2023 8:00AM – 10:00AM	38 surveys completed	<p>Age: Majority of participants were 18-59, with one participant who was 65+.</p> <p>Language: All jornaleros surveyed spoke Spanish.</p> <p>Gender: All jornaleros surveyed were male.</p> <p>Additional context: Promotoras canvassed nearby businesses around Chavez Supermarket.</p>
Samaritan House Free Clinic 114 5 th Ave March 27, 2023 10:00AM – 12:30PM	21 surveys completed	<p>Age: Majority of participants were between the ages of 25-45.</p> <p>Language: Majority of participants spoke Spanish.</p> <p>Gender: Majority of participants were male.</p>

² All demographic information are estimates, which were observed by County staff who attended the pop-up events. Demographic information is not self-reported.



Pop-up Event Location/ Date/ Time	Paper Surveys Completed	Observed Demographics and Additional Notes ²
Willow Market and Carniceria 37 Willow Street March 30, 2023 3:00PM – 6:00PM	31 surveys completed	Age: There was a mix of younger adults and older adults who completed the survey. Language: Majority of participants spoke Spanish. Gender: Majority of participants were male.
Verbo Church 2789 Bay Road April 2, 2023 10:30AM – 1:30PM	33 surveys completed	Age: There was a mix of youth, younger adults, and older adults who completed the survey. Language: There was a mix of English speakers and Spanish speakers. Gender: There were slightly more females than males.
Casa Circulo Cultural 3090 Middlefield Road April 5, 2023 5:00PM – 8:00PM	73 surveys completed	Age: Majority of participants were younger, ages ranging between 20-40. Language: Majority of participants spoke Spanish. Gender: There were slightly more females than males. Additional Context: Promotoras canvassed nearby businesses.
Siena Youth Center 2625 Marlborough Ave April 6, 2023 4:00PM – 6:00PM	30 surveys completed	Age: Majority of participants were between 26-59. Language: There was a mix of English speakers and Spanish speakers. The youth and younger adults primarily spoke English. Gender: There was slightly more females than males. Additional Context: About four children voted on the boards using sticker dots.
Jornaleros Laborers/Chavez Supermarket 46 5 th Ave April 10, 2023 7:30AM – 10:00AM	34 surveys completed	Age: Participants ranged from 18-59, and some were high school students. Language: Majority of participants spoke Spanish with a few who spoke English. Gender: Majority of participants were male. Additional context: Promotoras canvassed in the surrounding businesses like the laundromat and Sequoia Adult School. There were fewer jornaleros compared to the March 27 th pop-up event. The Study team also spoke to people walking to and from Saint Anthony's Church.



Pop-up Event Location/ Date/ Time	Paper Surveys Completed	Observed Demographics and Additional Notes ²
Mi Tienda Market 812 5 th Avenue April 10, 2023 10:30AM – 1:30PM	49 surveys completed	<p>Age: There was a mix of youth, parents/caregivers, and older adults.</p> <p>Language: Majority of participants spoke Spanish with a few who spoke English.</p> <p>Gender: There were slightly more females than males.</p> <p>Additional Context: Promotoras canvassed at the store entrance and parking lot.</p>
Verbo Food Distribution and Sport Activities 2789 Bay Road April 14, 2023 5:00PM – 7:30PM	31 surveys completed	<p>Age: Most people at the food distribution were in their mid-30s and 40s, and a few were older (65+) adults. Most of the soccer players were in their teens or young adults and many of the spectators included older adults.</p> <p>Language: Majority of participants spoke Spanish with a few who spoke English.</p> <p>Gender: Approximately 67% were female and 33% were male at the food distribution. All of the people playing soccer were male with a majority of male spectators.</p>

Presentations

County staff attended three in-person and virtual presentations to present and collect feedback on the three potential railroad crossing options and bicycle and bicycle improvements. Details about these events are provided in Table 2.

Table 2: In-person and Virtual Presentations Summary

Event Location/Date/Time	People Reached/ surveys completed	Event Summary
Sequoia Adult School ESL Class April 2, 2023 6:00 PM – 7:30PM	30	<p>Age: Participants were between the ages of 16-25.</p> <p>Language: Majority of participants spoke Spanish.</p> <p>Gender: About 50% of participants were male and 50% were female.</p> <p>Additional Context: The presentation to the class was in English as it was a level 4 class.</p>
Hoover School Cafecito April 7, 2023 8:45AM – 9:30AM	14	<p>Age: Majority of participants were parents/caregivers, and some had young children with them. Most were in their 20s and 30s.</p> <p>Language: All participants spoke Spanish.</p> <p>Gender: All but one participant were female.</p>



Event Location/Date/Time	People Reached/ surveys completed	Event Summary
Familias Unidas Virtual ESL Class April 19, 2023 6:00PM – 7:30PM	Unknown number of surveys; Over 40 people attended virtually	<p>Age: Varied, it was not possible to determine the ages of attendees on-line.</p> <p>Language: Majority of participants spoke Spanish.</p> <p>Gender: It was not possible to determine the gender of attendees on-line.</p> <p>Additional Context: Some participants shared the same device to join the Zoom call.</p>

Open House

The Study team, County staff, Nuestra Casa staff and promotoras hosted and facilitated an open house event to solicit input from the community about the Study. The open house event also provided more time, compared to pop-up events, for community members to learn and ask questions about the project. Details about the open house are provided in Table 3.

Table 3: Open House Summary

Event Location/Date/Time	Paper Surveys Completed and People Reached (estimate)	Event Summary
Casa Circulo Cultural 3090 Middlefield Road April 12, 2023 6:00PM – 8:00PM	23 surveys completed; 60 people attended	<p>Age: There was a mix of youth, parents/caregivers, younger adults, and older adults.</p> <p>Language: Majority of participants spoke Spanish.</p> <p>Gender: There were slightly more females than males.</p> <p>Additional Context: Casa Circulo Cultural staff provided childcare. A lot of participants had already taken the survey but came back to learn more about the Study and provide more feedback.</p>

Canvassing

County staff, Nuestra Casa staff and promotoras canvassed in neighborhoods surrounding the Caltrain tracks. Table 4 list details about the canvassing events.



Table 4: Canvassing Summary

Event Location/Date/Time	Paper Surveys Completed	Event Summary
South side of tracks: Westmoreland Ave, Devonshire Ave, Berkshire Ave, Dumbarton Ave, Buckingham Ave, Nottingham Ave, Marlborough Ave, El Camino Real April 1, 2023 3:00PM – 6:30PM	74 surveys completed	Age: Participants were between the ages of 12-70. Language: Majority of participants spoke Spanish. Gender: About 75% were male, and 25% were female.
North side of tracks: Dumbarton Ave, Pacific Ave, Berkshire Ave, Calvin Ave, William Ave, Curtis Ave, Huntington Ave, Middlefield Rd, Westside Ave April 2, 2023 3:00PM – 6:30PM	53 surveys completed	Age: Participants were between the ages of 17-65. Language: Majority of participants spoke Spanish Gender: About 50% of participants were male and 50% were female.

Survey Responses

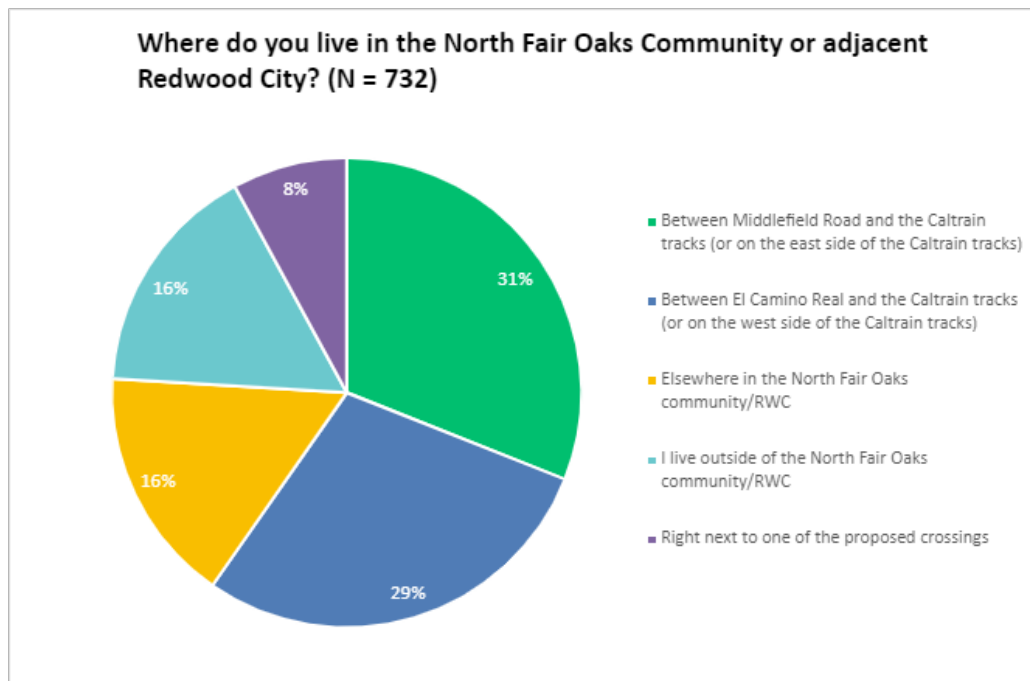
The Study team distributed a survey in both online and paper formats to ensure that it reached a broad group of people. The online survey was hosted by Survey Monkey and could be completed on a smartphone, tablet or computer. The survey was available in English and Spanish (see Appendix D for the survey). When possible, the Study team and/or promotoras guided participants through the survey at pop-up events, the open house, and while canvassing. The link for the online survey was also shared via the project website, flyers, and other community notifications.

In total, about 770 survey responses were received – two-thirds were paper surveys and one-third were online surveys. About an even number of respondents lived on both sides of the Caltrain tracks, with 31% of respondents who live between Middlefield Road and the Caltrain tracks (or on the northeast side of the tracks) and about 29% who live between El Camino Real and the Caltrain tracks (or on the southwest side of the tracks) (Figure 3). Approximately 8% or more live right next to one of the proposed crossing locations (on Westmoreland between Northumberland and Berkshire Avenues, or on Pacific or Dumbarton Avenue between Calvin Avenue and the Caltrain tracks). Almost 16% live elsewhere in the North Fair Oaks community or Redwood City. Additionally, 16% reported that they live outside of North Fair Oaks/adjacent Redwood City. Some of the pop-ups were held in adjacent Redwood City, including at



Willow Market, Verbo Church, and Mi Tienda Market. As a result, many participants who responded to the survey at these events may also live in adjacent Redwood City. Participants living outside of the project area may have an interest in this Study as a new bicycle and pedestrian rail crossing could also benefit them.

Figure 3: Respondent Neighborhood of Residence



Most respondents, approximately 70%, were adults ages 26-59, while 13% were age 60 and over (**Figure 4**). Most respondents (91%) identified as Hispanic or Latinx/a/o (**Figure 5**). Slightly over half of the survey respondents (54%) identified as women and approximately 46% identified as men (**Figure 6**).



Figure 4: Respondent Age

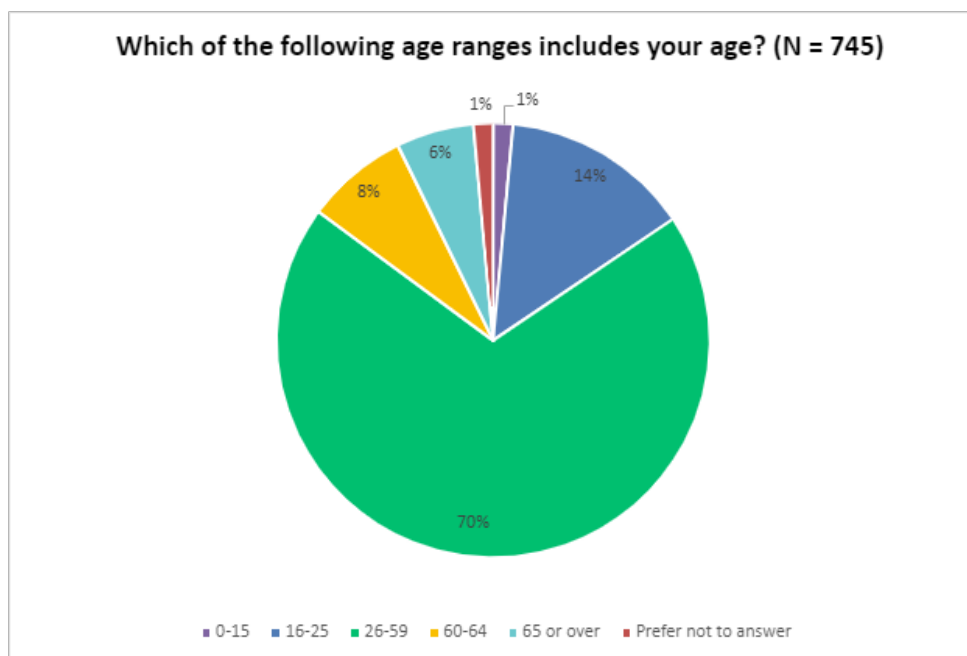


Figure 5: Respondent Race

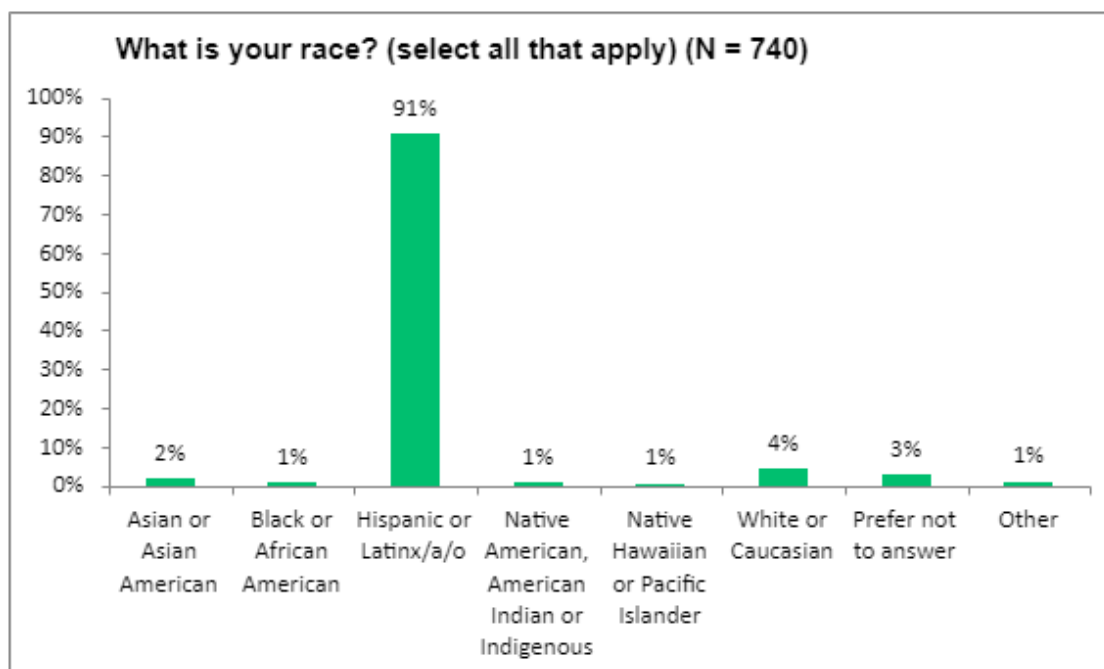
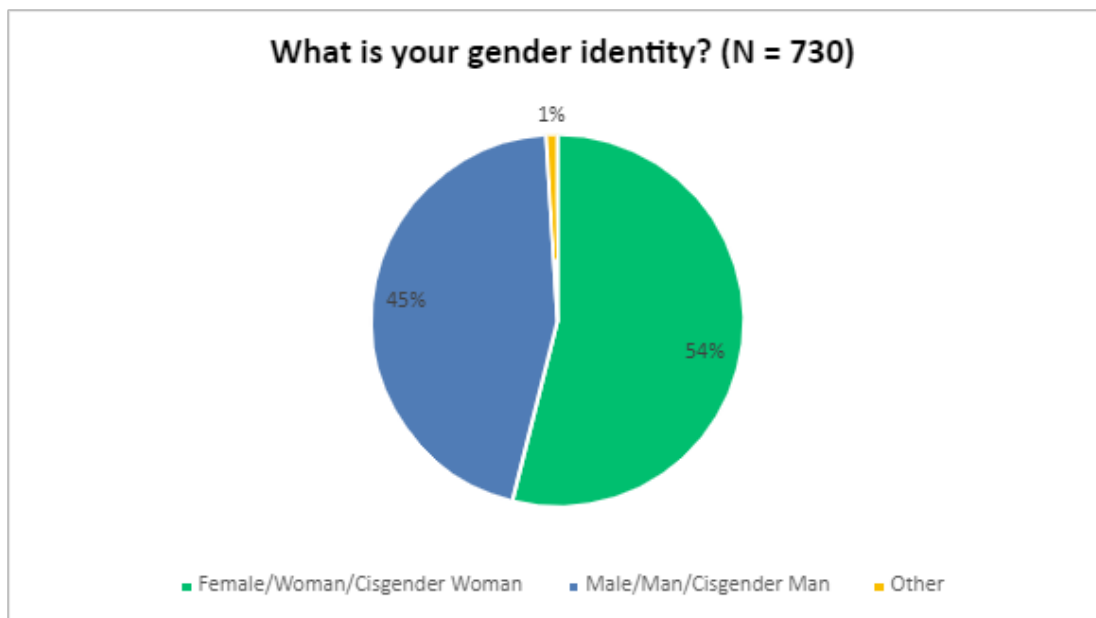




Figure 6: Respondent Gender Identity



What We Heard

The Study team gathered input about 1) preferred railroad crossing designs (or no crossing), 2) preferred bicycle and pedestrian improvements, and 3) explanations for these choices. The interactive boards created for pop-up events supplemented the survey feedback. The open house event provided another opportunity for community members to give feedback and have more in-depth discussions about the project with the Study team. The following sections summarize what the Study team heard from community members on each of these topics.

Key Takeaways

The following sections describe feedback from the survey, posterboards, and in-person and virtual events during Engagement #2 in more detail, with the following summarizing key takeaways:

How Consistent are Railroad Crossing Option Designs with Each Goal: Survey participants were asked to evaluate the design of three railroad crossing options based on connections to destinations, safety, community integration, impact on traffic flow and parking, and opportunity for public space. More respondents agreed than disagreed that all three options achieved the listed goals. The Dumbarton Avenue Bridge (Option B) received the most agreement for achieving these goals, with 310 to 388 respondents agreeing that the option met with each stated goal. Responses for the Middlefield Junction Bridge (Option C) were similar and ranged from 297 to 353 respondents agreeing. While the differences for Options B and C were small (see below for additional details), there was less agreement about the Dumbarton Avenue Tunnel (Option A), with only 228 to 278 respondents agreeing that this option addresses the goals. This assessment of Option A stands out as more respondents indicated that they do not feel safe and comfortable crossing a tunnel compared to the bridges.



Preferred railroad crossing option: The Dumbarton Avenue Bridge (Option B) and the Middlefield Junction Bridge (Option C) were ranked closely as the first preference for the railroading crossing option among survey participants. When the numbers of votes for the first and second preferences are combined, the Dumbarton Avenue Bridge (Option B) received 116 more votes than the Middlefield Junction Bridge (Option C), indicating that more participants prefer the Dumbarton Avenue Bridge (Option B). Respondents prefer a bridge over a tunnel, as most respondents chose the Dumbarton Avenue Tunnel (Option A) as their third choice. The majority of respondents preferred a railroad crossing over no crossing, with 127 respondents ranking “do not build a rail crossing” as their last choice.

How frequently community members will use the preferred crossing option: Seventy-eight percent (78%) of survey respondents would use the crossing frequently, with 59% of respondents indicated that they would use it multiple times a week and 19% would use it once a week. Sixteen percent (16%) of respondents would use the railroad crossing a few times a year, and only 5% would not use the crossing. Among frequent travelers, the Dumbarton Avenue Bridge (Option B) and the Middlefield Junction Bridge (Option C) were ranked closely as the first preference for the railroad crossing. When the numbers of votes for the first and second preferences are combined, the Dumbarton Avenue Bridge (Option B) received 95 more votes than the Middlefield Junction Bridge (Option C), indicating that more participants prefer the Dumbarton Avenue Bridge (Option B). Respondents who are frequent travelers, similar to all travelers, prefer a bridge over a tunnel as most respondents chose the Dumbarton Avenue Tunnel (Option A) as their third choice.

Mode of choice to travel to preferred crossing option: The majority of respondents would use an active mode of transportation to access the railroad crossing – 80% reported that they would walk or use a mobility device, 24% would bike, and 18% of respondents would take transit to access the crossing.

Bicycle and pedestrian improvements preferences: Sidewalk and crosswalk lighting, high-visibility crosswalks, and accessible (ADA) curb ramps were the top three infrastructure improvements survey respondents would like to see incorporated on neighborhood streets.

Other Additional Amenities and Features: Participants expressed that safety, maintenance, accessibility, and public spaces and art are their top priorities for the railroad crossing.

How Consistent are Railroad Crossing Option Designs with Each Goal

Participants were asked whether the design of each railroad crossing option would achieve the following goals:

- Conveniently connects me to my destination
- Would be safe and comfortable to use as a pedestrian, wheelchair user, or cyclist
- Fits in well with the surrounding community
- Making it easier to walk or bike outweighs on-street parking and changes in traffic flow
- Provides opportunity for nice public space

While more survey respondents agreed than disagreed with these statements for all three options, they most consistently agreed that the Dumbarton Avenue Bridge (Option B) achieves these goals with 310 to

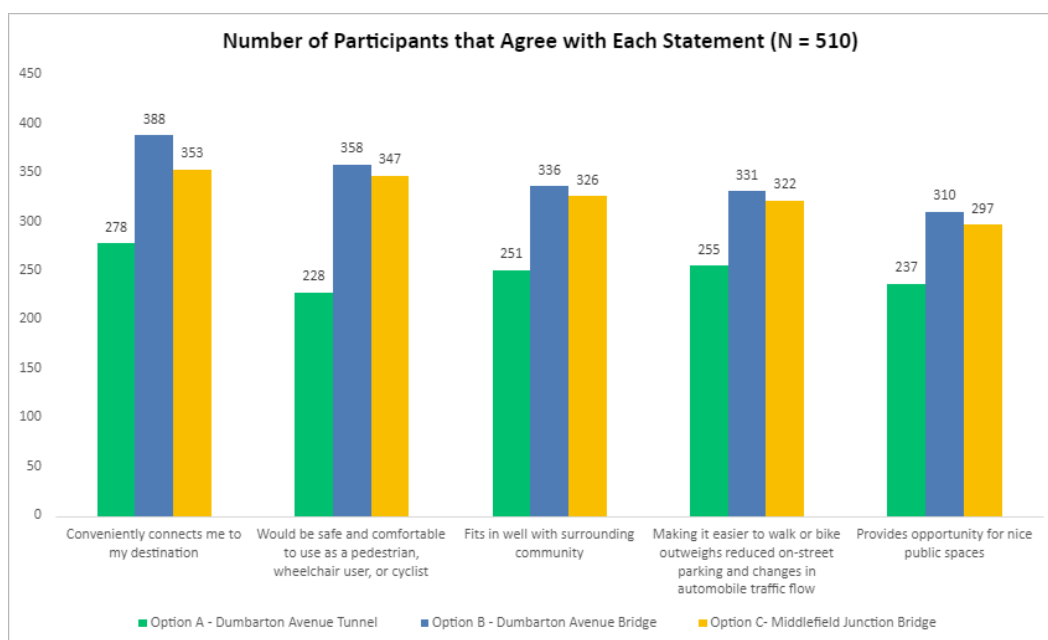


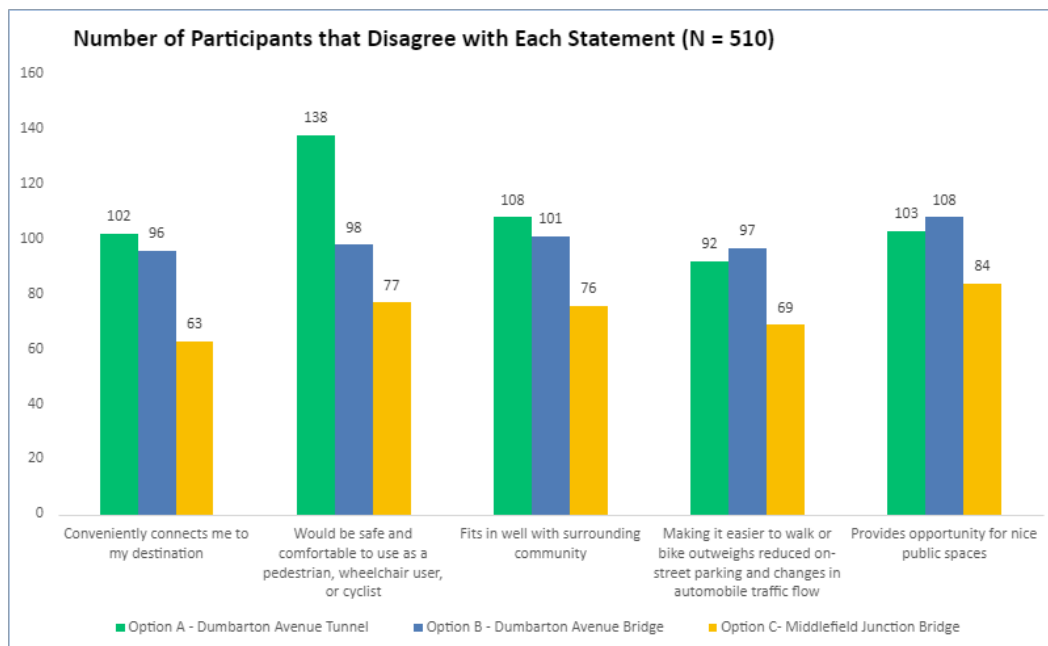
388 respondents that agreed. This option especially stands out for conveniently connecting destinations. Responses for the Middlefield Junction Bridge (Option C) were similar and ranged from 297 to 353 respondents agreeing. While the Middlefield Junction Bridge (Option C) had the least number of respondents that disagree with each of the statements, the difference between this option and the Dumbarton Avenue Bridge (Option B) is small and ranges from 21 to 33.

In contrast, there is less agreement that the Dumbarton Avenue Tunnel (Option A) achieves these goals. Only 228 to 278 respondents agree, receiving 76 to 110 fewer votes compared to the Dumbarton Avenue Bridge (Option B) and 60 to 119 fewer votes compared to the Middlefield Junction Bridge (Option C).

Error! Not a valid bookmark self-reference. and Figure 8 show the number of participants that agree and disagree with each goal for all three railroad crossings.

Figure 7: Number of Participants that Agree with Each Statement



**Figure 8: Number of Participants that Disagree with Each Statement**

Preferred Railroad Crossing

Participants were asked to rank the three railroad crossings and the option to not build a rail crossing in order of preference, from 1 (most favorite) to 4 (least favorite). The Dumbarton Avenue Bridge (Option B) and the Middlefield Junction Bridge (Option C) were the top two preferred railroad crossings (Figure 9). While the Dumbarton Avenue Bridge (Option B) and the Middlefield Junction Bridge (Option C) were ranked closely for the first preference, the Dumbarton Avenue Bridge (Option B) is the most preferred option.

When combining the numbers for the first and second preferences, the Dumbarton Avenue Bridge (Option B) received 116 more votes compared to the Middlefield Junction Bridge (Option C), 213 more votes than the Dumbarton Avenue Tunnel (Option A), and 402 more votes than the “do not build a rail crossing” option (Figure 10). The Dumbarton Avenue Tunnel (Option A) received the most votes as the third preference with 138 respondents among the four options, indicating that respondents prefer a bridge over a tunnel as the preferred crossing option.

Respondents would prefer having a railroad crossing built rather than not have one at all, with most respondents (127) indicating “do not build a rail crossing” as their last choice.



Figure 9: Respondent Ranking of Railroad Crossing Options

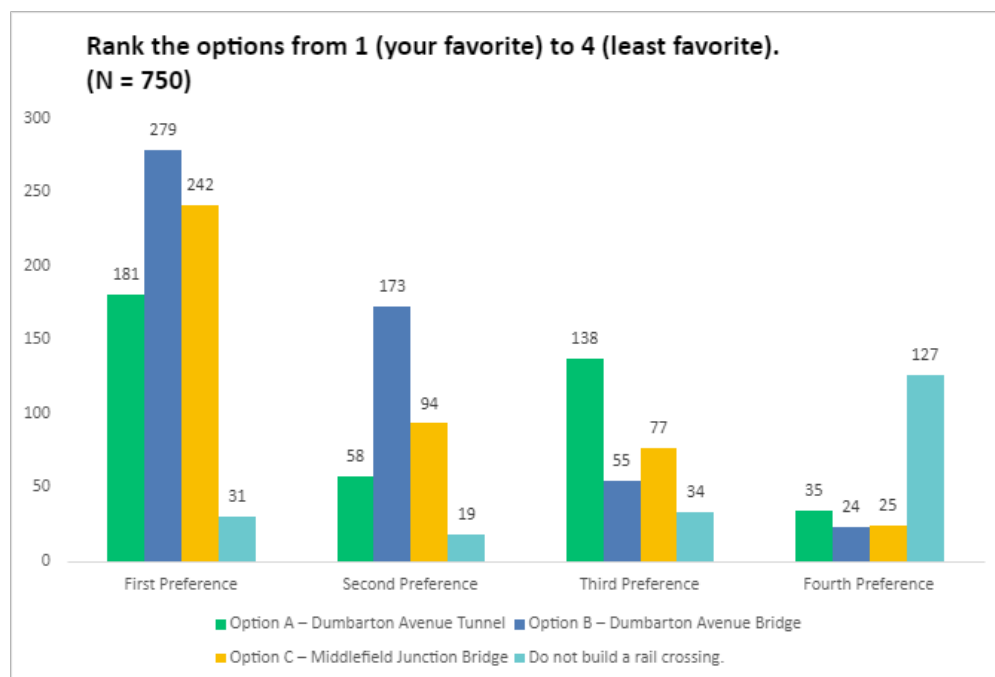
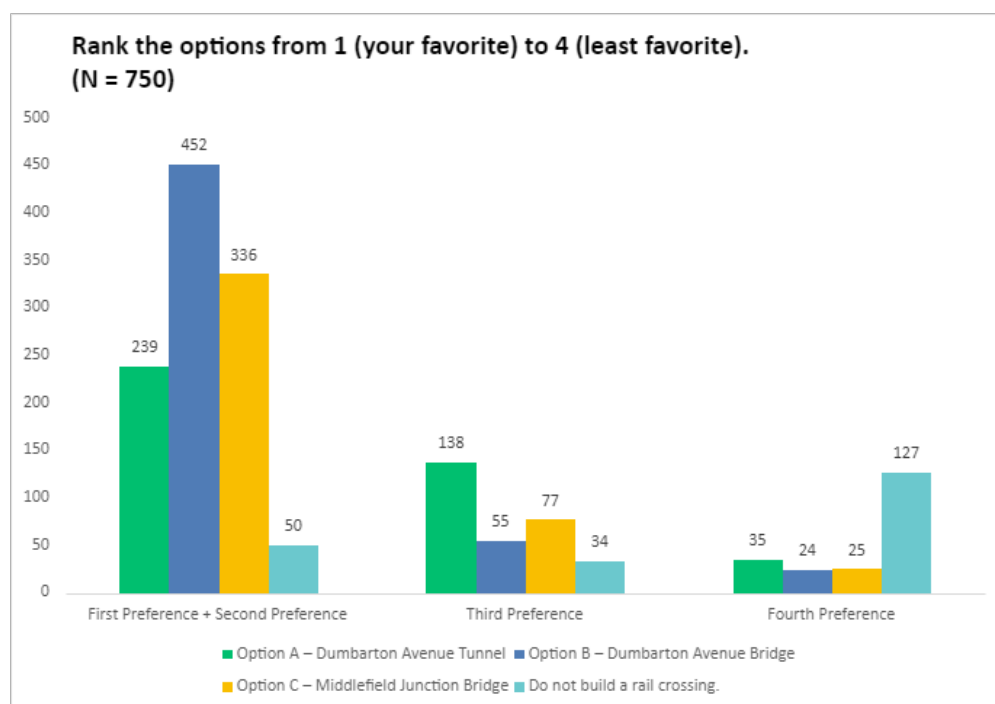


Figure 10: Respondent Ranking (First and Second Preferences Combined) of Railroad Crossing Options





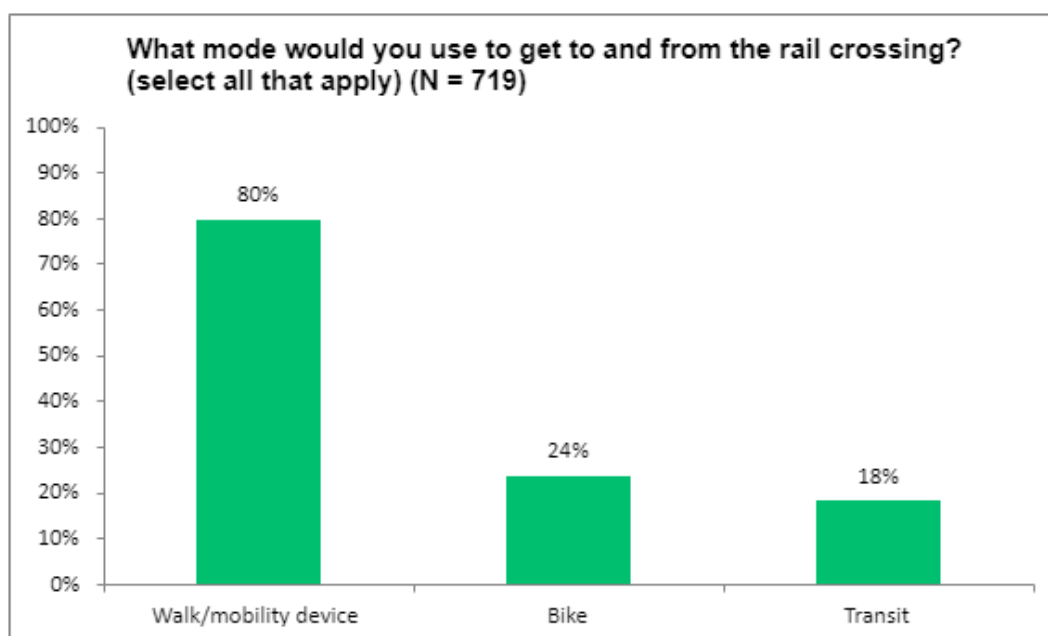
How Community Members would use the Railroad Crossing

To better understand how community members would use the railroad crossing, the Study team asked what mode of travel they would use to access the crossing and how often they would use it.

Mode of choice to travel to preferred crossing option

Most respondents would use an active mode of travel to access the railroad crossing, with 80% indicating that they would walk and/or use a mobility device and 24% would bike. Approximately 18% of respondents said they would take transit to access the crossing (Figure 11). Respondents were invited to select all modes that may be used, so totals add up to more than 100%, reflecting that some would use more than one mode on occasion.

Figure 11: Respondent Choice of Travel on the Potential Railroad Crossing

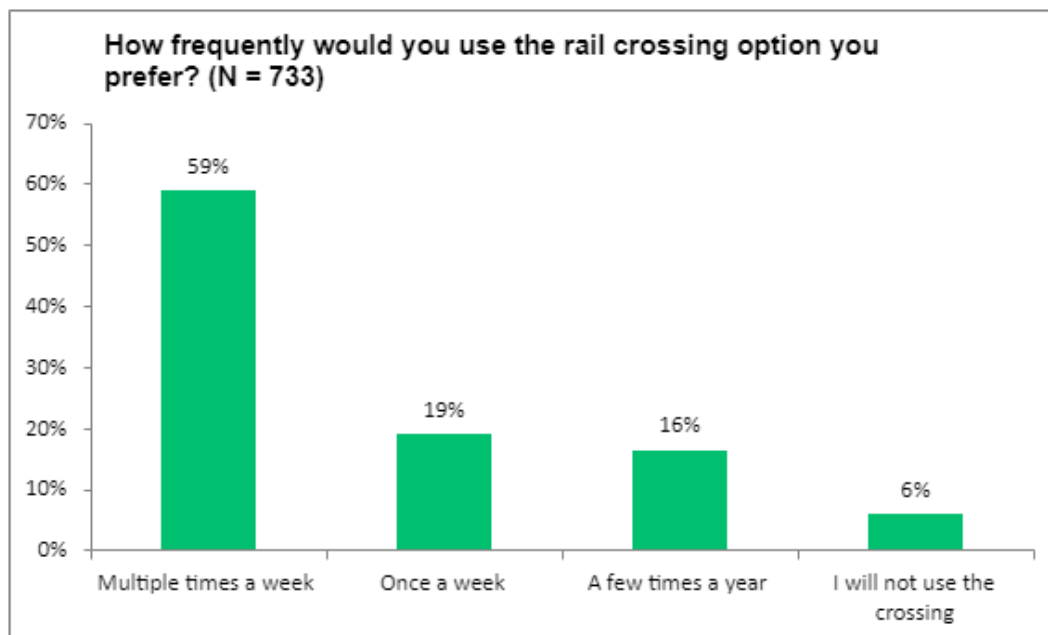


How Frequent Community Members will use the Railroad Crossing

Most survey respondents would use the crossing frequently (78%), with 59% indicating that they would use it multiple times a week and 19% would use it once a week. Only 16% of respondents would use the railroad crossing a few times a year, and 5% would not use the crossing (Figure 12).



Figure 12: Respondent Typical Frequency on the Potential Railroad Crossing



Preferred Choices Among Frequent Users

To identify preferences among those who are most likely to use the crossing, we isolated responses from frequent travelers, those who indicated they would use the crossing once or multiple times a week.

The Dumbarton Avenue Bridge (Option B) and the Middlefield Junction Bridge (Option C) were the top two preferred railroad crossings among frequent users. The preferences among frequent users are aligned closely with all travelers. While the Dumbarton Avenue Bridge (Option B) and the Middlefield Junction Bridge (Option C) were ranked closely, the Dumbarton Avenue Bridge (Option B) is the most preferred option among frequent users.

When the first and second preferences are combined to represent the number of respondents who selected each option as either a first or second preference, the Dumbarton Avenue Bridge (Option B) is the most preferred railroad crossing option among frequent users (331), with 95 more votes than the Middlefield Junction Bridge (Option C) and 149 more votes than the Dumbarton Avenue Tunnel (Option A). The Dumbarton Avenue Tunnel (Option A) was most consistently ranked as the third preference with 95 respondents among the four options, indicating that respondents who would use the railroad crossing consistently prefer a bridge over a tunnel.



Figure 13: Frequent Travelers Preferred Railroad Crossing Option

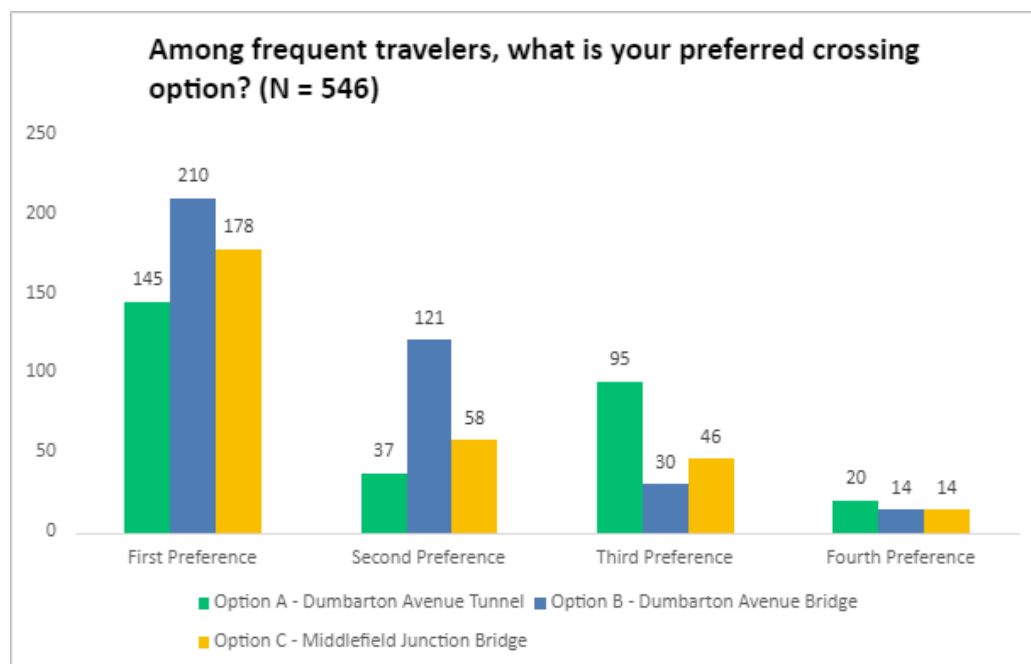
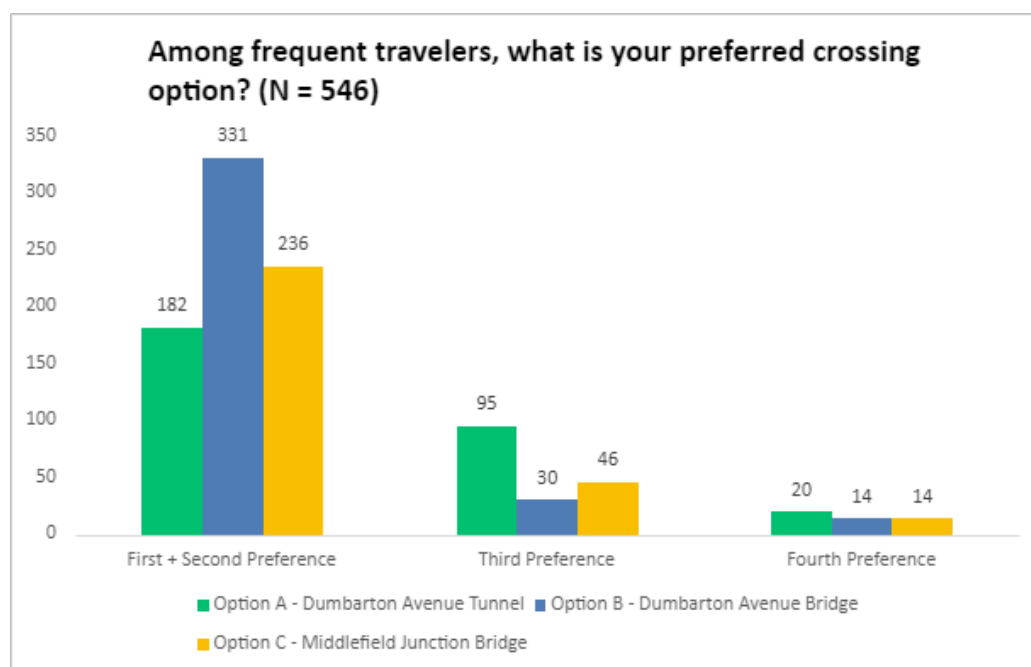


Figure 14: Frequent Travelers Preferred Railroad Crossing Option (First and Second Preferences Combined)



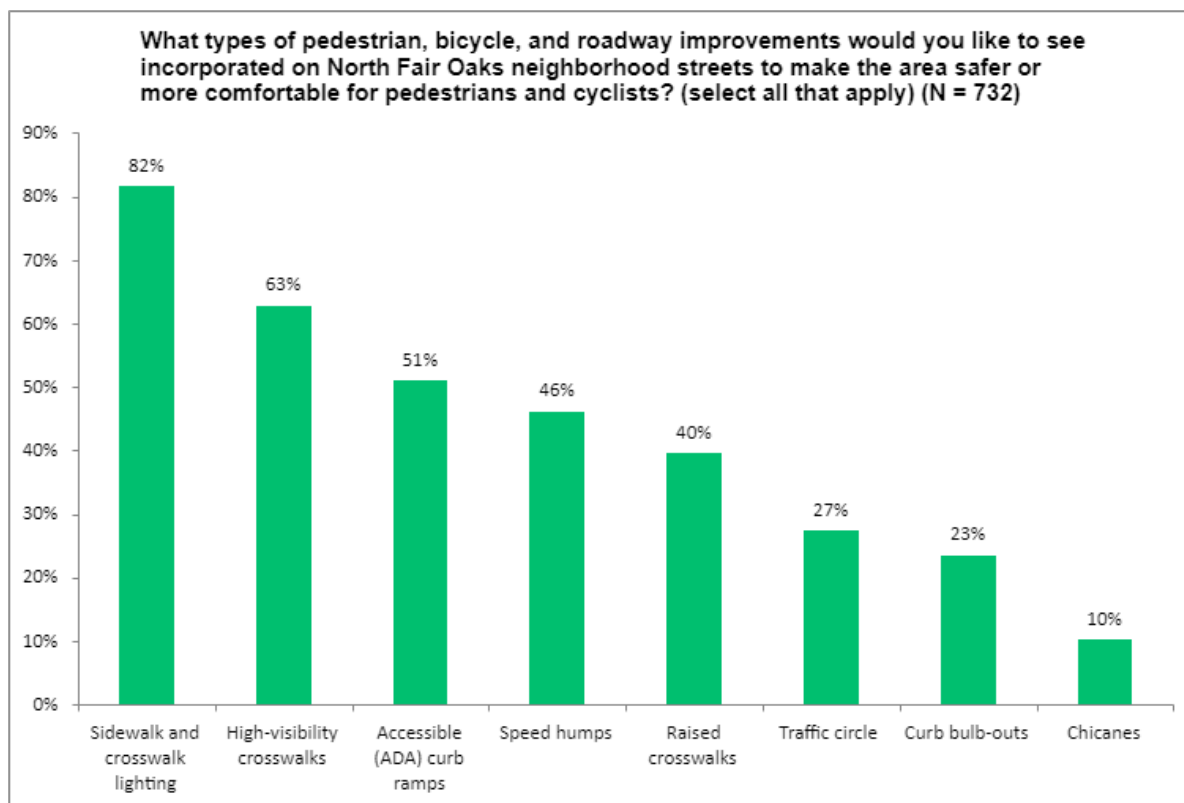


Favorite pedestrian, bicycle, and roadway improvements

Participants were asked to choose the types of pedestrian, bicycle, and roadway improvements they would like to incorporate on local streets to make the area safer or more comfortable. Participants were able to choose multiple options. The top three improvements were sidewalk and crosswalk lighting (82%), high-visibility crosswalks (63%), and accessible (ADA) curb ramps (51%) (Figure 15). Other improvement options included curb bulb-outs, raised crosswalks, traffic circles, speed humps, and chicanes.

Participants also voted for improvements by placing dot stickers on the interactive poster boards, and sidewalk and crossing lighting and speed humps were the most popular with 23 and 13 dots, respectively. Fewer participants voted for curb ramps, curb bulb-outs, high-visibility crosswalks, raised crosswalks, and traffic circles.

Figure 15: Respondent Choices for Types of Pedestrian, Bicycle, and Roadway Improvements



Additional Amenities or Features

Survey participants shared other amenities or features they would like to see incorporated in a railroad crossing through an open-ended response question. Common themes included:

- Increasing safety through lighting and security cameras
- Maintaining a clean railroad crossing free of trash and vandalism



- Ensuring all groups of people can cross (people with disabilities, older adults)
- Providing bike channels so cyclists do not have to carry bikes on stairs
- Incorporating public spaces and art for community members to gather and enjoy

Conversations with Community Members

Many conversations between the Study team and community members occurred during the pop-up events, open house, and canvassing. Community members provided input on topics listed and not listed on the survey and asked additional questions. Summaries of conversations by topic are below.

Safety

- Community members raised concerns related to personal security as some have been in unsafe situations around the Study area, such as being robbed or harassed.
- Many participants raised personal security concerns about not being visible should they be in the Dumbarton Avenue Tunnel (Option A). Additionally, participants liked that the two bridges were more visible than the tunnel.
- One community member mentioned that handrails need to be installed for the Dumbarton Avenue Tunnel (Option A).
- Community members noted that elevation change from the bridges may be difficult for older adults.
- A few community members mentioned that the bridges need to have mechanisms (e.g. higher fences) to prevent people from jumping off or pushing others off the bridge or ramps.
- Some participants liked that the Middlefield Junction Bridge (Option C) had fewer switchback ramps.

Access to Destinations

- Some participants liked the Middlefield Junction Bridge (Option C) the most because it connected to more large shopping destinations such as Target and Costco, community facilities like the Fair Oaks Community Center and Library, and surrounding residential areas on north and south sides of the railroad tracks. However, other participants liked the ability to more directly connect to the smaller local shops on Middlefield via the Dumbarton Avenue Bridge (Option B).

Community Design

- Community members noted that the railroad crossing must be well maintained, free of trash and vandalism.
- Some expressed concern that the new crossing and accompanying plazas would attract the unhoused.
- A community member suggested that the Dumbarton Avenue Tunnel (Option A) be designed like the Belmont Caltrain Station because it is in the open thus increasing safety.

Equity

- Community members said that the new crossing will benefit many, especially the youth, older adults, pedestrians, and cyclists.

Issues with Existing Infrastructure

- Cars block ADA ramps and driveways and park on sidewalks or double park.



Impacts to Parking

- Community members asked how the construction of the crossing would affect parking since both the southern and northern areas of the crossing have limited access to available on-street parking.
- A community member asked if the parking lot on the side of Marshall's from the Middlefield Junction Bridge (Option C) can be used for residential parking since street parking will be lost to construct this option.

Implementation Constructability

- Related to carrying out the construction, a community member asked what the purpose is of building the project and how the project is funded.

Other

During Engagement #2, the Study team heard feedback from the community that did not fall within the scope of the Study. Comments that were shared outside the Study scope included:

- Homeowners asked if the cost of housing (e.g. rent, taxes) would increase if the new railroad crossing was built.
- Existing infrastructure is inadequate around Hoover School.
- Some community members shared that the County has not been responsive to their concerns for other projects.

Next Steps

The feedback collected during Engagement #2 will be used to inform the development draft study including the identified preferred alternative. In late 2023, the Study team will distribute and collect feedback on the draft study for Engagement #3.



Appendix A: Engagement Materials Notifications

Social Media Notifications

NORTH FAIR OAKS | BICYCLE AND PEDESTRIAN RAILROAD CROSSING AND COMMUNITY CONNECTIONS STUDY

WE WANT TO HEAR FROM YOU!

San Mateo County is studying how to make walking and bicycling easier in North Fair Oaks, including the opportunity for a new pedestrian and bicycle crossing over or under the Caltrain railroad tracks.

Share your thoughts on three potential railroad crossing designs and other neighborhood bicycle and pedestrian improvements:

- Take a short survey**
- Attend a pop-up event**
- Share a comment on the County's website**

Project Study Area

LEGEND

- Study Area
- Rail Corridor
- Railroad Crossing

OPTION A: DUMBARTON AVENUE TUNNEL
OPTION B: DUMBARTON AVENUE BRIDGE
OPTION C: MIDDLEFIELD JUNCTION BRIDGE

NORTH FAIR OAKS | PROYECTO DE CONEXIONES COMUNITARIAS Y CRUCES FERROCARRILES PARA PEATONES Y BICICLETAS

¡NOSOTROS QUEREMOS ESCUCHAR DE USTED!

El condado de San Mateo está estudiando cómo hacer caminar y andar en bicicleta más fácil en North Fair Oaks, incluyendo la oportunidad de un nuevo cruce para peatones y bicicletas sobre o debajo de las vías del tren Caltrain.

Comparta sus pensamientos, sobre tres posibles diseños de cruces ferroviario y otras mejoras, para bicicletas y peatones en el vecindario:

- Toma una breve encuesta**
- Asista a un evento**
- Comparta un comentario en el sitio web del condado**

Área de estudio del proyecto

LEYENDA

- Área de estudio
- Corredor ferroviario
- Cruce ferroviario

OPCIÓN A: TÚNEL DE LA AVENIDA DUMBARTON
OPCIÓN B: PUENTE DE LA AVENIDA DUMBARTON
OPCIÓN C: MIDDLEFIELD PUENTE DE CRUCE






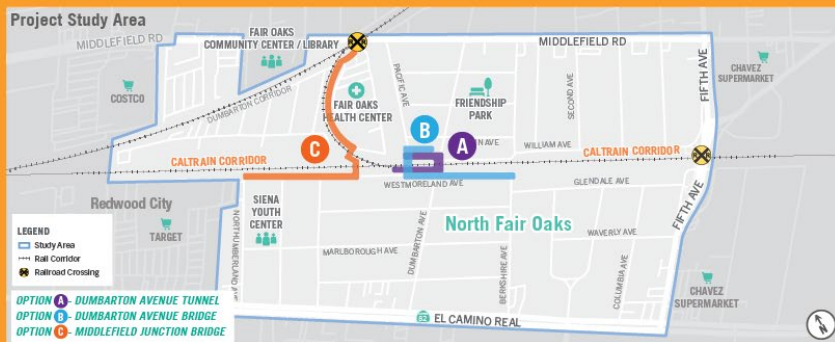
WE WANT TO HEAR FROM YOU!

NORTH FAIR OAKS BICYCLE AND PEDESTRIAN RAILROAD CROSSING
AND COMMUNITY CONNECTIONS STUDY

San Mateo County is studying how to make walking and bicycling easier in North Fair Oaks, including the opportunity for a new pedestrian and bicycle crossing over or under the Caltrain railroad tracks.

Share your thoughts on three potential railroad crossing designs and other neighborhood bicycle and pedestrian improvements:

-  Take a short survey
-  Attend a pop-up event
-  Share a comment on the website






¡NOSOTROS QUEREMOS ESCUCHAR DE USTED!

NORTH FAIR OAKS PROYECTO DE CONEXIONES COMUNITARIAS Y CRUCES FERROCARRILES PARA PEATONES Y BICICLETAS

El condado de San Mateo está estudiando cómo hacer caminar y andar en bicicleta más fácil en North Fair Oaks, incluyendo la oportunidad de un nuevo cruce para peatones y bicicletas sobre o debajo de las vías del tren Caltrain.

Comparta sus pensamientos, sobre tres posibles diseños de cruces ferroviario y otras mejoras, para bicicletas y peatones en el vecindario:

-  Toma una breve encuesta
-  Asista a un evento
-  Comparta un comentario en el sitio web del condado





Mailer

¡NECESITAMOS TU COMENTARIO!

WE NEED YOUR INPUT!

OPTION A

DUMBARTON AVENUE TUNNEL



OPTION B

DUMBARTON AVENUE BRIDGE



OPTION C

MIDDLEFIELD JUNCTION BRIDGE



OFFICE OF
SUSTAINABILITY
COUNTY OF SAN MATEO

www.NFOWalkBike.org

— NORTH
FAIR OAKS

| BICYCLE AND PEDESTRIAN RAILROAD CROSSING
AND COMMUNITY CONNECTIONS STUDY —

Comparta sus pensamientos sobre un nuevo cruce potencial de las vías de Caltrain para facilitar caminar y andar en bicicleta en North Fair Oaks

Share your thoughts on a potential new crossing of the Caltrain tracks to make walking and biking easier in North Fair Oaks

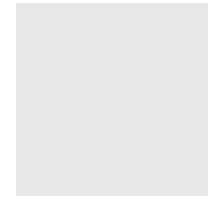
Visite nuestro sitio web en www.NFOwalkbike.org para averiguar cuándo estaremos en un evento cerca de usted, obtenga más información sobre nuestro estudio y comparta comentarios.

Go to our website at www.NFOwalkbike.org to find out when we'll be at an event near you, learn more about our study, and share comments!



OFFICE OF
SUSTAINABILITY
COUNTY OF SAN MATEO

County of San Mateo Office of Sustainability
455 County Center, 4th Floor
Redwood City, CA 94063



ESCANEA AQUÍ

SCAN HERE





Flyers

¿Qué es el proyecto y por qué es necesario?

Las vías del tren de Caltrain separan a los residentes de los destinos locales que incluyen, entre otros, instalaciones y servicios comunitarios, escuelas, tiendas y servicio de autobús local. Para mejorar la seguridad, la conectividad y el acceso en la comunidad de North Fair Oaks, el condado de San Mateo está evaluando oportunidades para:



Un nuevo cruce para peatones y bicicletas en las vías del tren de Caltrain (túnel o puente) para apoyar mejor las conexiones para caminar y andar en bicicleta



Mejoramientos para ciclistas y peatones en las calles locales que brindan conexiones con el nuevo cruce ferrocarril y destinos locales en ambos lados de las vías en su comunidad.

¿Cuáles son los objetivos del proyecto?

El objetivo del Estudio es crear opciones, para un nuevo cruce peatonal y en bicicleta, que brinde los siguientes beneficios a la comunidad:



Acceso

Mejor acceso para las personas que caminan, circulan y transitan en bicicleta, a través del corredor ferroviario y los vecindarios cercanos.



Seguridad

Espacios públicos más seguros y bien iluminados, que sean cómodos y agradables, para personas de todas las edades y capacidades.



Equidad

Mejoras para las personas que viajan sin automóvil, que reflejen las prioridades de la comunidad, que logren objetivos de sostenibilidad, locales y regionales, sin desplazamiento de viviendas.



Diseño Comunitario

Sentido de comunidad, a través de atractivos espacios públicos, arte público y estructurado.

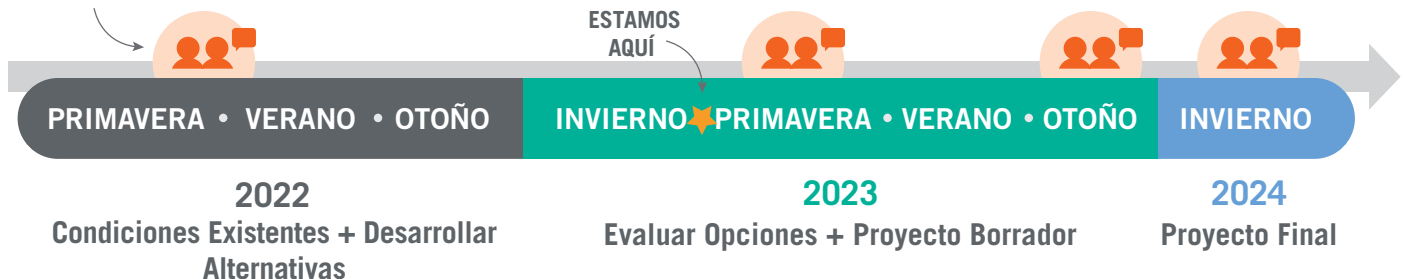


Constructibilidad

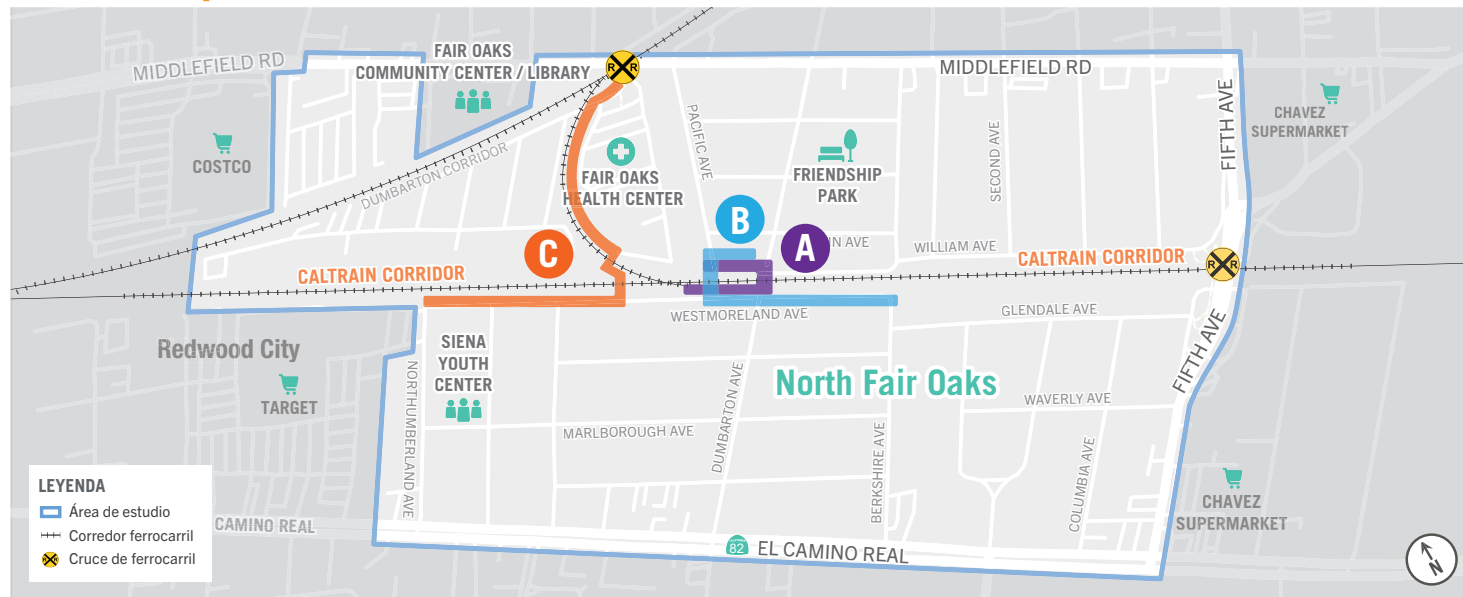
Impactos mínimos de construcción, en la comunidad y un presupuesto de proyecto factible.

¿Cuál es la cronología para este proyecto?

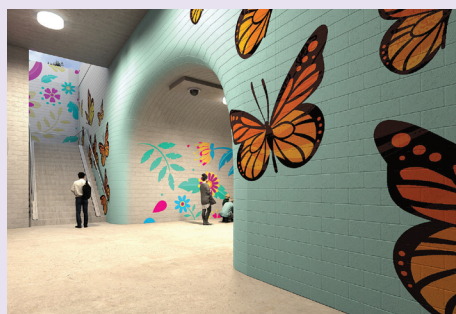
EVENTOS DE ALCANCE COMUNITARIO



Las tres opciones de cruce:



OPCIÓN A TÚNEL DE LA AVENIDA DUMBARTON



OPCIÓN B PUENTE DE LA AVENIDA DUMBARTON



OPCIÓN C MIDDLEFIELD PUENTE DE CRUCE



¡NECESITAMOS SU OPINIÓN!

Se quiere que este estudio refleje, las prioridades de los vecindarios adyacentes a las vías del ferrocarril Caltrain y definir juntos, un camino colaborativo.



Comparta con nosotros sus pensamientos, sobre los diseños de cada opción del cruce del ferrocarril.



Díganos qué opción de cruce del ferrocarril, funciona mejor para la comunidad.



Seleccione qué mejoras en la calle, funcionarían mejor para el cruce del ferrocarril.

ESCANEA AQUÍ
PARA TOMAR UNA
ENCUESTA



¿Quiere aprender más? Visite el sitio web del Proyecto de Conexiones Comunitarias y Cruces Ferrocarriles para Peatones y Bicicletas en North Fair Oaks: www.NFOwalkbike.org o contáctenos mandándonos un correo electrónico a: NFOwalkbikesmc@smcgov.org

What is the Study and why is it needed?

The Caltrain railroad tracks in North Fair Oaks separate residents from local destinations that include, but aren't limited to, community facilities and services, schools, shopping, and local bus service. To improve safety, connectivity, and access in the North Fair Oaks community, the County of San Mateo is evaluating opportunities for:



A new pedestrian and bicycle crossing of the Caltrain railroad tracks (tunnel or bridge) to better support walking and biking connections



Bicycle and pedestrian improvements on local streets that provide connections to the new rail crossing and local destinations on both sides of the tracks in your community

What are the goals of the Study?

The Study aims to create options for a new pedestrian and bicycle crossing that brings the following benefits to the community:



Access

Improved access for people walking, rolling, and biking across the rail corridor and nearby neighborhoods.



Safety

Safer and well-lit public spaces that are comfortable and inviting for people of all ages and abilities.



Equity

Improvements for people traveling without a car that reflect community priorities and achieve local and regional sustainability goals with no housing displacement.



Community Design

Sense of community through attractive public spaces, public art, and structures.



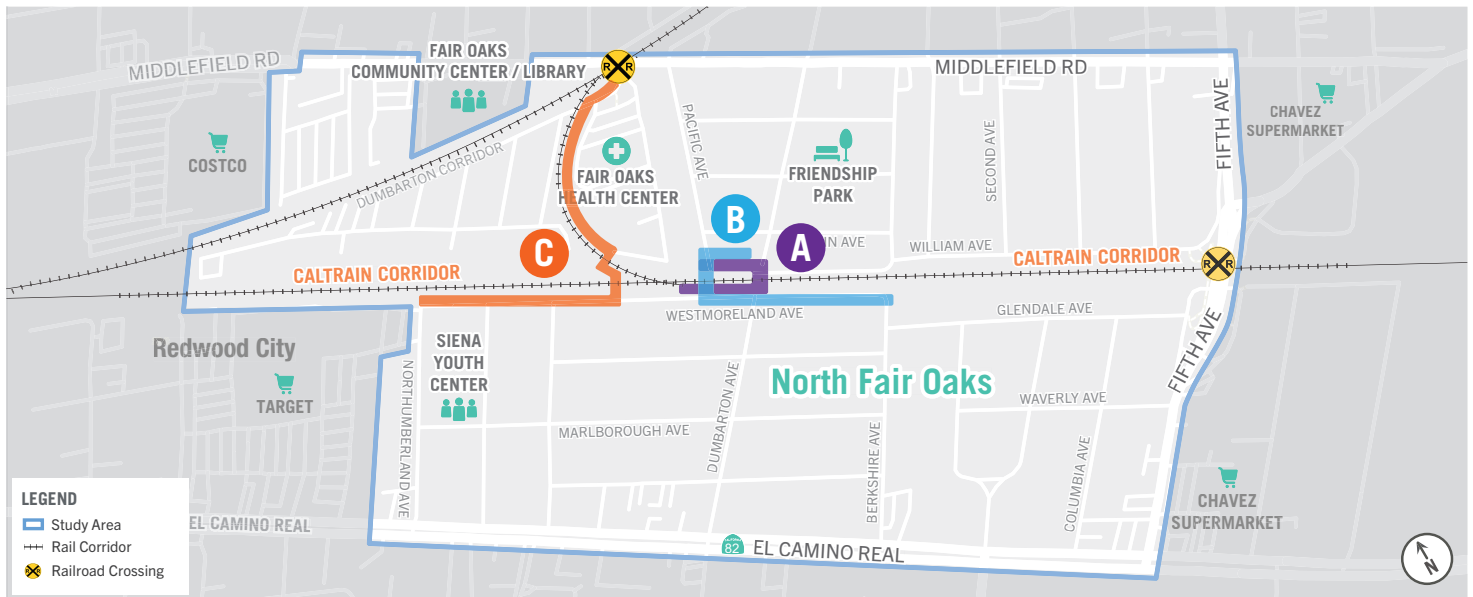
Constructability

Minimal construction impacts on the community and feasible project budget.

What is the Study timeline?



The three crossing options:



OPTION A

DUMBARTON AVENUE TUNNEL



OPTION B

DUMBARTON AVENUE BRIDGE



OPTION C

MIDDLEFIELD JUNCTION BRIDGE



WE NEED YOUR INPUT!

We want this Study to reflect the priorities of neighborhoods adjacent to the Caltrain railroad tracks and define a collaborative path forward together.



Share with us your thoughts on the designs of each rail crossing options.



Tell us which rail crossing option works best for the community.



Select which street improvements would be best to improve safety for walking and biking.

SCAN HERE TO TAKE A SURVEY



Want to learn more? Visit the North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study website: www.NFOwalkbike.org or reach out to us via e-mail at: NFOwalkbikesmc@smcgov.org

WE NEED YOUR INPUT!

OPTION A

DUMBARTON AVENUE TUNNEL



OPTION B

DUMBARTON AVENUE BRIDGE

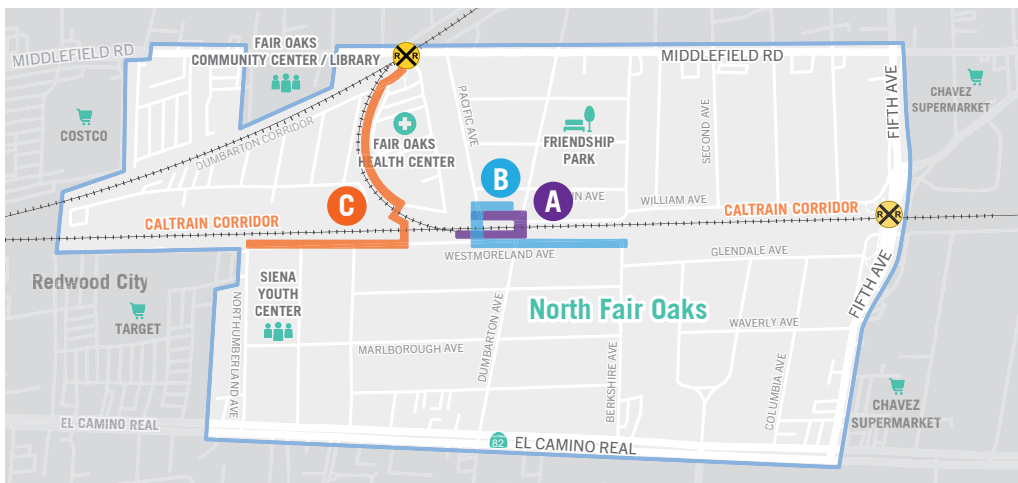


OPTION C

MIDDLEFIELD JUNCTION BRIDGE



COME JOIN US AT OUR OPEN HOUSE!



DATE: Wednesday, April 12

TIME: 6:00-8:00 PM

LOCATION: Casa Circulo Cultural
3090 Middlefield Rd.
North Fair Oaks

Food and childcare provided.

Every attendee has a chance to
win one of two \$50 gift cards!



OFFICE OF
SUSTAINABILITY
COUNTY OF SAN MATEO



Find out more at
NFOWalkBike.org

NORTH
FAIR OAKS

CRUCE DE BICICLETAS Y PEATONES
Y ESTUDIO DE CONEXIONES COMUNITARIAS

¡NECESITAMOS TU APOORTE!

OPCIÓN A

TUNEL AVE. DUMBARTON



OPCIÓN B

PUENTE AVE. DUMBARTON

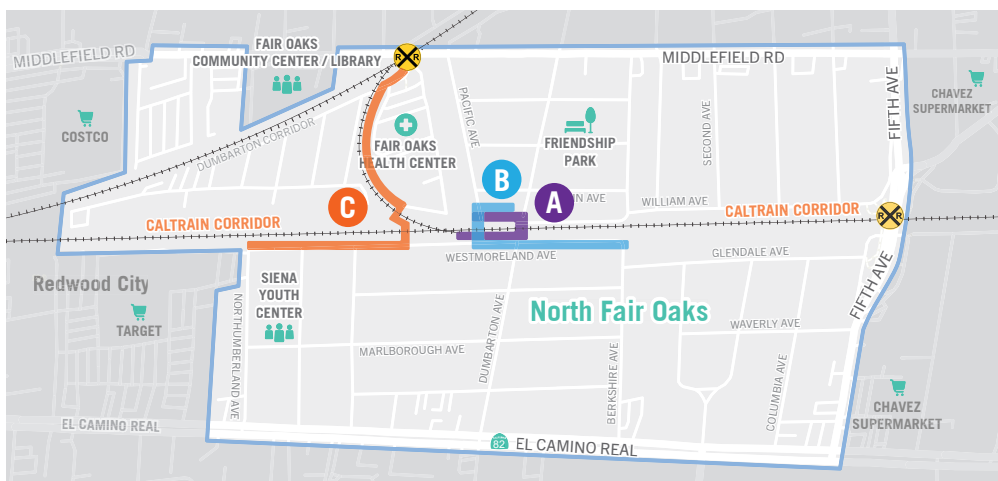


OPCIÓN C

PUENTE MIDDLEFIELD CRUCE



¡VEN Y ÚNETE A NOSOTROS EN NUESTRA CASA ABIERTA!



FECHA: Miércoles, 12 de Abril

TIEMPO: 6:00-8:00 PM

LOCACION: Casa Circulo Cultural
3090 Middlefield Rd.
North Fair Oaks

Alimentos y cuidado de niños
estarán disponibles.

¡Cada asistente tiene la oportunidad
de ganar una de las dos tarjetas de
regalo de \$50!



OFFICE OF
SUSTAINABILITY
COUNTY OF SAN MATEO



Obtenga más información en
NFOWalkBike.org



Email Notification

English Version

Dear North Fair Oaks/adjacent Redwood City community member,

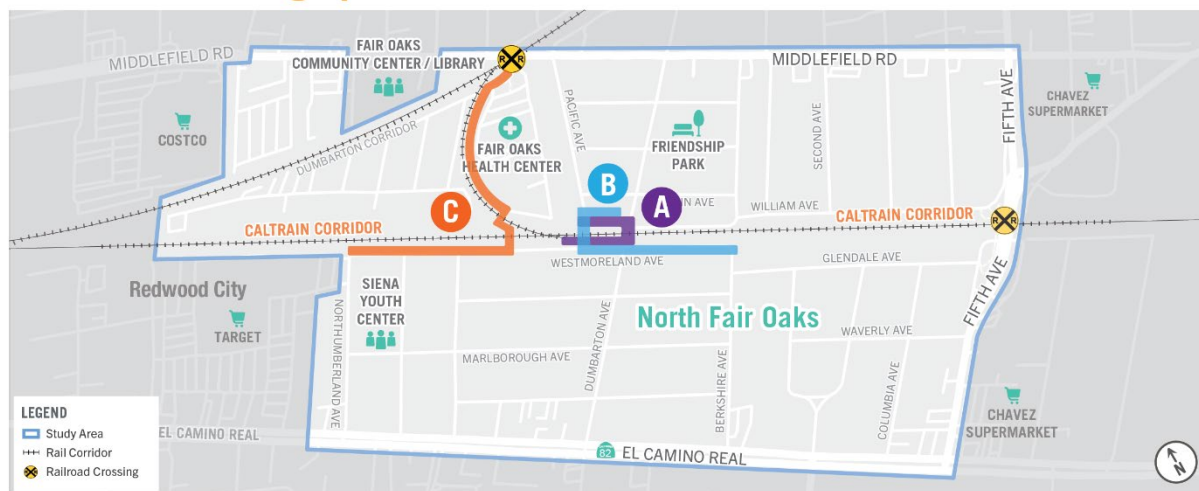
San Mateo County is continuing to study how to build new comfortable and convenient connections for people walking, rolling, and biking across the Caltrain rail corridor to local destinations and on neighborhood streets. The project team wants to hear from the community about three potential railroad crossing designs by [taking our survey](#) or attending a pop up event. You can find out more about this study and how to participate below and on the [project website](#).

The project team has been working to develop a community-informed Study that reflects the priorities of the community. During the first phase of engagement in summer 2022 we introduced the project to the North Fair Oaks/adjacent Redwood City community and gathered input about specific barriers to walking and bicycling in the project study area (shown below), key destinations in need of connection, and opportunities to improve safety and enhance access. The engagement summary from the first phase is available on the [project website](#).

Input from the first engagement phase was used to develop three potential railroad crossing designs (shown in purple, blue and orange) and bicycle and pedestrian improvements. More details will be shared at community events and online.

Input from the first engagement phase was used to develop three potential railroad crossing designs (shown in purple, blue and orange) and bicycle and pedestrian improvements. More details will be shared at community events and online.

The three crossing options:



OPTION A
DUMBARTON AVENUE TUNNEL

OPTION B
DUMBARTON AVENUE BRIDGE

OPTION C
MIDDLEFIELD JUNCTION BRIDGE

We want to ensure this Study reflects the priorities of the neighborhoods adjacent to the Caltrain railroad tracks and defines a collaborative path forward together.

Now through Sunday April 16, you can provide feedback in three ways:

- Take a short survey: <https://www.surveymonkey.com/r/VPDDBTBTP>
- Attend one of our engagement activities in March or April 2023:



Date	Time	Location
Friday, March 24th	9am - 1pm	North Fair Oaks Library and Fair Oaks Community Center, 2600 Middlefield Road
Monday, March 27th	8:30am - 12pm	Chavez Market and Jornaleros Laborers, 3282 Middlefield Road
Monday, March 27th	10am -12:30pm	Samaritan House Free Clinic, 114 5 th Avenue
Thursday, March 30th	3 - 6pm	Willow Market and Carniceria, 37 Willow Street
Sunday, April 2nd	10:30am - 1:30pm	Verbo Church, 2789 Bay Road
Wednesday, April 5th	5 - 8pm	Casa Circulo Cultural, 3090 Middlefield Road
Thursday, April 6th	4 - 6pm	Siena Youth Center, 2625 Marlborough Avenue
Monday, April 10th	7:30 – 10am	Jornaleros Laborers/Chavez Market, 46 5th Avenue
Monday, April 10th	10:30am – 1:30pm	Mi Tienda Market, 812 5th Avenue
Friday, April 14th	5 – 7:30pm	Verbo Food Distribution and Sport Activities, 2789 Bay Road

**Other events will be announced soon, and dates/locations may change due to weather.

Share a comment on the Study website: www.NFOwalkbike.org

Promote and share the Study video and promote the survey on social media too!

- Instagram link to survey post:
- Twitter link to survey post:
- Facebook link to survey post:
- YouTube link to survey post:

The project team appreciates any feedback you can provide, and we look forward to hearing from you!

Spanish Version

Estimado miembro de la comunidad de North Fair Oaks/adyacente a Redwood City,

El Condado de San Mateo continúa estudiando, cómo construir nuevas conexiones cómodas y convenientes para las personas que caminan, transitan y viajan en bicicleta, a través del corredor ferroviario de Caltrain, hacia los destinos locales y las calles de los vecindarios. El equipo del proyecto quiere escuchar de la comunidad, acerca de tres posibles diseños de cruces de ferrocarril, [respondiendo a nuestra encuesta](#) o asistiendo a un evento emergente. Puede obtener más información, sobre este estudio y cómo participar a continuación y en el sitio.

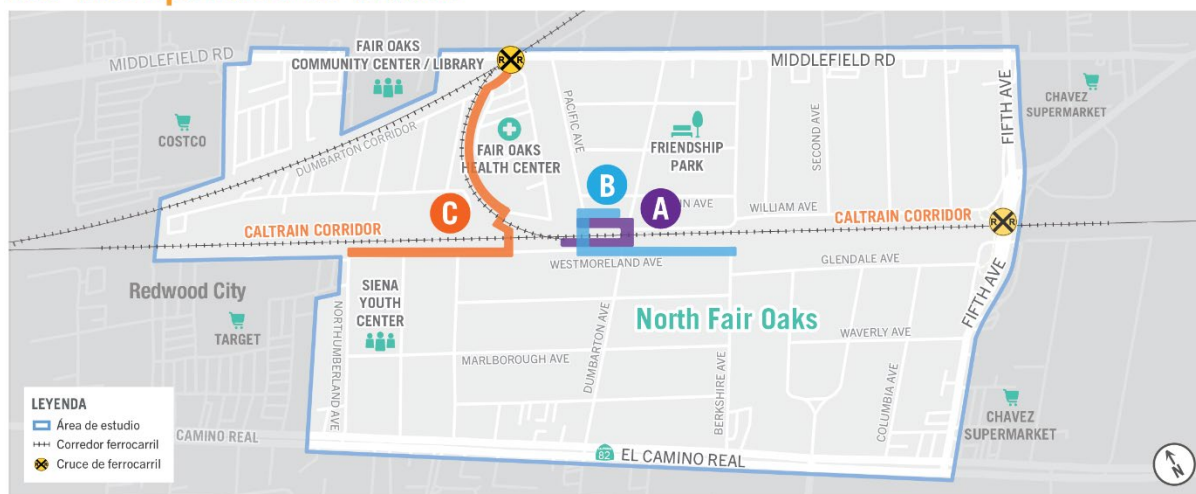
El equipo del proyecto ha estado trabajando, para desarrollar un estudio informado por la comunidad, que refleje las prioridades de la comunidad. Durante la primera fase de compromiso en el verano de 2022, presentamos el proyecto a la comunidad de North Fair Oaks/Redwood City adyacente y reunimos información, sobre las barreras específicas para caminar y andar en bicicleta, en el área de estudio del



proyecto (que se muestra a continuación), destinos clave que necesitan conexión, y oportunidades para mejorar la seguridad y mejorar el acceso. El resumen del compromiso de la primera fase está disponible en [el sitio](#).

Los aportes de la primera fase de compromiso, se utilizaron para desarrollar tres posibles diseños de cruces de ferrocarril (mostrados en morado, azul y naranja) y mejoras para ciclistas y peatones. Se compartirán más detalles en eventos comunitarios y en línea.

Las tres opciones de cruce:



OPCIÓN A
TÚNEL DE LA AVENIDA DUMBARTON

OPCIÓN B
PUENTE DE LA AVENIDA DUMBARTON

OPCIÓN C
MIDDLEFIELD PUENTE DE CRUCE

Queremos asegurarnos de que este Estudio, refleje las prioridades de los vecindarios adyacentes, a las vías del tren de Caltrain y defina un camino de colaboración: hacia adelante juntos.

- Desde ahora hasta el domingo 16 de Abril, usted puede proporcionar comentarios de tres maneras:
- Realice una breve encuesta: <https://www.surveymonkey.com/r/VPDDDBTP>
- Asista a una de nuestras actividades de participación en Marzo o Abril de 2023:

Date	Time	Location
Friday, March 24th	9am - 1pm	North Fair Oaks Library and Fair Oaks Community Center, 2600 Middlefield Road
Monday, March 27th	8:30am - 12pm	Chavez Market and Jornaleros Laborers, 3282 Middlefield Road
Monday, March 27th	10am -12:30pm	Samaritan House Free Clinic, 114 5 th Avenue
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Monday, April 10th	10:30am – 1:30pm	Mi Tienda Market, 812 5th Avenue
Friday, April 14th	5 – 7:30pm	Verbo Food Distribution and Sport Activities, 2789 Bay Road

**Otros eventos se anunciarán pronto y las fechas/ubicaciones pueden cambiar debido al clima.

- Comparta un comentario en el sitio web del Estudio: www.NFOwalkbike.org

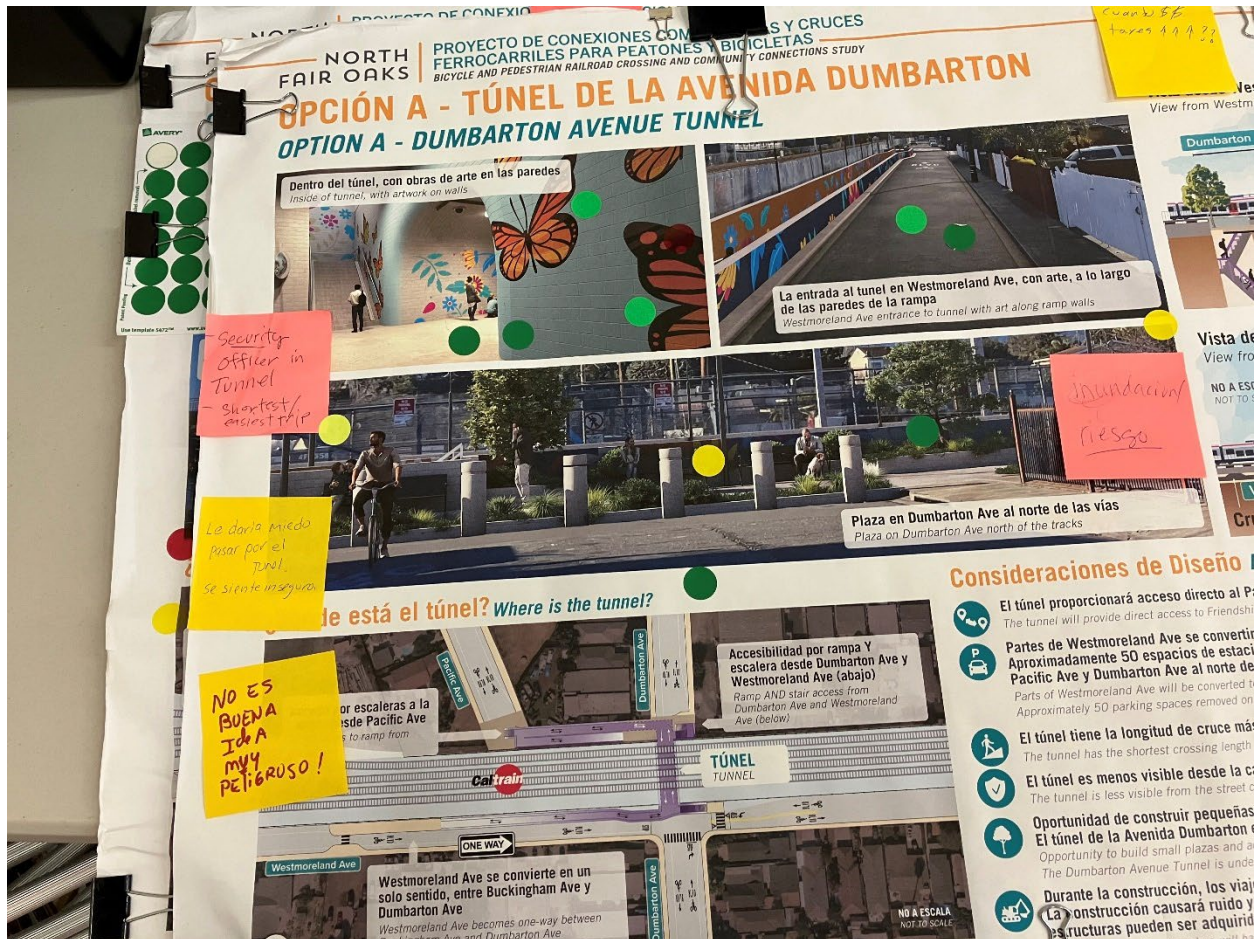
¡Promocione y comparta el video del Estudio y también promueva la encuesta, en las redes sociales!

- Enlace de Instagram a la publicación de la encuesta:
- Enlace de Twitter a la publicación de la encuesta:
- Enlace de Facebook a la publicación de la encuesta:
- Enlace de YouTube a la publicación de la encuesta:

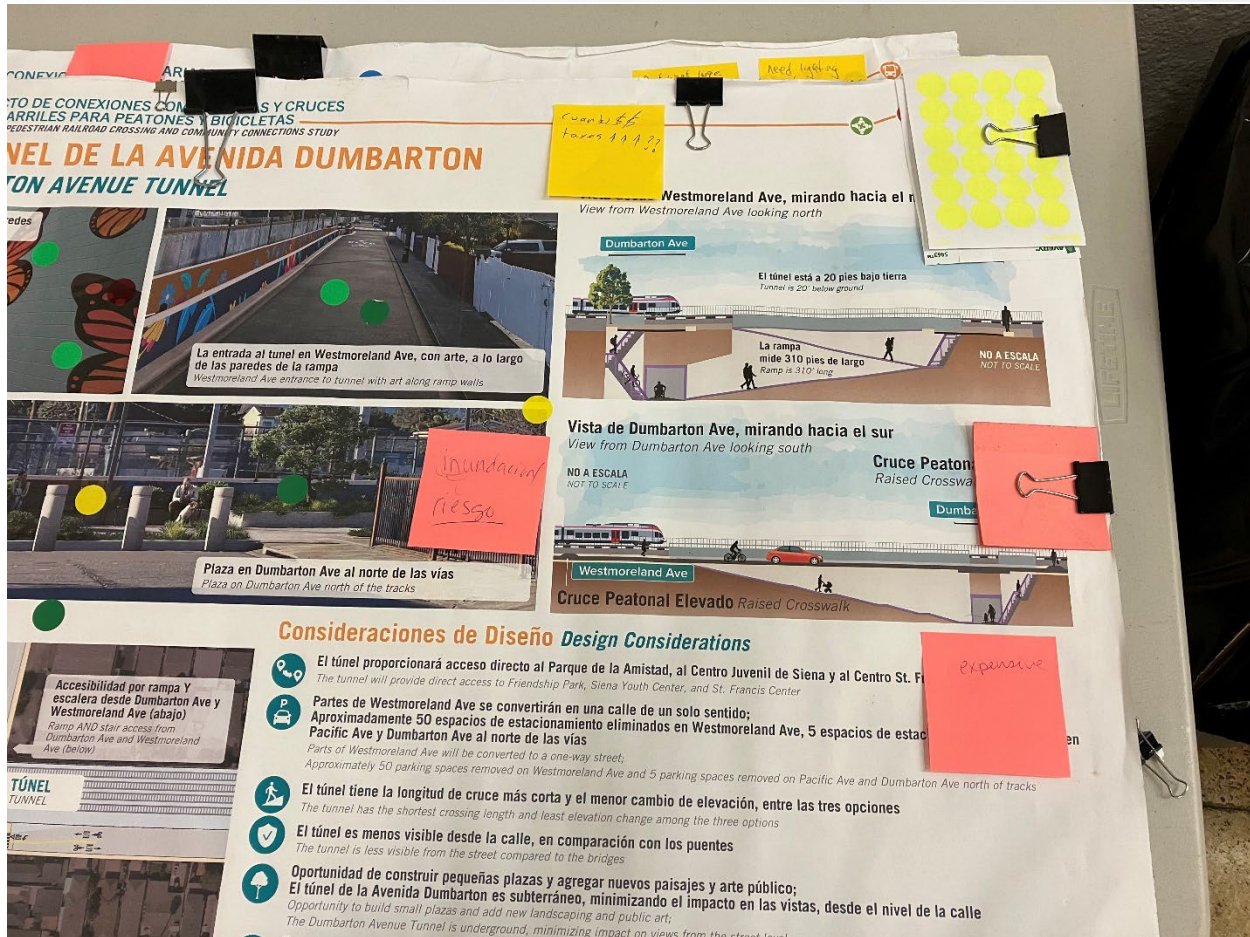
El equipo del proyecto, agradece cualquier comentario que pueda proporcionar, ¡y esperamos saber de usted!



Appendix B: Interactive Posters









NORTH FAIR OAKS | PROYECTO DE CONEXIÓN FERROVIARIA PARA BICICLETAS Y CRUCE PEATONAL | COMMUNITY CONNECTIONS STUDY

OPCIÓN B - PUENTE DE AVENIDA DUMBARTON

OPCIÓN B - DUMBARTON AVENUE BRIDGE

Vista de la plaza, la rampa y el puente en Dumbarton Ave. al norte de las vías
View of plaza, ramp, and bridge on Dumbarton Ave north of tracks

Entrada a la rampa en Westmoreland Ave
Entrance to ramp on Westmoreland Ave

Vista desde Westmoreland Ave, mirando hacia el norte
View from Westmoreland Ave looking north

El puente está a 47 pies sobre el suelo
Bridge is 47' above ground

Cruce Peatonal Elevado
Elevated Pedestrian Crossing

Vista desde Dumbarton Ave, mirando hacia el sur
View from Dumbarton Ave looking south

NO A ESCALA
NOT TO SCALE

Consideraciones de Diseño Design Considerations

- El puente ofrece acceso directo al Parque de la Amistad, el Centro Juvenil Siena y el Centro de San Francisco
The bridge provides direct access to Friendship Park, Siena Youth Center, and the St. Francis Center
- Partes de Westmoreland se convertirán en una calle de sentido único; Aproximadamente 55 espacios de estacionamiento eliminados, en Westmoreland Ave, y 5 espacios de estacionamiento eliminados, en Pacific y Dumbarton Ave, al norte de las vías
Parts of Westmoreland will be converted to a one-way street; Approximately 55 parking spaces removed on Westmoreland Ave, and 5 parking spaces removed on Pacific and Dumbarton Ave north of the tracks
- Los puentes requieren distancias de cruce más largas y mayores cambios de elevación, en comparación con la opción de túnel; El puente se conecta directamente con una calle de bicicletas, de dos vías en Berkshire Ave
The bridges require longer crossing distances and bigger elevation changes compared to the tunnel option; Bridge connects directly to short two-way bikeway on Berkshire Ave
- Los viajeros permanecen por encima del suelo, aunque la altura del puente puede dificultar la visión de los viajeros desde el nivel de la calle
Travelers remain above ground, though the height of the bridge may make it difficult to see travelers from the street level
- Oportunidad de construir pequeñas plazas y agregar nuevos paisajes y arte público; El puente de la Avenida Dumbarton estará adyacente a áreas residenciales y será más alto, que los edificios cercanos
Opportunity to build small plazas and add new landscaping and public art; The Dumbarton Avenue Bridge will be adjacent to residential areas and will be taller than nearby buildings
- Durante la construcción, los viajeros tendrán acceso limitado a lo largo de Westmoreland Ave; La construcción causará ruido y vibración, similar en las tres opciones; No desplazamiento de viviendas; sin embargo, 1-2 lotes sin estructuras pueden ser adquiridos para el túnel
During construction, travelers will have limited access along Westmoreland Ave; Construction will cause noise and vibration, similar in the three options; No displacement of homes; however, 1-2 lots without structures can be acquired for the tunnel

¿está el puente? Where is the bridge?

Acceso en rampa desde Dumbarton Ave
Ramp access from Dumbarton Ave

PUENTE
BRIDGE

Caltrans

Westmoreland Ave se convierte en un solo sentido entre Buckingham Ave y Berkshire Ave
Westmoreland Ave becomes one-way between Buckingham Ave and Berkshire Ave

Accesibilidad por rampa y escalera desde Westmoreland Ave
Accessibility by ramp and stair access from Westmoreland Ave

Westmoreland Ave

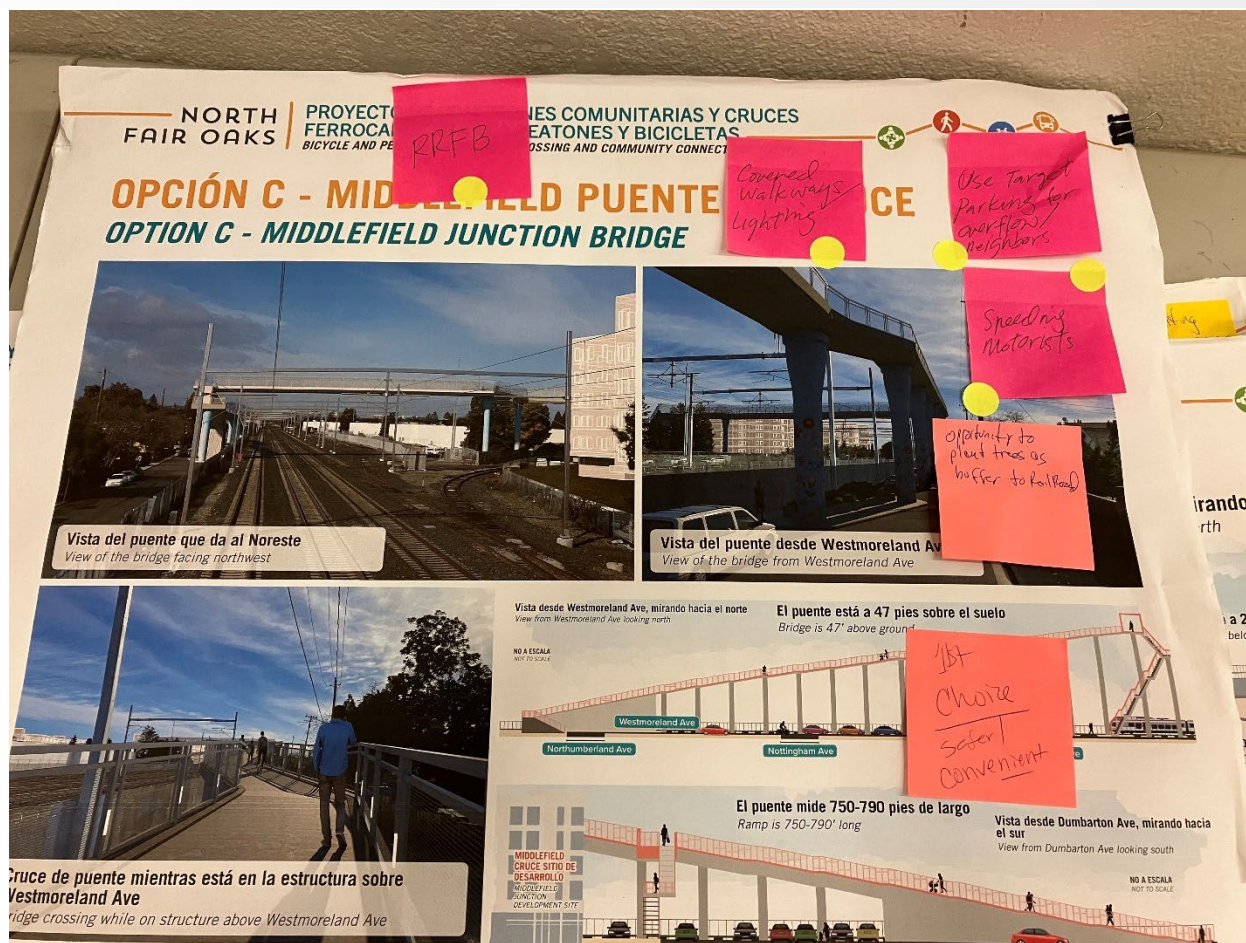
Buckingham Ave

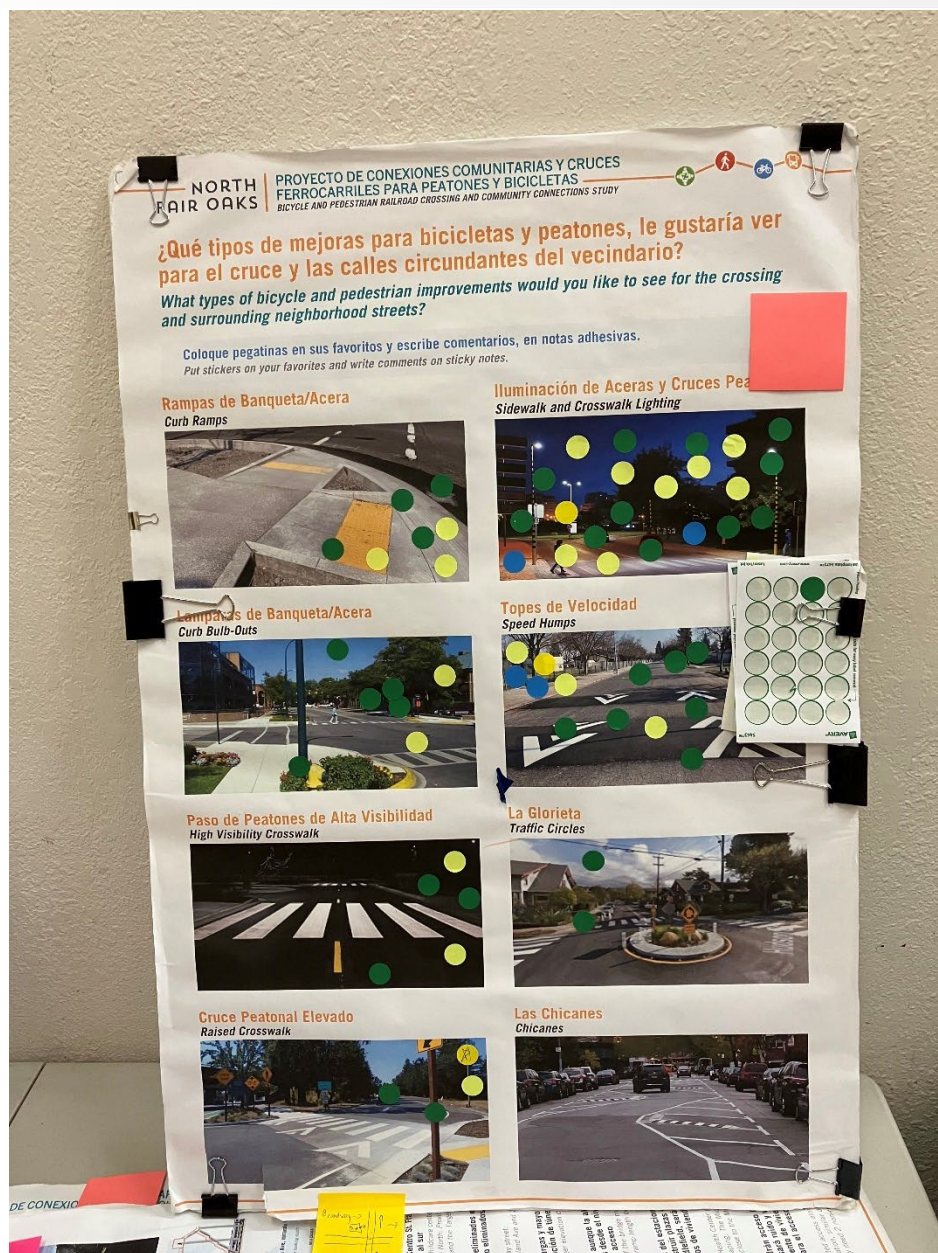
Berkshire Ave

ONE WAY

Handwritten notes:

- #1 Security not just cameras
- Don't need higher view from street - see home
- Need lighting on bridge ramps
- Why does Facebook have a bridge crossing? Why can't NFO have one? The Facebook one is not well used
- Need for a crossing greater in NFO







Appendix C: Event Photos

Fair Oaks Health Center Flyer Distribution Event on March 17 (left), Fair Oaks Food Distribution Pop-Up Event on March 24 (right)



Samaritan House and Chavez Market Pop-Up Events on March 27 (left), Verbo Church Pop-Up Event on April 2 (right)





Casa Circulo Pop-Up Event on April 5 (left), Mi Tienda Pop-Up Event on April 10 (right)



Casa Circulo Open House Event on April 12 (left), Verbo Food Distribution and Sport Activities Pop-Up Event on April 14 (right)





Appendix D: Survey



The County of San Mateo is studying how to make walking and bicycling easier and safer in North Fair Oaks, including the opportunity for a new pedestrian and bicycle crossing over or under the Caltrain railroad tracks.

The project team has developed three rail crossing alternatives and accompanying bicycle and pedestrian improvements on connecting neighborhood streets. We want to hear from you about which ideas will work best for the North Fair Oaks community. Your responses to the survey will help the County compare the different options and identify the preferred alternative.

Two survey respondents will randomly be selected to win \$50 gift cards at the conclusion of the survey. We thank you for your time.

For Questions 1, 2, and 3, check the statements that you most agree and disagree with for each Alternative. You do not need to provide a response to every statement.

Question 1 Alternative A - Dumbarton Avenue Tunnel



Agree Disagree

Conveniently connects me to my destination

☐ ☐

Would be safe and comfortable to use as a pedestrian, wheelchair user, or cyclist

☐ ☐

Fits in well with surrounding community

☐ ☐

Making it easier to walk or bike outweighs reduced on-street parking and changes in automobile traffic flow

☐ ☐

Provides opportunity for nice public spaces

☐ ☐

Question 2 Alternative B - Dumbarton Avenue Bridge



Agree Disagree

Conveniently connects me to my destination

☐ ☐

Would be safe and comfortable to use as a pedestrian, wheelchair user, or cyclist

☐ ☐

Fits in well with surrounding community

☐ ☐

Making it easier to walk or bike outweighs reduced on-street parking and changes in automobile traffic flow

☐ ☐

Provides opportunity for nice public spaces

☐ ☐

Question 3 Alternative C – Middlefield Junction Bridge



Agree Disagree

Conveniently connects me to my destination

☐ ☐

Would be safe and comfortable to use as a pedestrian, wheelchair user, or cyclist

☐ ☐

Fits in well with surrounding community

☐ ☐

Making it easier to walk or bike outweighs reduced on-street parking and changes in automobile traffic flow

☐ ☐

Provides opportunity for nice public spaces

☐ ☐

Question 4

Rank the alternatives from 1 (your favorite) to 4 (least favorite)

- ☐ Alternative A: Tunnel Dumbarton Avenue
- ☐ Alternative B: Dumbarton Avenue Bridge
- ☐ Alternative C: Middlefield Junction Bridge
- ☐ Do not build a rail crossing.

Question 5

Is there an additional amenity or feature that you would like to see incorporated into the preferred alternative to make it more desirable to use or better integrate in the community?

Question 6

How frequently would you use the rail crossing alternative you prefer?

- | | |
|--|--|
| <input type="checkbox"/> Multiple times a week | <input type="checkbox"/> A few times a year |
| <input type="checkbox"/> Once a week | <input type="checkbox"/> I will not use the crossing |

Question 7

What mode would you use to get to and from the rail crossing?

(check all that apply)

- ☐ Walk/mobility device
- ☐ Bike
- ☐ Transit

Question 8

What types of pedestrian, bicycle, and roadway improvements would you like to see incorporated on North Fair Oaks neighborhood streets to make the area safer or more comfortable for pedestrians and cyclists?

(check all that apply)

- ☐ Curb bulb-outs
- ☐ Accessible (ADA) curb ramps
- ☐ High-visibility crosswalks
- ☐ Raised crosswalks
- ☐ Sidewalk and crosswalk lighting
- ☐ Traffic circle
- ☐ Speed humps
- ☐ Chicanes

About You

Question 9

Where do you live in North Fair Oaks community?

- ☐ Between Middlefield Road and the Caltrain tracks (or on the east side of the Caltrain tracks)
- ☐ Between El Camino Real and the Caltrain tracks (or on the west side of the Caltrain tracks)
- ☐ Elsewhere in the North Fair Oaks community
- ☐ I live outside of the North Fair Oaks community

Question 10

Which of the following age ranges includes your age?

- | | |
|--------------------------------|---|
| <input type="checkbox"/> 0-15 | <input type="checkbox"/> 60-65 |
| <input type="checkbox"/> 16-25 | <input type="checkbox"/> 65 or over |
| <input type="checkbox"/> 26-59 | <input type="checkbox"/> Prefer not to answer |

Question 11

What is your race? *(check all that apply)*

- ☐ Asian or Asian American
- ☐ Black or African American
- ☐ Hispanic or Latinx/a/o
- ☐ Native American, American Indian or Indigenous
- ☐ Native Hawaiian or Pacific Islander
- ☐ White or Caucasian
- ☐ Prefer not to answer
- ☐ If not listed above, please share your race in the box below.

Question 12

What is your gender identity?

- ☐ Female/Woman/Cisgender Woman
- ☐ Male/Man/Cisgender Man
- ☐ If not listed above, please share here.

Question 13

If you would like to stay informed about the North Fair Oaks Railroad Crossing and Community Connections Study, please provide your e-mail address.

Question 14

If you would like to be eligible for a drawing for a \$50 gift card, please provide your phone number or e-mail address.

THANK YOU!



El condado de San Mateo está realizando un estudio, de cómo hacer que el caminar y andar en bicicleta, sea más fácil y seguro en el área de North Fair Oaks. Esto incluye la oportunidad de un nuevo cruce para peatones y bicicletas, sobre o por debajo de las vías del tren: Caltrain.

El equipo del proyecto ha desarrollado tres alternativas de cruce ferroviario, además de mejorar el paso para ciclistas y peatones, en la conexión de las calles del vecindario. Queremos saber de usted, qué ideas funcionarán mejor para la comunidad de North Fair Oaks. Sus respuestas a la encuesta ayudarán al Condado, a comparar las diferentes opciones, además de identificar la mejor alternativa.

Dos entrevistados, serán seleccionados por sorteo, para ganar tarjetas de regalo de \$50, al finalizar el periodo de encuestas. ¡Agradecemos su tiempo!

Descripción general de las tres alternativas con gráficas. Marque los enunciados en los que más está: de acuerdo y en desacuerdo, para cada Alternativa. No es necesario que proporcione una respuesta a cada enunciado.

Pregunta 1**Alternativa A – Túnel de la Avenida Dumbarton**

Me conecta convenientemente con mi destino

Estoy de
acuerdo ☐ No estoy
de acuerdo ☐

Sería seguro y cómodo para usar como peatón, usuario de silla de ruedas o ciclista

☐ ☐

Encaja bien con la comunidad circundante

☐ ☐

Hacer más fácil caminar o andar en bicicleta, compensa la reducción del estacionamiento en la calle y los cambios en la fluides de tráfico de los autos

☐ ☐

Brinda oportunidades para espacios públicos agradables

☐ ☐

Pregunta 2**Alternativa B – Puente en la Avenida Dumbarton**

Me conecta convenientemente con mi destino

Estoy de
acuerdo ☐ No estoy
de acuerdo ☐

Sería seguro y cómodo para usar como peatón, usuario de silla de ruedas o ciclista

☐ ☐

Encaja bien con la comunidad circundante

☐ ☐

Hacer más fácil caminar o andar en bicicleta, compensa la reducción del estacionamiento en la calle y los cambios en la fluides de tráfico de los autos

☐ ☐

Brinda oportunidades para espacios públicos agradables

☐ ☐

Pregunta 3**Alternativa C – Puente de cruce de Middlefield**

Me conecta convenientemente con mi destino

Estoy de
acuerdo ☐ No estoy
de acuerdo ☐

Sería seguro y cómodo para usar como peatón, usuario de silla de ruedas o ciclista

☐ ☐

Encaja bien con la comunidad circundante

☐ ☐

Hacer más fácil caminar o andar en bicicleta, compensa la reducción del estacionamiento en la calle y los cambios en la fluides de tráfico de los autos

☐ ☐

Brinda oportunidades para espacios públicos agradables

☐ ☐

Pregunta 4 Clasifique las alternativas: donde 1 (es su favorito) a 4 (menos favorito)

- ☐ Alternativa A – Túnel Dumbarton Avenue
- ☐ Alternativa B – Puente de la Avenida Dumbarton
- ☐ Alternativa C – Puente de cruce de Middlefield
- ☐ No se debe construir un cruce de ferrocarril.

Pregunta 5 ¿Hay algún servicio o característica adicional, que le gustaría ver incorporado en la alternativa preferida, para que sea más deseable usar o integrarse mejor en la comunidad?

Pregunta 6 ¿Con qué frecuencia usaría, la alternativa de cruce de ferrocarril que prefiere?

- | | |
|---|--|
| <input type="checkbox"/> Varias veces a la semana | <input type="checkbox"/> Unas cuantas veces al año |
| <input type="checkbox"/> Una vez por semana | <input type="checkbox"/> No usaría el cruce |

Su idea

Pregunta 9 ¿Dónde vive en la comunidad de North Fair Oaks?

- ☐ Entre Middlefield Road y las vías de Caltrain (o en el lado este de las vías de Caltrain)
- ☐ Entre El Camino Real y las vías de Caltrain (o en el lado oeste de las vías de Caltrain)
- ☐ En otro lugar en la comunidad de North Fair Oaks
- ☐ Yo vivo afuera de la comunidad de North Fair Oaks

Pregunta 10 ¿Cuál de los siguientes rangos de edad incluye su edad?

- | | |
|--------------------------------|--|
| <input type="checkbox"/> 0-15 | <input type="checkbox"/> 60-65 |
| <input type="checkbox"/> 16-25 | <input type="checkbox"/> 65 o más |
| <input type="checkbox"/> 26-59 | <input type="checkbox"/> Prefiero no responder |

Pregunta 11 ¿Cuál es su grupo étnico? (marque todas las que correspondan)

- ☐ Asiático o Asiático Americano
- ☐ Negro O Afro-americano
- ☐ Hispano o Latinx/a/o
- ☐ Nativo Americano, Indio Americano o Indígena
- ☐ Nativo de Hawai o de las Islas del Pacífico
- ☐ Blanco o Caucásico
- ☐ Prefiero no responder
- ☐ Si no aparece en la lista anterior, por favor comparta su raza en el cuadro de abajo.

Pregunta 7 ¿Qué manera utilizaría para llegar y volver del cruce de ferrocarril? (marque todas las opciones que correspondan)

- ☐ Caminar/ Dispositivo para caminar
- ☐ Bicicleta
- ☐ Tránsito

Pregunta 8 ¿Qué tipos de mejoras para peatones, bicicletas y carreteras le gustaría ver incorporadas, en las calles del vecindario de North Fair Oaks para hacer que el área sea más segura o más cómoda para peatones y ciclistas? (marque todas las opciones que correspondan)

- ☐ Curvas en las banquetas/aceras
- ☐ Rampas accesibles en banquetas/aceras
- ☐ Paso de peatones con alta visibilidad
- ☐ Cruces elevados
- ☐ Iluminación de banquetas/aceras y cruces peatonales
- ☐ Glorieta/Rotonda
- ☐ Topes de velocidad
- ☐ Curva repentina en una carretera

Pregunta 12 ¿Cuál es su identidad de género?

- ☐ Femenino/Mujer/Mujer cisgénero
- ☐ Masculino/ Hombre/ Hombre cisgénero
- ☐ Si no aparece en la lista anterior, por favor comparta en el cuadro de texto aquí.

Pregunta 13 Si desea mantenerse informado sobre el estudio de cruce de ferrocarriles y conexiones comunitarias de North Fair Oaks, por favor proporcione su correo electrónico.

Pregunta 14 Si desea ser elegible para un sorteo de una tarjeta de regalo de \$50, por favor proporcione su número de teléfono o correo electrónico.

¡Gracias!