



Engagement #1 Summary

The North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study (Study) team seeks to develop a community-guided plan that reflects the priorities of the North Fair Oaks Community. 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 was conducted between June 11 and July 8, 2022.

The first phase of engagement (Engagement #1) introduced the project to the broader community and informed the Study team's understanding of community values, issues, and transportation needs. The team sought input from a wide variety of stakeholders on specific barriers to walking and bicycling in the project area, key destinations in need of connection, opportunities to improve safety and enhance access, and community priorities that will serve to help inform the Study goals and the alternatives evaluation criteria. During Engagement #1, the Study team collected input via a survey and a series of in-person pop-up events. The community feedback shared during Engagement #1 is summarized in this document and will be used to inform the Study next steps and future iterations of engagement.

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)
- Social media, including Facebook, Instagram, Twitter, and Nextdoor
- Mailers to approximately 1,700 addresses in the project area and surrounding addresses within 300 feet
- Community partner email listservs
- Community partner newsletters

Appendix C includes the social media notification materials.

Engagement Approach

To reach the community during Engagement #1, members of the Study team, in conjunction with key community stakeholders, held 10 pop-up events promoted the Study and received feedback at two virtual presentations, and distributed flyers and an online and paper survey. The following sections provide an overview of these engagement tools and techniques.

The Study team includes County staff, consultant staff, and two community-based organizations: Nuestra Casa and Redwood City Together. Nuestra Casa and Redwood City Together staff, along with their trusted team of promotoras, facilitated in-language conversations at the pop-up events. Promotoras are community outreach workers who are trusted messengers in their communities.

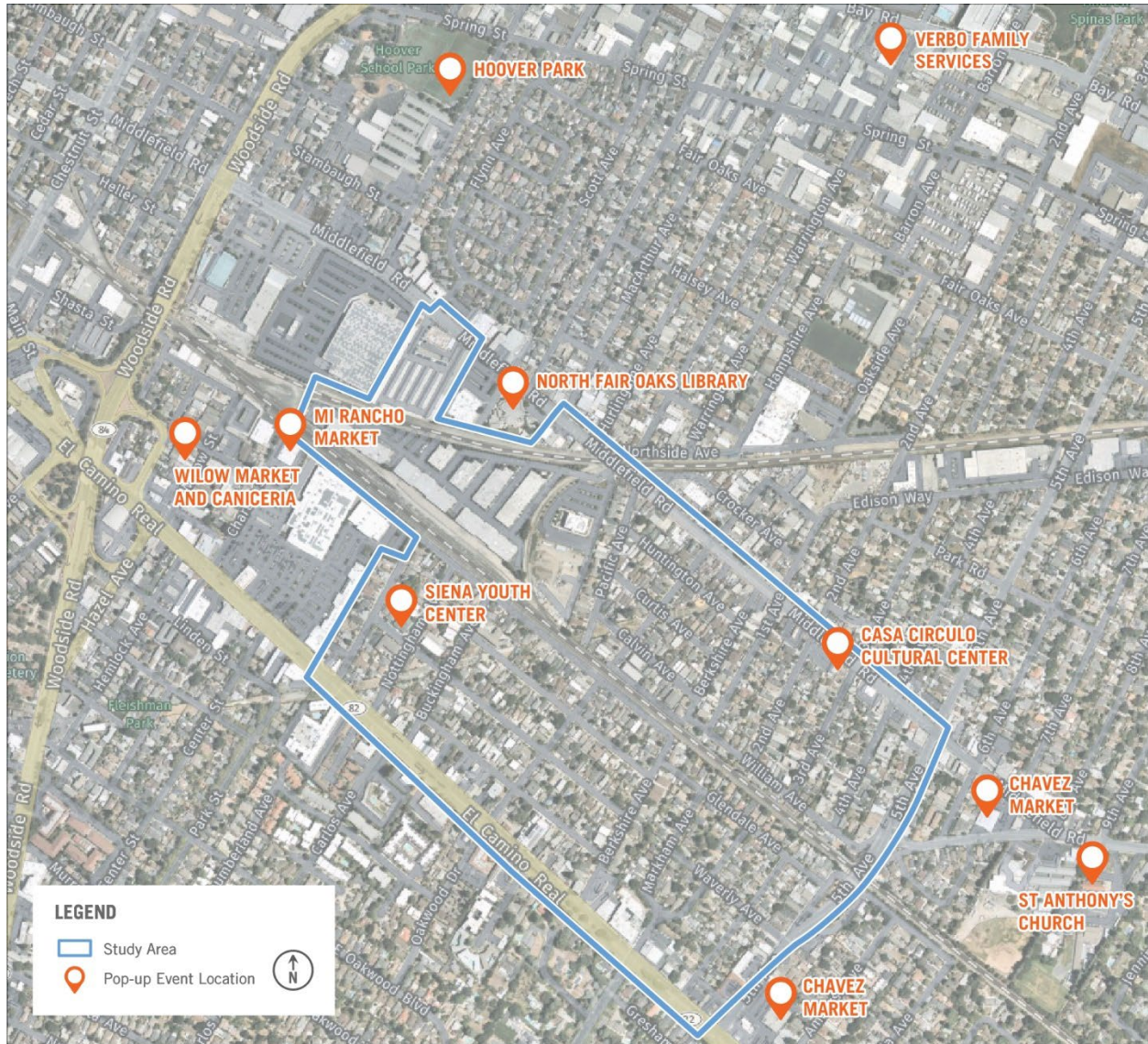
Pop-up Events

Members of the Study team hosted 10 pop-up events during Engagement #1 between June 11 to July 8, 2022. Pop-ups were hosted in convenient locations (Figure 1) and were scheduled to meet people where they already spend time. They were facilitated in-language primarily by promotoras and designed to draw



participants in with specific questions in a socially inviting format, with incentives such as an opportunity to enter a raffle to win a \$50 gift card, bottles of water, pens, tote bags, at-home COVID-19 tests, and snacks. At one event that included a community bike ride, attendees were entered into a raffle to win a bicycle.

Figure 1 Pop-up Event Locations



At the events, the Study team provided interactive boards that communicated the project goals and asked participants what their priorities are for the Study, how the Caltrain tracks affect their mobility, and what other goals should be considered by this Study. The boards created an opportunity for participants to provide feedback using interactive methods like marking their preferences with stickers and using post-its to record qualitative feedback. The Study team also distributed the survey using paper surveys and



tablets to access it online. Details about the pop-up events are provided in Table 1, the event materials are included in Appendix A, and images of the events are included in Appendix G. The Study team engaged with approximately 300 people over the course of these pop-up events.

Table 1 Pop-Up Summary

Pop-up Event Location/Date/Time	People Reached (estimate)	Observed Demographics and Additional Notes ¹
Hoover Park 2100 Spring St June 11, 2022 9:30AM – 12:00PM	25	Age: Majority of participants were between 18-65 years old, with one that appeared to be over 65, and five youth who appeared to be under the age of 18. Language: Majority of participants spoke Spanish. Gender: About 60% of participants were male, and 40% were female. Additional context: Lower turnout than expected, likely due to heat, soccer game was cancelled, and no school in session. Given low turnout, the Study team also went to the nearby local shopping center, went door-to-door, and distributed flyers on car windshields around the park.
Casa Circulo Cultural Center 3090 Middlefield Rd June 11, 2022 1:30PM – 4:30PM	40	Age: Majority of participants were between 18-65 years old. Language: Majority of participants spoke Spanish. Gender: About 75% of participants were female, and 25% were male. Additional context: After art classes ended, County staff and promotoras went to a few nearby businesses on Middlefield Road and went door to door soliciting survey input from nearby apartments.
Chavez Supermarket 3282 Middlefield Rd June 13, 2022 5:00PM – 8:00PM	35	Age: Majority of participants were between 18-65 years old, four respondents appeared to be 65 or older, and just one respondent appeared to be under 18. Language: Majority of participants spoke Spanish. Gender: About 50% of participants were male and 50% were female.
North Fair Oaks Library 2510 Middlefield Rd June 15, 2022 11:00AM – 2:00PM	25	Age: Majority of participants were between 18-65 years old. Language: There was a mix of Spanish-speaking and English-speaking participants.

¹ 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	People Reached (estimate)	Observed Demographics and Additional Notes ¹
		<p>Gender: About 50% of participants were male and 50% were female.</p> <p>Additional context: A range of people participated, including those appearing to experience homelessness or experiencing difficult times. County staff also visited the adjacent Adult Activity Center at the North Fair Oaks Community Center to receive survey input from older adults.</p>
Verbo Family Services 2798 Bay Road June 22, 2022 11:30AM – 2:30PM	55	<p>Age: All participants were between 18-65 years old.</p> <p>Language: Majority of participants spoke Spanish.</p> <p>Gender: About 33% of participants were male and 67% were female.</p>
Willow Market and Carniceria 37 Willow Street June 24, 2022 3:30PM – 6:30PM	35	<p>Age: Majority of participants were between 18-65 years old.</p> <p>Language: Majority of participants spoke Spanish.</p> <p>Gender: About 67% of participants were male and 33% were female.</p>
Siena Youth Center 2625 Marlborough Avenue June 25, 2022 10:00-1:00PM	25	<p>Age: There was a mix of youth and parents/caregivers with the Siena Youth Center bulldog riders and adults with the Silicon Valley Bicycle Coalition (SVBC). There were three adults who appeared to be over 65 years of age and seven youth who appeared to be under 18 years of age.</p> <p>Language: SVBC members spoke English. Many bulldog riders were bilingual but some of their parents/caregivers primarily spoke Spanish.</p> <p>Gender: There were slightly more males than females at this event.</p> <p>Additional Context: This event was hosted by the Siena Youth Center in conjunction with the SVBC. The pop-up was immediately followed by a community bike ride in celebration of new bike lanes on 5th Avenue.</p>
Mi Rancho Market 150 Charter Street June 28, 2022 5:00PM – 8:00PM	20	<p>Age: Majority of participants were between 18-65 years old.</p> <p>Language: Majority of participants spoke Spanish.</p> <p>Gender: Approximately 33% of participants were male and 67% female</p> <p>Additional context: This event overlapped with church services at a small church across the street and County staff distributed flyers on windshields in adjacent surface parking.</p>



Pop-up Event Location/Date/Time	People Reached (estimate)	Observed Demographics and Additional Notes ¹
Chavez Market 46 Fifth Ave June 30, 2022 9:00AM – 11:00AM	25	<p>Age: Majority of participants were between 18-65 years old.</p> <p>Language: Most, if not all, participants spoke Spanish.</p> <p>Gender: All day laborers were male. There were a few female participants</p> <p>Additional Context: County staff, promotoras and staff from the Multi-Cultural Institute engaged with day laborers that congregate in the market parking lot and immediate vicinity. After the day laborers left, County staff and promotoras solicited survey input from local residents at a laundromat across the street.</p>
St. Anthony's Church 3500 Middlefield Rd July 8, 2022 10:30AM – 1:30 PM	40	<p>Age: Majority of participants were between 18-65 years old, and some participants appeared to be over 65.</p> <p>Language: Majority of participants spoke Spanish.</p> <p>Gender: About 60% of participants were female and 40% were male.</p> <p>Additional context: A range of people participated, including those appearing to experience homelessness or experiencing difficult times.</p>

Virtual Events

County staff attended two virtual presentations to promote the Study and collect feedback. Details about these events are provided in Table 2.

Table 2 Virtual Events Summary

Event Location/Date/Time	People Reached (estimate)	Event Summary
Familias Unidas ESL Class June 22, 2022 6PM-7:30PM	Unknown	The Study was the main item on the agenda for Familias Unidas. The class was attended by youth and their parents/caregivers. The presentation to the class was in Spanish and Familias Unidas staff provided interpretation services. Familias Unidas staff walked the class through the online survey. Many participants noted difficulty for their children to cross the tracks to attend various schools in the area. Participants mentioned concerns regarding the crossing on the north side of Woodside Road and that students often cross at Chestnut to avoid this crossing because it is narrow, not well lit and concerns with personal security. Concerns were also expressed for the need for a signal at the Selby Lane crossing of State Route 82.



Event Location/Date/Time	People Reached (estimate)	Event Summary
North Fair Oaks Community Council June 23, 2022 7PM	Unknown	County Staff provided an overview of the Study and information on the first phase of community engagement activity. North Fair Oaks Community Council members expressed their interest in a new rail crossing and made suggestions on places for future pop-up events and survey locations.

Survey

The Study team distributed a survey in both online and paper formats to ensure that they reached a broad group of people. Online surveys could be completed on smartphones, tablets or computers. The online survey was hosted by a tool called SocialPinpoint, a survey tool that allows for a combination of standard survey questions and interactive map questions that collect location-specific data. The survey was available in English and Spanish (see Appendix B for the survey). When possible, the Study team and/or promotoras guided participants through the survey.

In total, the survey had 349 respondents – 209 in Spanish and 140 in English. About 27% of the respondents live between Middlefield Road and the Caltrain tracks (or on the east side of the tracks) and about 25% of respondents live between El Camino Real and the Caltrain tracks (or on the west side of the tracks) (

Figure 4). Almost 30% of survey respondents reported that they live outside of the North Fair Oaks neighborhood, although the Study team acknowledges that the “North Fair Oaks” neighborhood boundaries may be unclear to some community members as residents of the unincorporated area have a Redwood City mailing address. In addition, some of the pop-ups were held in adjacent Redwood City, including events at Hoover Park, Willow Market, and Mi Rancho Supermarket. As a result, many participants who responded to the survey at these events may live in adjacent Redwood City. However, even if participants live outside of the project area, they may have an interest in this Study as a new bicycle and pedestrian rail crossing could also benefit them. Most respondents, approximately 63%, were adults ages 26 to 59, while approximately 24% were age 60 and over (Figure 5). About three-quarters of respondents identified as Hispanic or Latinx/a/o and about 12% identified as white (Figure 6). The majority of survey respondents, about 55%, identified as women and approximately 37% identified as men (Figure 7).



Figure 2 Respondent Neighborhood of Residence

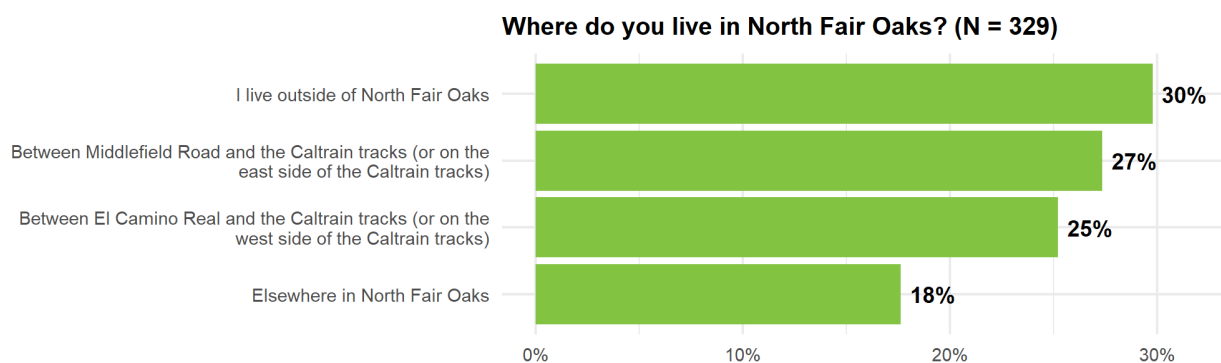


Figure 3 Respondent Age

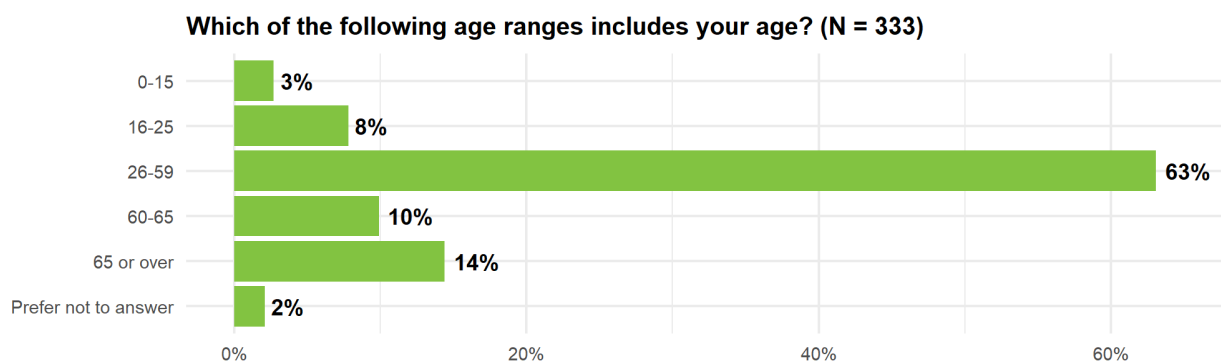


Figure 4 Respondent Race

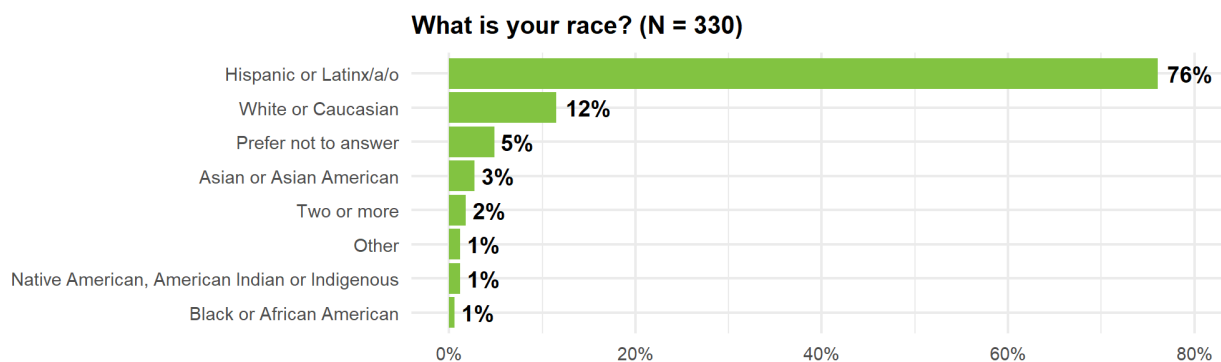
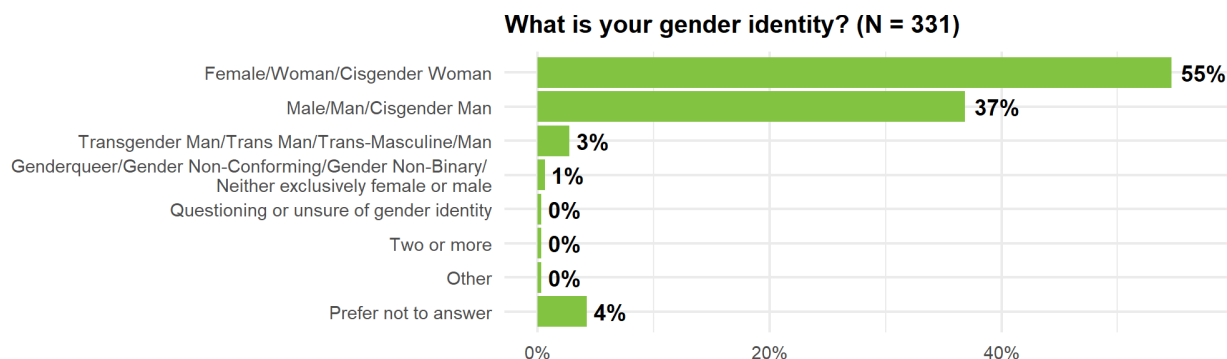




Figure 5 Respondent Gender Identity



What We Heard

The Study team gathered input about 1) how community members travel today and 2) how they would like to travel. Information collected during the pop-up events supplemented feedback collected via three of the survey questions. Table 3 provides an overview of topics considered within these two themes and how data was collected, via survey and/or pop-up events. The following sections summarize what we heard from community members on each of these topics.

Table 3 How Community Members Shared Input

Topic	Data collected via survey?	Data collected via pop-up event interactive boards?
<i>How Community Members Travel Today</i>		
Relationship to the North Fair Oaks Study Project Area	Yes	No
How Community Members Get Around	Yes	No
How Community Members Cross the Caltrain Tracks in North Fair Oaks	Yes	No
How the Caltrain Tracks Impact Community Member Travel	Yes	Yes
Walking and Biking Challenges	Yes	No
<i>How Community Members Would Like to Travel</i>		
Bicycle and Pedestrian Crossing Priorities	Yes	Yes
Study Goals	Yes	Yes

Key Takeaways

The following sections describe feedback from Engagement #1 in more detail, with the following summarizing key takeaways:



How community members get around: The most common means of getting around is driving a private vehicle, followed by walking (includes scooter, skateboard, or other mobility device use) – 60% and 46%, respectively.

How community members cross the Caltrain tracks: When crossing the Caltrain tracks, on most days, about 57% of respondents use their own car, about 41% of respondents walk on foot or roll using a scooter, skateboard, wheelchair, or other mobility devices on Woodside Road or Fifth Avenue, and about 16% of respondents ride their bike.

How Caltrain tracks impact community member travel: About 37% of participants currently drive to destinations on the other side of the rail tracks but would prefer to walk or bike if it were possible. About 30% of respondents currently walk, bike, or take the bus to the other side of the tracks but find it challenging because of the distance. Also, about 22% of respondents don't travel to places on the other side of the rail tracks or do so less often because it is difficult to get there.

Walking and biking challenges: High car speeds and poorly lit streets and sidewalks were the main factors that affect participants' sense of safety – about 44% of respondents each. About 37% of respondents said that they don't feel safe crossing the street.

Bicycle and pedestrian crossing priorities: Personal convenience, security, and access were the three highest priorities for the Study.

How Community Members Travel Today

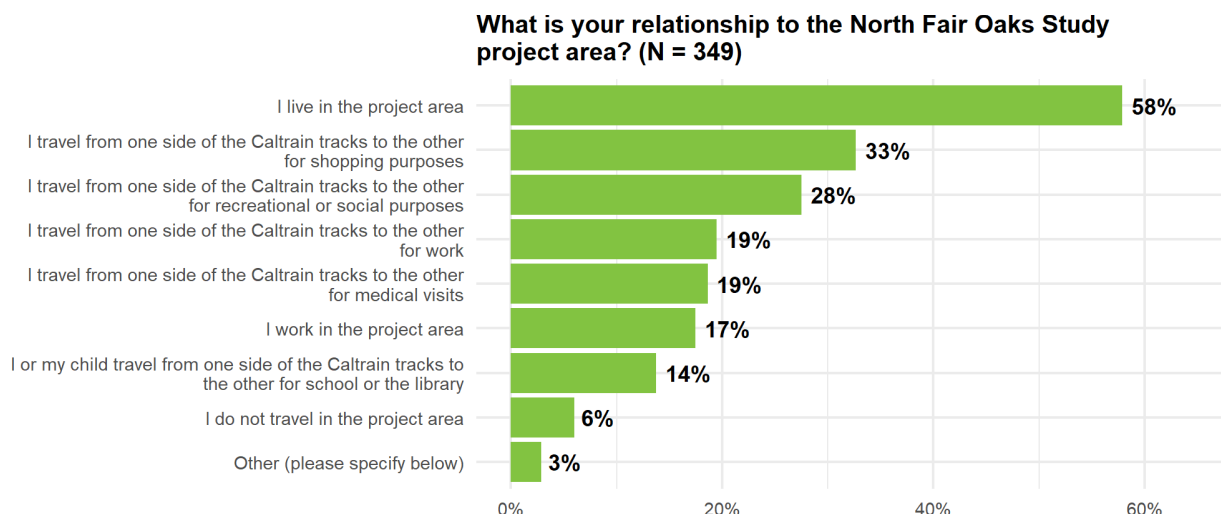
To better understand the needs of the North Fair Oaks community, the Study team asked community members about their relationship to the project area, how they typically get to where they need to go, and how they cross the Caltrain tracks.

Relationship to the North Fair Oaks Project Area

When asked about their relationship to the project area, 58% of respondents indicated that they live in the project area. About 33% of respondents travel from one side of the Caltrain tracks to the other for shopping purposes and about 28% of respondents travel across the Caltrain tracks for social purposes. Work and medical visits were also a common reason for crossing the Caltrain tracks; nearly 20% of respondents shared that these are common trips for them (Figure 8).



Figure 6 Respondent Relationship to The North Fair Oaks Study Project Area

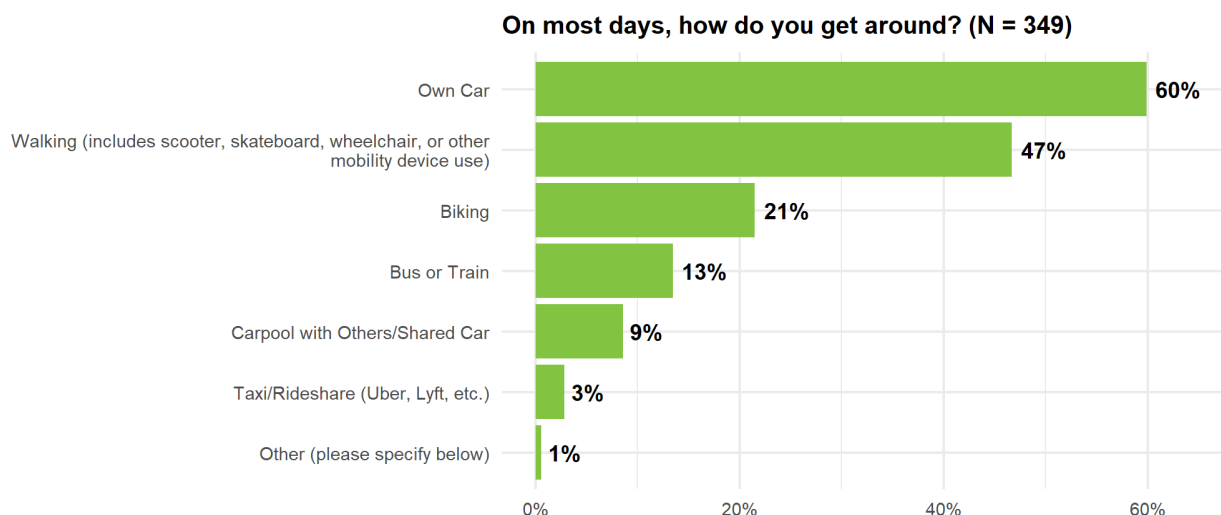


*Respondents were allowed to select more than one option

How Community Members Get Around

Driving and walking are the most common modes of travel for survey respondents – 60% of respondents shared they use a private vehicle on most days and 46% of respondents said they walk (includes scooter, skateboard, wheelchair, or other mobility device use) most days. Biking and transit are also common modes of transportation – about 21% of respondents ride their bike most days and about 14% of respondents ride bus or train (Figure 9).

Figure 7 Respondent Typical Mode of Travel



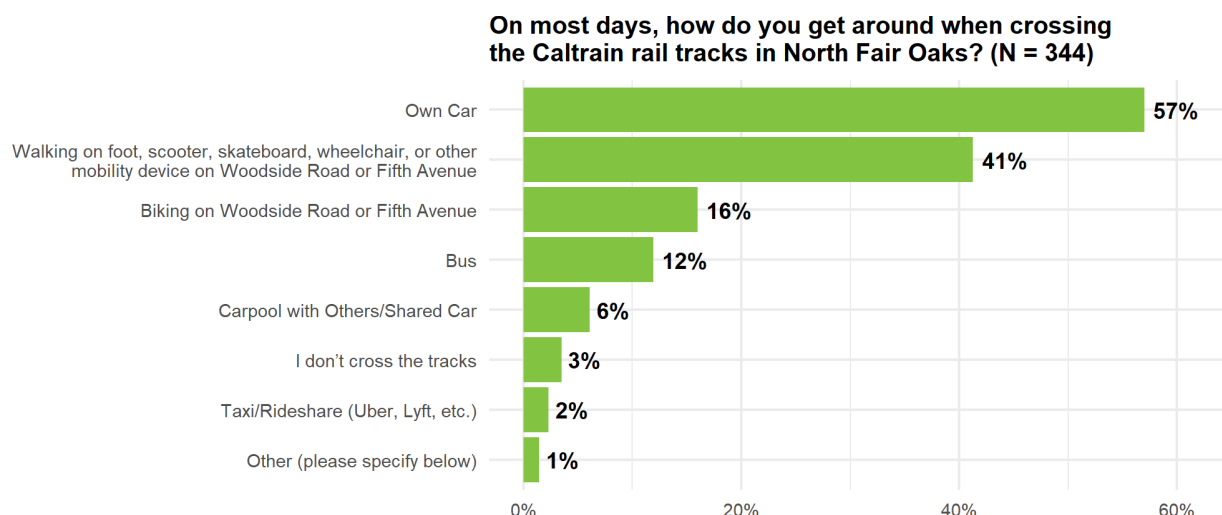
*Respondents were allowed to select more than one option



How Community Members Cross the Caltrain Tracks in North Fair Oaks

When crossing the Caltrain tracks, on most days, 57% of respondents use their own car and 41% of respondents walk on foot or roll using a scooter, skateboard, wheelchair, or other mobility devices on Woodside Road or Fifth Avenue. About 16% of respondents typically cross by riding their bike and 12% of respondents typically cross by riding the bus. Very few respondents (3%) shared that they don't cross the tracks (Figure 10).

Figure 8 Respondent Means of Crossing Caltrain Rail Tracks



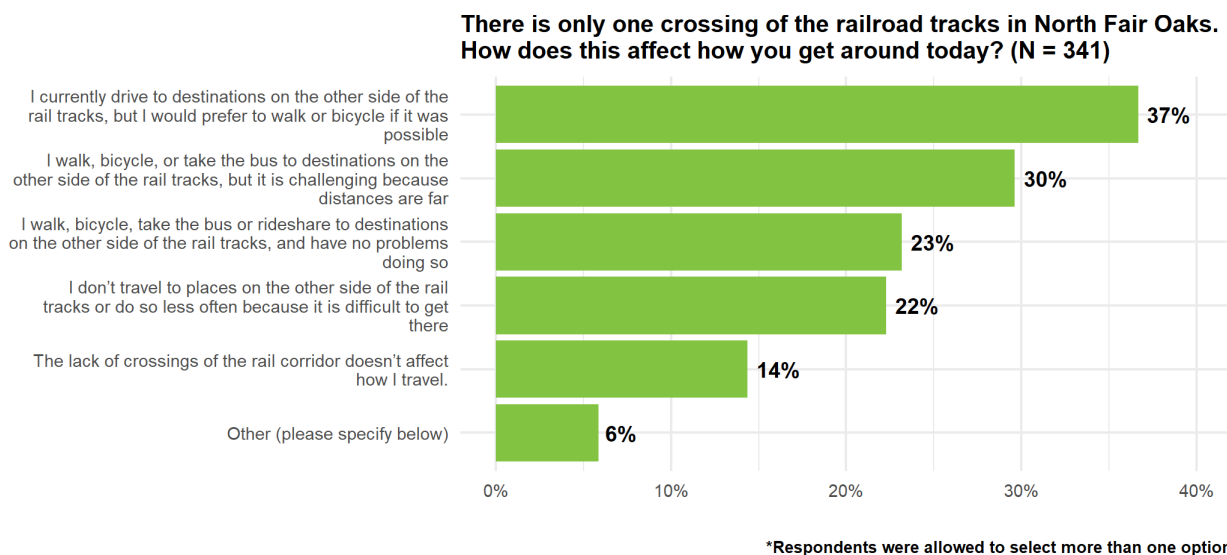
*Respondents were allowed to select more than one option

How the Caltrain Tracks Impact Community Member Travel

There is only one crossing of the railroad tracks in or near the North Fair Oaks community. Using both the survey and interactive pop-up boards, the Study team asked community members how having only one crossing affects their ability to get around. The highest share of survey respondents, about 37%, currently drive to destinations on the other side of the rail tracks but would prefer to walk or bike if it were possible. About 30% of survey respondents currently walk, bike, or take the bus to the other side of the tracks but find it challenging because the distance is far, while 23% of survey respondents choose the same modes but have no problems crossing (Figure 11). About 6% of respondents selected other; 4% did not provide further explanation, and the remaining 2% reported that they have difficulty navigating traffic when driving, walking, or biking.



Figure 9 How Respondents Are Affected by Only Having One Crossing



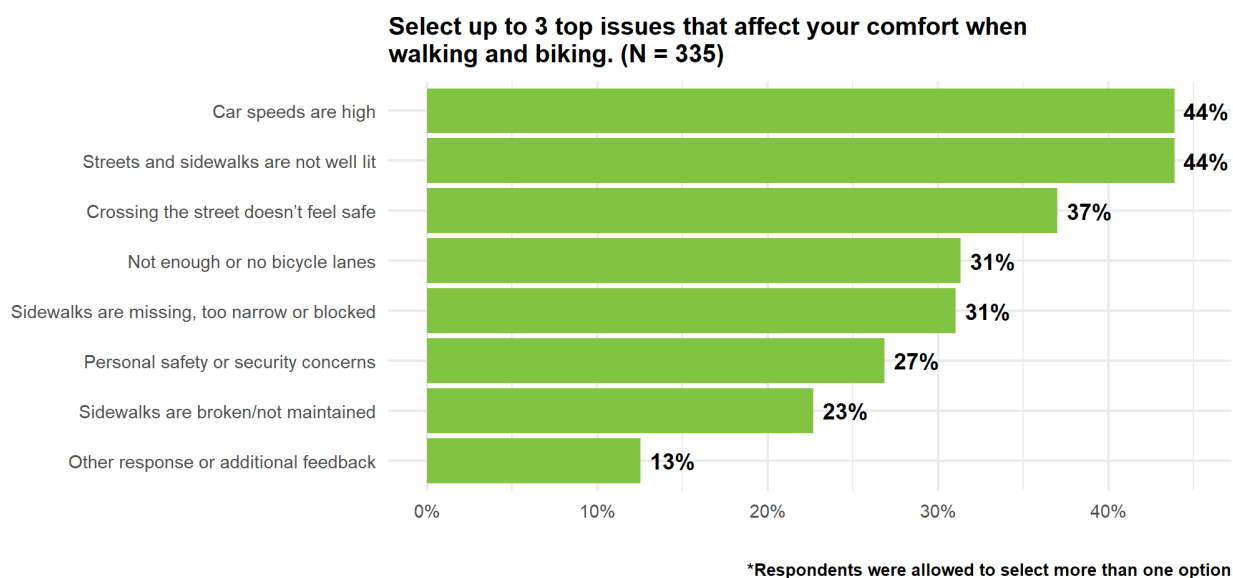
There were 34 community members who shared insights about this issue via the interactive boards during the pop-up events; this represents 10% of the number of respondents who shared their feedback via survey. However, note that some respondents who shared input via the interactive boards may have also shared input with the survey. While almost half said the tracks do not affect their ability to get around, almost 30% said they prefer to drive and avoid walking. An additional 20% said they walk, bike or take the bus to cross the tracks but it's challenging and 10% avoid making a trip that requires crossing the tracks entirely.

Walking and Biking Challenges

Survey participants were asked to select up to three of their top issues that affect their comfort when walking and biking. The most common issues for respondents are high car speeds and poorly lit streets and sidewalks – 44% of respondents selected one or both of these issues as within their top three. About 37% of respondents said that they don't feel safe crossing the street and about 31% of respondents said that there are not enough or no bicycle lanes. Respondents also reported that missing, narrow, or blocked sidewalks are an issue – about 31% of respondents chose this as one of their top issues (Figure 12). About 13% of respondents selected other; 4% did not provide further explanation, 7% selected all of the proposed issues, and the remaining 2% cited concerns due to lack of lighting, discomfort due to personal health conditions, cars and cyclists not obeying traffic rules, and the need to be alert at all times to avoid collisions. When taking the paper survey, 14 respondents (4% of the total respondents) selected more than three options.



Figure 10 Top Three Issues That Affect Comfort When Walking and Biking



How You Would Like to Travel

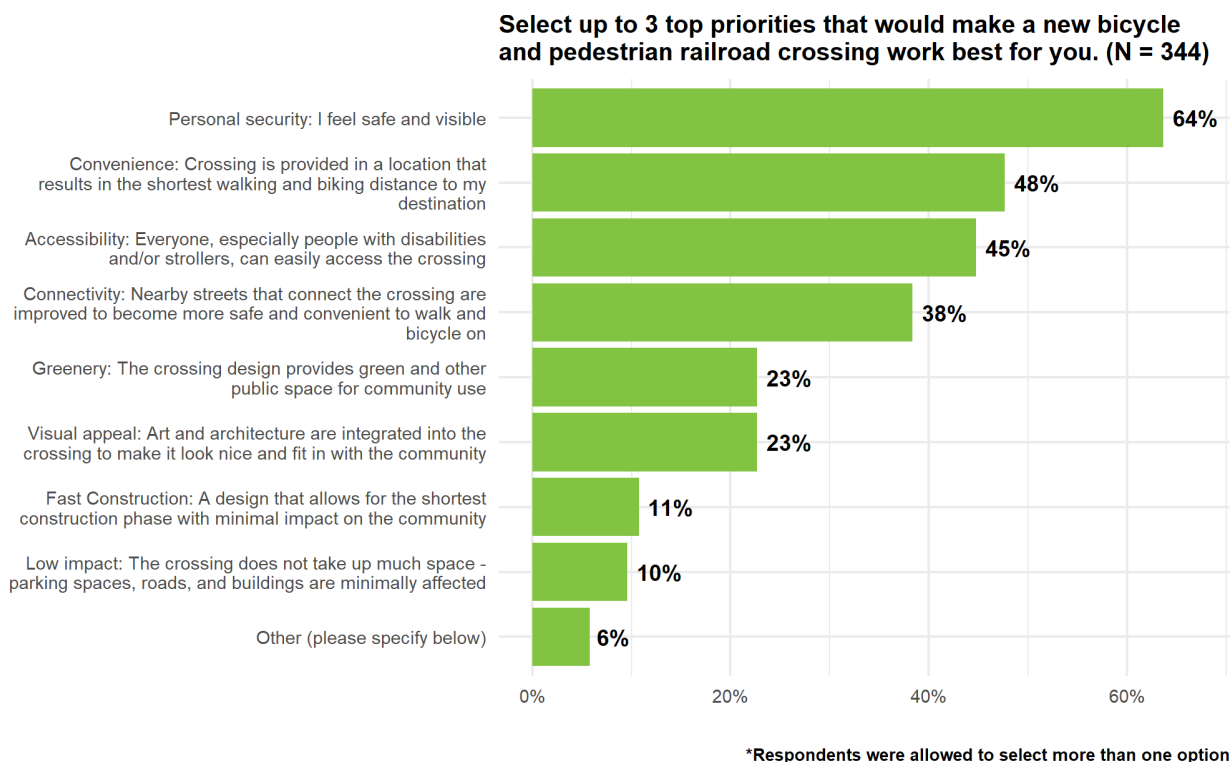
Participants were asked for their input on the Study draft priorities and on additional Study goals. The following sections provide a summary of feedback collected via the survey and pop-up engagement events regarding these topics.

Bicycle and Pedestrian Crossing Priorities

Via both the survey and interactive pop-up boards, the Study team asked community members about their top priorities that would make a pedestrian and bicycle rail corridor crossing more comfortable for them. About 64% of survey respondents shared that **personal security** and feeling safe and visible was one of their top three priorities. The next most common priorities included **convenience** of crossing location with short distance to walk, and **accessibility** for people with disabilities and and/or strollers – 48% and 45% of respondents, respectively. The fourth highest priority was **connectivity** with the larger community and active transportation network at the crossing site, which was chosen by 38% of respondents (Figure 13). About 6% selected other; 2% did not provide further explanation, 2% did not want a bicycle and pedestrian rail crossing, and the remaining 2% shared various priorities such as including accessibility for elderly and people with disabilities and minimal impact on surrounding businesses. When taking the paper survey, nine respondents (less than 3% of the total respondents) selected more than three options.



Figure 11 Top Three Priorities That Would Make a Pedestrian Crossing Work Best



There were 40 community members who shared insights about this issue via the interactive boards during the pop-up events; this represents less than 10% of the number of respondents who shared their feedback via survey. However, note that some respondents who shared input via the interactive boards may have also shared input with the survey. Similar to the online survey results, the highest priority shared among participants was **personal security**, which was selected by 85% of participants. **Greenspace** and **accessibility** were the second highest priorities with about 50% of participants choosing these options, respectively.

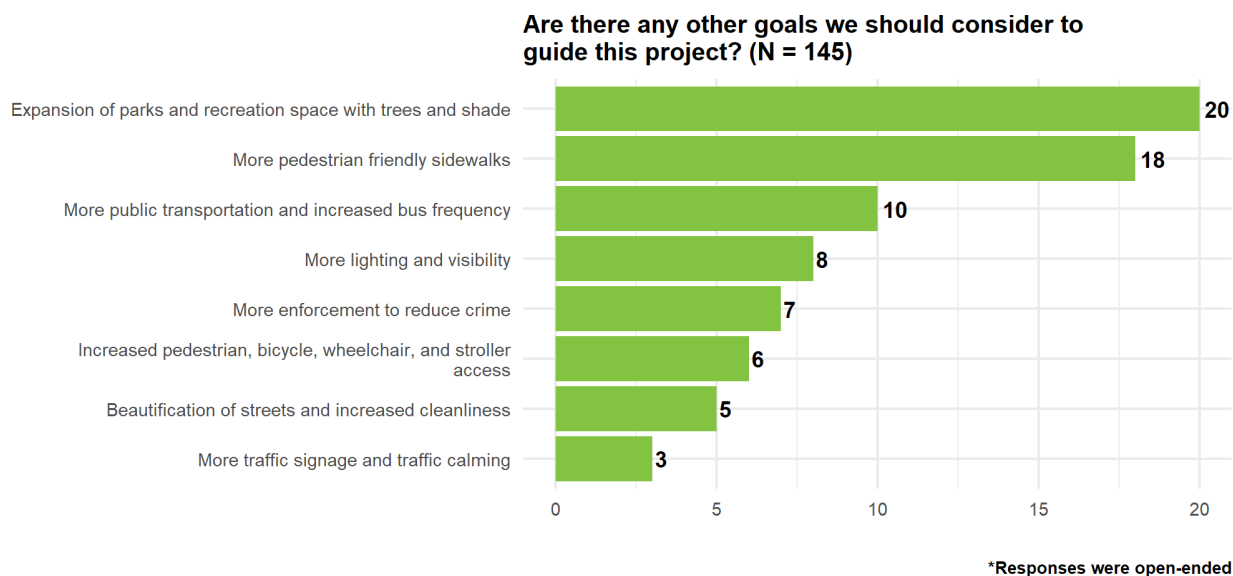
Study Goals

Via both the survey and interactive pop-up boards, the Study team asked community members to share any other goals that should be considered for the project. Survey respondents shared their input via an open-ended response question, which the Study team categorized into eight goals: parks and public space, sidewalks, public transit, lighting and visibility, crime, accessibility, sanitation, and traffic. Many of these ideas reinforce the draft priorities that the Study team presented in the previous question. The two most common responses to this question included green space should be increased to create areas of shade and sidewalks should be more pedestrian friendly (Figure 14).

At the pop-up events via the interactive boards, a handful of community members shared additional feedback on the Study goals. Several community members reinforced the overall goal that streets should be better for cycling and walking and that bus service should be improved.



Figure 12 Additional Goals That Should Be Considered



Map Survey

The online survey included an interactive map to provide community members with an opportunity to share detailed comments on their mobility challenges within the Study project area. Key takeaways about walking and biking connection issues are summarized below. Due in part to the map survey only being available online and not through the paper survey, as well as some respondents finding the map not very user-friendly, only 10 respondents shared their input via the interactive map (Figure 15).

Walking Connection Issues

Respondents shared the following feedback about walking connections:

- The pedestrian call button on Middlefield Road and Hurlingame Avenue was knocked over by a car and has not been replaced. Also, cars rarely stop for pedestrians at this intersection.
- El Camino Real and East Selby Lane was identified by multiple respondents as a dangerous intersection for pedestrians to cross.
- Safety underneath the Fifth Avenue underpass was also noted as an issue by one respondent; they would like to see a parklet built in this area.

Bicycle Connection Issues

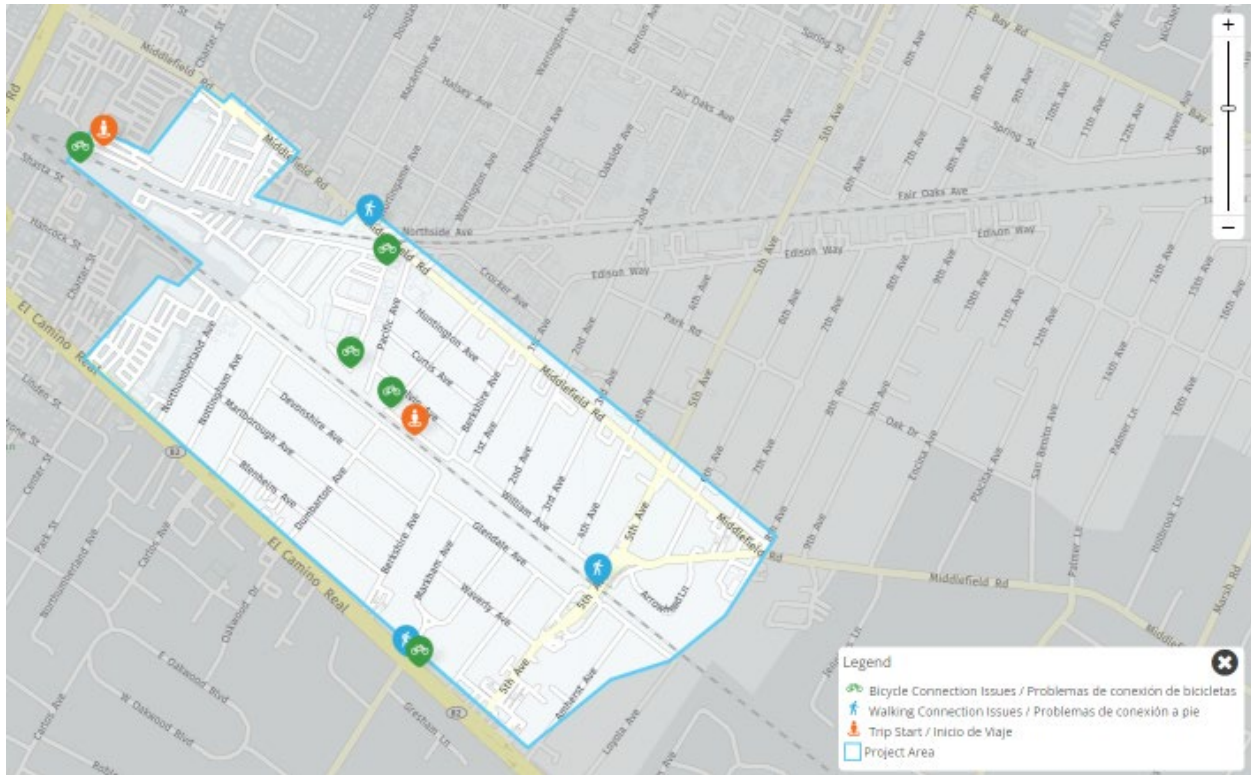
Respondents shared the following feedback about bicycle connections:

- El Camino Real and East Selby Lane was identified as a dangerous crossing for cyclist passing through the area.



- One respondent noted that they would like to see a pedestrian/bicycle underpass crossing the tracks near Shasta Street.
- One respondent noted that they would like a bike bridge at the Fair Oaks Health Clinic and Target shopping center to meet the needs of upcoming housing development.

Figure 13 Survey Map Results



Other

During Engagement #1, 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:

- Trash is an issue, particularly on Calvin Street.
- There is a need for a stop sign on Fifth Avenue and Park Road.
- Crime and guns are a concern for residents.
- There is a need for a shuttle bus to downtown on Middlefield Road.
- There is a desire for easy access to Bayshore Highway

Next Steps

The feedback collected during Engagement #1 will be used to inform the development of design alternatives for the railroad crossing, project goals and objectives, and evaluation criteria. In late 2022



and/or early 2023, the Study team will return to the community for Engagement #2 to collect their input on design alternatives for the railroad crossing.



Appendix A: Interactive Poster Boards

NORTH FAIR OAKS

PROYECTO DE CONEXIONES COMUNITARIAS Y CRUCES FERROCARRILES PARA PEATONES Y BICICLETAS BICYCLE AND PEDESTRIAN RAILROAD CROSSING AND COMMUNITY CONNECTIONS STUDY



Sticky note 1: Se necesita un cruce de peatones y bicicletas en la calle 14th St. y el corredor del ferrocarril. También se necesita un cruce de autobuses en la calle 14th St. y el corredor del ferrocarril.

Sticky note 2: Se necesita un cruce de peatones y bicicletas en la calle 14th St. y el corredor del ferrocarril.

¿Cuáles son los objetivos del proyecto? What are the goals of the Study?

Este proyecto tiene como objetivo desarrollar un plan guiado por la comunidad para construir conexiones cómodas y convenientes para las personas que caminan y andan en bicicleta a través del corredor ferrocarril en las calles de los vecindarios locales en North Fair Oaks que:

This Study aims to develop a community-guided plan to build comfortable and convenient connections for people walking and biking across the rail corridor and on local neighborhood streets in North Fair Oaks, also benefiting residents in adjacent Redwood City, that will:

Ampliara las opciones para viajar sin automóvil

Expand choices for traveling without a car



Reducirá las lesiones graves y fallecimientos

Reduce serious injuries and fatalities



Promoverá oportunidades para la actividad física

Promote opportunities for physical activity



Mejorará el acceso al servicio de autobús existente

Improve access to existing bus service



Mejorará la calidad del aire y tener un impacto positivo en el medio ambiente

Improve air quality and have a positive impact on the environment



Mejorará las conexiones hacia y desde la comunidad de North Fair Oaks y otros vecindarios

Improve connections to and from the North Fair Oaks community and neighborhoods



Mejorará el acceso a las empresas a ambos lados de las vías del tren de Caltrain

Improve access to businesses on either side of the Caltrain railroad tracks



Apoyará las oportunidades para mejorar las calles para andar en bicicleta y caminar

Support opportunities to make streets better for bicycling and walking



¡Necesitamos su opinión! We need your input!

ESCANEA AQUÍ PARA TOMAR UNA ENCUESTA



Díganos como y adonde viaja en la área de enfoque

Tell us how and where you travel through this Study area



Ayude a definir mejor los objetivos para el Proyecto

Help best define the Study goals



Comparta sus prioridades para caminar y andar en bicicleta

Share your priorities for walking and biking

¿Lo hicimos bien? ¿Qué otro objetivo tiene para este proyecto? ¡Escriba su idea en una nota!
Did we get it right? What other goals do you have for this project? Write your idea on a Sticky Note!

Sticky note 3: Se necesita un cruce de peatones y bicicletas en la calle 14th St. y el corredor del ferrocarril. También se necesita un cruce de autobuses en la calle 14th St. y el corredor del ferrocarril.

Sticky note 4: Solo para caminar

Sticky note 5: Esto bien para stops en cruces de las calles

Sticky note 6: Se necesita mas iluminación en todas las calles Middlefield

Sticky note 7: Se necesita un cruce de peatones y bicicletas en la calle 14th St. y el corredor del ferrocarril. También se necesita un cruce de autobuses en la calle 14th St. y el corredor del ferrocarril.

NORTH FAIR OAKS

PROYECTO DE CONEXIONES COMUNITARIAS Y CRUCES FERROCARRILES PARA PEATONES Y BICICLETAS BICYCLE AND PEDESTRIAN RAILROAD CROSSING AND COMMUNITY CONNECTIONS STUDY



¿Cuáles son los objetivos del proyecto? What are the goals of the Study?

Este proyecto tiene como objetivo desarrollar un plan guiado por la comunidad para construir conexiones cómodas y convenientes para las personas que caminan y andan en bicicleta a través del corredor ferrocarril en las calles de los vecindarios locales en North Fair Oaks que:

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Promoverá oportunidades para la actividad física

Promote opportunities for physical activity



Mejorará el acceso al servicio de autobús existente

Improve access to existing bus service



Mejorará la calidad del aire y tener un impacto positivo en el medio ambiente

Improve air quality and have a positive impact on the environment



Mejorará las conexiones hacia y desde la comunidad de North Fair Oaks y otros vecindarios

Improve connections to and from the North Fair Oaks community and neighborhoods



Mejorará el acceso a las empresas a ambos lados de las vías del tren de Caltrain

Improve access to businesses on either side of the Caltrain railroad tracks



Apoyará las oportunidades para mejorar las calles para andar en bicicleta y caminar

Support opportunities to make streets better for bicycling and walking



¡Necesitamos su opinión! We need your input!

ESCANEA AQUÍ PARA TOMAR UNA ENCUESTA
SCAN HERE TO TAKE A SURVEY



Díganos como y adonde viaja en la área de enfoque

Tell us how and where you travel through this Study area



Ayude a definir mejor los objetivos para el Proyecto

Help best define the Study goals



Comparta sus prioridades para caminar y andar en bicicleta

Share your priorities for walking and biking

¿Lo hicimos bien? ¿Qué otro objetivo tiene para este proyecto? ¡Escriba su idea en una nota!
Did we get it right? What other goals do you have for this project? Write your idea on a Sticky Note!

to get easy access to bayshore highway

very windy going up high road for safety - driving slowly - bikes slow down w/ cars drivers need to know that

A street for the Downtown Middlefield Rd area

3. Deducción de presupuesto para mejorar las conexiones de Caltrain a la estación de Redwood City

Coloque la nota aquí
Place Sticky Note here


NORTH FAIR OAKS


PROYECTO DE CONEXIONES COMUNITARIAS Y CRUCES FERROCARRILES PARA PEATONES Y BICICLETAS BICYCLE AND PEDESTRIAN RAILROAD CROSSING AND COMMUNITY CONNECTIONS STUDY





¿Las vías del tren Caltrain limitan la forma en que te mueves hoy en día?
Do the Caltrain railroad tracks limit how you get around today?

Coloque sus calcomanías cerca de cualquiera de las oraciones que sean verdaderas para usted:
Put your stickers near any of the statements that are true for you:

 Prefiero conducir y evitar caminar o andar en bicicleta cuando necesito cruzar las vías del tren.
I prefer to drive and avoid walking or biking when I need to cross the rail tracks.

 Evito hacer viajes a través de las vías del tren.
I avoid making trips across the rail tracks.

 Camino, ando en bicicleta o tomo el autobús para cruzar la vías del tren, pero es un reto porque está lejos.
I walk, bike, or take bus to cross the rail tracks, but it is challenging because it's far.

 Las vías del tren no afectan mi capacidad para moverme.
The rail tracks do not impact my ability to get around.

¿Otros límites o hay algo más que debemos saber sobre caminar y andar en bicicleta en la área del proyecto?
Other limits OR is there anything else we need to know about walking and biking in the Study area?

Bus + Xceler
Dumbarton Ave
Cruzando las
vías del tren
600'

Calles en 99 y 100
O mas bien desde
44 strada vicem
hasta 100 en
stop o semaf
ros

Necesitan
Luces Al cruzar
las calles
Stop

Lack of lights

People driving
don't stop at
crosswalk with
flashing light

crosswalk
to connect to both
Center &
Community Center
from Target

Stop Sign 14
way in
Stop on and
Park Ave.
Cruzando Bivini
across the tracks
at Dumbarton

Intersection
on 100 Ave

Bus
Bivini
(Cruzando)

Please
treat schoolbuses
as a priority

Clonings
by residents
north side of tracks
gangs on north
side

**NORTH
FAIR OAKS**

**PROYECTO DE CONEXIONES COMUNITARIAS Y CRUCES
FERROCARRILES PARA PEATONES Y BICICLETAS**
BICYCLE AND PEDESTRIAN RAILROAD CROSSING AND COMMUNITY CONNECTIONS STUDY



¿Las vías del tren Caltrain limitan la forma en que te mueves hoy en día?
Do the Caltrain railroad tracks limit how you get around today?

Coloque sus calcomanías cerca de cualquiera de las oraciones que sean verdaderas para usted:
Put your stickers near any of the statements that are true for you:



**Prefiero conducir y evitar caminar
o andar en bicicleta cuando
necesito cruzar las vías del tren.**
*I prefer to drive and avoid walking or biking
when I need to cross the rail tracks.*



**Evito hacer viajes a través de
las vías del tren.**
I avoid making trips across the rail tracks.



**Camino, ando en bicicleta o tomo el
autobús para cruzar la vías del tren,
pero es un reto porque está lejos.**
*I walk, bike, or take bus to cross the rail
tracks, but it is challenging because it's far.*



**Las vías del tren no afectan mi
capacidad para moverme.**
*The rail tracks do not impact my ability
to get around.*



¿Otros límites o hay algo más que debemos saber sobre caminar y andar en bicicleta en la área del proyecto?
Other limits QR is there anything else we need to know about walking and biking in the Study area?

Concern about
quality of
displacement if
area is improved

Not enough
bike lanes

Speed bump quality
poor, more speed
bumps, but low
quality, better
quality of bike

- Redding Hill
Hiking & walking
- bike lanes needed
- paved cars
opening doors
in street

Need to make
bike lanes safer
with white lines
from El Centro

More bike lanes
in the area

Caltrain and
bus stop

More bike
lanes, more
bikes, more
bikes

Lighter color
bike lanes, not
red, better color

NORTH FAIR OAKS

PROYECTO DE CONEXIONES COMUNITARIAS Y CRUCES FERROCARRILES PARA PEATONES Y BICICLETAS BICYCLE AND PEDESTRIAN RAILROAD CROSSING AND COMMUNITY CONNECTIONS STUDY



¿Cuáles son sus prioridades para un nuevo cruce de bicicletas y peatones? What are your priorities for a new bicycle and pedestrian crossing?

COMO PARTICIPAR: HOW TO PARTICIPATE:

1 Elija 3 cosas que sean más importantes para usted cuando se trata de caminar y andar en bicicleta sobre las vías del tren.
Choose 3 things that are most important to you when it comes to walking and biking over the railroad tracks.

2 Seleccione 3 calcomanía puntos para representar sus respuestas.
Select 3 sticker dots to represent your answers.

3 Coloque sus respuestas en el mural de Valores Movilidad.
Place your answers on the Mobility Values mural.

SEGURIDAD PERSONAL
PERSONAL SECURITY
Me siento seguro y visible
I feel safe and visible

COMODIDAD
CONVENIENCE
El cruce se proporciona en un lugar que resulta en la distancia más corta a pie y en bicicleta a mi destino
Crossing is provided in a location that results in the shortest walking and biking distance to my destination

ATRACTIVO VISUAL
VISUAL APPEAL
Arte y arquitectura se integran en el cruce haciendo que se vea y quede bien con la comunidad
Art and architecture are integrated into the crossing to make it look nice and fit with the community

ZONA VERDE
GREENERY
El cruce incluye zonas verdes y otros espacios públicos de uso comunitario
The crossing design provides green and other public space for community use

CONECTIVIDAD
CONNECTIVITY
Las calles que conectan con el cruce se mejoran para ser más seguro y conveniente para caminar y andar en bicicleta
Nearby streets that connect to the crossing are improved to be safer and more convenient to walk and bicycle on

ACCESIBILIDAD
ACCESSIBILITY
Todos, especialmente las personas con discapacidad y/o carriolas, pueden acceder fácilmente al cruce
Everyone, especially people with disabilities and/or strollers, can easily access the crossing

CAPACIDAD DE ENTREGA
FAST CONSTRUCTION
Un diseño que permite la fase de construcción más corta con mínimo impacto en la comunidad
A design that allows for the shortest construction phase with minimal impact on the community

BAJO IMPACTO
LOW IMPACT
El cruce ocupa poco espacio: estacionamiento, construcción, y las propiedades existentes se ven mínimamente afectadas
The crossing has a small footprint - parking, driving, and existing properties are minimally affected

NORTH FAIR OAKS

PROYECTO DE CONEXIONES COMUNITARIAS Y CRUCES FERROCARRILES PARA PEATONES Y BICICLETAS

BICYCLE AND PEDESTRIAN RAILROAD CROSSING AND COMMUNITY CONNECTIONS STUDY



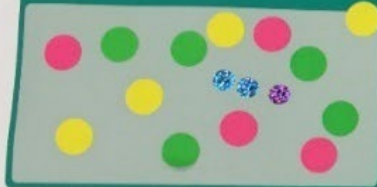
¿Cuáles son sus prioridades para un nuevo cruce de bicicletas y peatones?
What are your priorities for a new bicycle and pedestrian crossing?

COMO PARTICIPAR: HOW TO PARTICIPATE:

- 1 Elija 3 cosas que sean más importantes para usted cuando se trata de caminar y andar en bicicleta sobre las vías del tren.
Choose 3 things that are most important to you when it comes to walking and biking over the railroad tracks.
- 2 Seleccione 3 calcomanía puntos para representar sus respuestas.
Select 3 sticker dots to represent your answers.
- 3 Coloque sus respuestas en el mural de Valores Movilidad.
Place your answers on the Mobility Values mural.

SEGURIDAD PERSONAL PERSONAL SECURITY

Me siento seguro y visible
I feel safe and visible



COMODIDAD CONVENIENCE

El cruce se proporciona en un lugar que resulta en la distancia más corta a pie y en bicicleta a mi destino
Crossing is provided in a location that results in the shortest walking and biking distance to my destination



ATRACTIVO VISUAL VISUAL APPEAL

Arte y arquitectura se integran en el cruce haciendo que se vea y quede bien con la comunidad
Art and architecture are integrated into the crossing to make it look nice and fit with the community



ZONA VERDE GREENERY

El cruce incluye zonas verdes y otros espacios públicos de uso comunitario
The crossing design provides green and other public space for community use



CONECTIVIDAD CONNECTIVITY

Las calles que conectan con el cruce se mejoran para ser más seguro y conveniente para caminar y andar en bicicleta
Nearby streets that connect to the crossing are improved to be safer and more convenient to walk and bicycle on



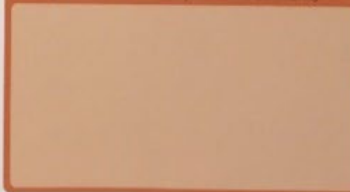
ACCESIBILIDAD ACCESSIBILITY

Todos, especialmente las personas con discapacidad y/o carritos, pueden acceder fácilmente el cruce
Everyone, especially people with disabilities and/or strollers, can easily access the crossing



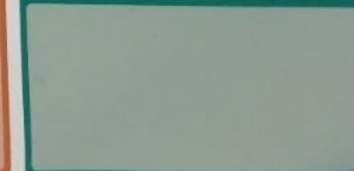
CAPACIDAD DE ENTREGA FAST CONSTRUCTION

Un diseño que permite la fase de construcción más corta con mínimo impacto en la comunidad
A design that allows for the shortest construction phase with minimal impact on the community



BAJO IMPACTO LOW IMPACT

El cruce ocupa poco espacio: estacionamiento, conducción, y las propiedades existentes se ven mínimamente afectadas
The crossing has a small footprint: parking, driving, and existing properties are minimally affected





Appendix B: Survey Questions



The County of San Mateo 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.

Your responses to the survey will help the County identify and compare different options for a railroad crossing and bicycle and pedestrian improvements.

Two survey respondents will randomly be selected to win \$50 gift cards at the conclusion of the survey.

HOW YOU TRAVEL TODAY

Question 1 What is your relationship to the North Fair Oaks Study project area? (Check all that apply)

- ☐ I live in the project area
- ☐ I work in the project area
- ☐ I travel from one side of the Caltrain tracks to the other for work
- ☐ I or my child travel from one side of the Caltrain tracks to the other for school or the library
- ☐ I travel from one side of the Caltrain tracks to the other for shopping purposes
- ☐ I travel from one side of the Caltrain tracks to the other for medical visits
- ☐ I travel from one side of the Caltrain tracks to the other for recreational or social purposes
- ☐ I do not travel in the project area
- ☐ Other (please specify)

Question 2 On most days, how do you get around? (Check all that apply)

- ☐ Walking (includes scooter, skateboard, wheelchair, or other mobility device use)
- ☐ Biking
- ☐ Bus or train
- ☐ Taxi/Rideshare (Uber, Lyft, etc.)
- ☐ Own Car
- ☐ Carpool with Others/Shared Car
- ☐ Other (please specify)

Question 3

On most days, how do you get around when crossing the Caltrain rail tracks in North Fair Oaks? (Check all that apply)

- ☐ Walking on foot, scooter, skateboard, wheelchair, or other mobility device on Woodside Road or Fifth Avenue
- ☐ Biking on Woodside Road or Fifth Avenue
- ☐ Bus
- ☐ Taxi/Rideshare (Uber, Lyft, etc.)
- ☐ Own Car
- ☐ Carpool with Others/Shared Car
- ☐ I don't cross the tracks
- ☐ Other (please specify)

Question 4

There is only one crossing of the railroad tracks in North Fair Oaks. How does this affect how you get around today? (Check all that apply)

- ☐ I walk, bicycle, take the bus or rideshare to destinations on the other side of the rail tracks, and have no problems doing so
- ☐ I walk, bicycle, or take the bus to destinations on the other side of the rail tracks, but it is challenging because distances are far
- ☐ I currently drive to destinations on the other side of the rail tracks, but I would prefer to walk or bicycle if it was possible
- ☐ I don't travel to places on the other side of the rail tracks or do so less often because it is difficult to get there
- ☐ The lack of crossings of the rail corridor doesn't affect how I travel.
- ☐ Other (please specify)

Question 5

Check up to three top issues that affect your comfort when walking and biking (aside from temporary ongoing construction activity).

- ☐ Streets and sidewalks are not well lit
- ☐ Car speeds are high
- ☐ Sidewalks are missing, too narrow or blocked
- ☐ Sidewalks are broken/not maintained
- ☐ Not enough or no bicycle lanes
- ☐ Crossing the street doesn't feel safe
- ☐ Personal safety or security concerns

Other response or additional feedback (please specify)

Question 6

This project aims to build a comfortable and convenient connection for people walking and biking across the rail corridor in North Fair Oaks:

- Expand choices for traveling without a car
- Reduce serious injuries and fatalities
- Promote opportunities for physical activity
- Improve access to existing bus service
- Improve access to businesses on either side of the Caltrain railroad tracks
- Support opportunities to make streets better for bicycling and walking
- Improve air quality and have a positive impact on the environment
- Improve connections to and from the North Fair Oaks community and other neighborhoods

Are there any other goals we should consider to guide this project?

Question 7

Check up to three top priorities that would make a new bicycle and pedestrian railroad crossing work best for you.

- ☐ **Personal security:** I feel safe and visible
- ☐ **Connectivity:** Nearby streets that connect the crossing are improved to become more safe and convenient to walk and bicycle on
- ☐ **Convenience:** Crossing is provided in a location that results in the shortest walking and biking distance to my destination
- ☐ **Accessibility:** Everyone, especially people with disabilities and/or strollers, can easily access the crossing
- ☐ **Visual appeal:** Art and architecture are integrated into the crossing to make it look nice and fit in with the community
- ☐ **Fast Construction:** A design that allows for the shortest construction phase with minimal impact on the community
- ☐ **Greenery:** The crossing design provides green and other public space for community use
- ☐ **Low impact:** The crossing does not take up much space - parking spaces, roads, and buildings are minimally affected
- ☐ **Other (please specify)**

ABOUT YOU *(Optional)*

Question 8

Where do you live in North Fair Oaks?

- ☐ 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 North Fair Oaks
- ☐ I live outside of North Fair Oaks

Question 9 Which of the following age ranges includes your age?

- ☐ 0-15
- ☐ 16-25
- ☐ 26-59
- ☐ 60-65
- ☐ 65 or over
- ☐ Prefer not to answer

Question 10 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 11 What is your gender identity?

- ☐ Female/Woman/Cisgender Woman
- ☐ Genderqueer/Gender Non-Conforming/Gender Non-Binary/Neither exclusively female or male
- ☐ Indigenous Gender Identity
- ☐ Male/Man/Cisgender Man
- ☐ Transgender Man/Trans Man/Trans-Masculine/Man
- ☐ Transgender Women/Trans Woman/Trans-Feminine/Woman
- ☐ Questioning or unsure of gender identity
- ☐ Prefer not to answer
- ☐ If not listed above, please share in the text box here.

Question 12 If you would like to be eligible for a drawing for a \$50 gift card or would like to stay informed about the North Fair Oaks Railroad Crossing and Community Connections Study, please provide your e-mail address.

THANK YOU!



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.

Sus respuestas a la encuesta ayudaran al Condado a identificar y comparar diferentes opciones para un cruce de ferrocarril y mejoramientos para ciclistas y peatones.

Dos personas de las que tomaron la encuesta serán seleccionadas para ganar una tarjeta de \$50 al final del periodo de la encuesta.

COMO VIAJAS HOY

Pregunta 1 ¿Qué es su relación con el área del proyecto de North Fair Oaks? (Marque todo lo que corresponda)

- ☐ Yo vivo en el área del proyecto
- ☐ Yo trabajo en el área del proyecto
- ☐ Yo viajo de un lado a otro de las vías de Caltrain por trabajo
- ☐ Yo o mi hijo/a viajamos de un lado a otro de las vías de Caltrain para ir a la escuela o librería
- ☐ Yo viajo de un lado a otro de las vías de Caltrain por propósito de compras
- ☐ Yo viajo de un lado a otro de las vías de Caltrain para visitas medicas
- ☐ Yo viajo de un lado a otro de las vías de Caltrain por fines recreativos o sociales
- ☐ Yo no viajo en la área del proyecto
- ☐ Otro (Por favor especifique)

Pregunta 2 La mayoría de los días, ¿Cómo te mueves? (Marque todo lo que corresponda)

- ☐ Caminando (incluye scooter, patineta, silla de ruedas, u otro dispositivo de movilidad)
- ☐ Bicicleta
- ☐ Autobús o tren
- ☐ Taxi/Viaje compartido (Uber, Lyft, etc.)
- ☐ Carro propio
- ☐ Compartir coche con otros/coche compartido
- ☐ Otro (Por favor especifique)

Pregunta 3

La mayoría de los días, ¿Cómo te mueves cuando necesitas cruzar las vías del tren Caltrain en North Fair Oaks? *(Marque todo lo que corresponda)*

- ☐ Caminado en pie, scooter, patineta, silla de ruedas, u otro dispositivo de movilidad por Woodside Road o Quinta Avenida
- ☐ En bicicleta por Woodside Road o Quinta Avenida
- ☐ Autobús
- ☐ Taxi/Viaje compartido (Uber, Lyft, etc.)
- ☐ Carro propio
- ☐ Compartir coche con otros/coche compartido
- ☐ Yo no cruzo las vías
- ☐ Otro (Por favor especifique)

Pregunta 4

Solo hay un cruce de las vías del tren en North Fair Oaks. ¿Como afecta esto la forma en que te mueves hoy? *(Marque todo lo que corresponda)*

- ☐ Yo camino, ando en bicicleta, tomo el autobús o uso viajes compartidos a destinos al otro lado de las vías del tren, y no tengo problemas para hacerlo.
- ☐ Yo camino, ando en bicicleta, tomo el autobús o uso viajes compartidos a destinos al otro lado de las vías del tren, pero puede ser difícil porque las distancias son largas.
- ☐ Actualmente conduzco a destinos al otro lado de las vías del tren, pero preferiría caminar o andar en bicicleta si fuera posible.
- ☐ Yo no viajo a lugares al otro lado de las vías del tren o lo hago con menos frecuencia porque es difícil llegar
- ☐ La falta de cruces del corredor ferrocarril no afecta mi forma de viajar.
- ☐ Otro (Por favor especifique)

Pregunta 5

Identifique tres problemas principales que afectan su comodidad para viajar a pie y andar en bicicleta *(Aparte de la construcción temporal en curso)*

- ☐ Las calles y banquetas no están bien iluminadas
- ☐ Las velocidades de los autos son altas
- ☐ Faltan banquetas, son demasiado estrechas o están bloqueadas
- ☐ Las banquetas están rotas/sin mantenimiento
- ☐ No hay suficiente o no hay líneas para bicicletas
- ☐ Cruzar la calle no se siente seguro
- ☐ Preocupaciones de seguridad o seguridad personal

Otra respuesta o comentarios adicionales (especifique)

Pregunta 6

Este proyecto tiene como objetivo construir una conexión cómoda y conveniente para las personas que caminan y andan en bicicleta a través del corredor ferrocarril en North Fair Oaks que:

- Ampliaría las opciones para viajar sin automóvil
- Reduciría las lesiones graves y fallecimientos
- Promovería oportunidades para la actividad física
- Mejoraría el acceso al servicio de autobús existente
- Mejoraría el acceso a las empresas a ambos lados de las vías del tren de Caltrain
- Mejoraría las conexiones hacia y desde la comunidad de North Fair Oaks y otros vecindarios
- Apoyaría las oportunidades para mejorar las calles para andar en bicicleta y caminar
- Mejoraría la calidad del aire y tener un impacto positivo en el medio ambiente

¿Hay otros objetivos que deberíamos considerar para guiar este proyecto?

Pregunta 7

Seleccione sus 3 prioridades principales que harían que un nuevo cruce ferrocarril para bicicletas y peatones funcione mejor para usted.

- ☐ **Seguridad personal:** Me siento seguro y visible
- ☐ **Conectividad:** Es conveniente y seguro caminar y andar en bicicleta en las calles cercanas que conectan con el cruce.
- ☐ **Comodidad:** Puedo llegar más rápido a donde voy debido al cruce
- ☐ **Accesibilidad:** Todos, especialmente las personas con discapacidad y/o carriolas, pueden acceder fácilmente al paso
- ☐ **Atractivo visual:** El cruce se ve y queda bien con la comunidad
- ☐ **Capacidad de entrega:** La fase de construcción es corta y tiene un impacto mínimo en la comunidad
- ☐ **Zona verde:** El cruce incluye zonas verdes y otros espacios públicos de uso comunitario
- ☐ **Bajo impacto:** El cruce no ocupa mucho espacio- espacios de estacionamiento, las carreteras y los edificios se ven mínimamente afectados
- ☐ **Otro (especifique)**

ACERCA DE TI *(opcional)*

Pregunta 8

¿En dónde vives en North Fair Oaks?

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

Pregunta 9 ¿Cuál de los siguientes rangos de edad incluye su edad?

- ☐ 0-15
- ☐ 16-25
- ☐ 26-59
- ☐ 60-65
- ☐ 65 o mas
- ☐ Prefiero no responder

Pregunta 10 ¿Cuál es su raza? (Marque todo lo que corresponda)

- ☐ Asiático o asiático americano
- ☐ Negro o afroamericano
- ☐ Hispano o Latinx/a/o
- ☐ Nativo Americano, indio americano o indígena
- ☐ Nativo de Hawái o de las islas del Pacifico
- ☐ Blanco o caucásico
- ☐ Prefiero no responder
- ☐ Si no está en la lista anterior, comparta su raza en el cuadro a continuación

Pregunta 11 ¿Cuál es tu identidad de género?

- ☐ Femenino/Mujer/Mujer Cisgenero
- ☐ Genero queer/ Genero no conforme/ Genero no binario/ Ni exclusivamente femenino o masculino
- ☐ Identidad de género indígena
- ☐ Hombre/ Hombre cisgenero
- ☐ Hombre Trans/ Trans-masculino
- ☐ Mujeres transgénico/ Mujer trans/ Transfemenino/ Mujer
- ☐ Cuestionamiento o inseguridad sobre la identidad de genero
- ☐ Prefiero no responder
- ☐ Si no se encuentra en la lista anterior, comparta en el cuadro de texto aqui

Pregunta 12

Si desea ser elegible para un sorteo de una tarjeta de \$50 o si desea mantenerse informado sobre el proyecto de conexiones comunitarias y cruces ferrocarriles de North Fair Oaks, por favor de compartir su correo electrónico.

¡Gracias!



Appendix C: Social Media Notification Materials

Instagram 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 the railroad crossing and walking and bicycling needs:

 Take a short survey

 Attend a pop-up event

 Share a comment on the County's website



NORTH
FAIR OAKS

BICYCLE AND PEDESTRIAN RAILROAD CROSSING
AND COMMUNITY CONNECTIONS STUDY

¡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 el cruce de ferrocarril y las necesidades de caminar y andar en bicicleta:

 Toma una breve encuesta

 Asista a un evento

 Comparta un comentario en el sitio web del condado



Facebook 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 the railroad crossing and walking and bicycling needs:

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



NORTH
FAIR OAKS

BICYCLE AND PEDESTRIAN RAILROAD CROSSING
AND COMMUNITY CONNECTIONS STUDY

¡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 el cruce de ferrocarril y las necesidades de caminar y andar en bicicleta:

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





Appendix D: Postcard Mailer

¿QUIERE HACER QUE CAMINAR Y ANDAR EN BICICLETA SEA MEJOR EN SU COMUNIDAD?

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.

Comparte tus pensamientos sobre el cruce de ferrocarril y las necesidades de caminar y andar en bicicleta:

Asista a uno de nuestros próximos eventos emergentes, como el siguiente:

Siena Youth Center Un paseo comunitario comenzando en frente del Siena Youth Center a las 10:00 am el sábado el 25 de junio

Visite nuestro sitio web en www.NFOWalkBike.org para obtener más información, llenar una encuesta, compartir comentarios y encontrar un evento cerca de usted.



OFFICE OF
SUSTAINABILITY
COUNTY OF SAN MATEO

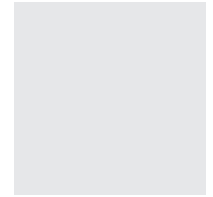
WWW.NFOWALKBIKE.ORG



WANT TO MAKE WALKING AND BIKING BETTER IN YOUR NEIGHBORHOOD?

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.

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



Share your thoughts on the railroad crossing and walking and bicycling needs:

Attend one of our upcoming pop-up events, such as the one below:

Siena Youth Center

**Starting 10:00 am Saturday, June 25th
with a community bike ride**

Check out our website at www.NF0walkbike.org to learn more, take a survey, share comments, and find out more when we'll be at an event near you.



OFFICE OF
SUSTAINABILITY
COUNTY OF SAN MATEO

WWW.NFOWALKBIKE.ORG





Appendix E: Flyer

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 (underpass or overpass) 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?

This Study aims to develop a community-guided plan to build comfortable and convenient connections for people walking and biking across the rail corridor and on local neighborhood streets in North Fair Oaks, also benefiting residents in adjacent Redwood City, that will:

Expand choices for traveling without a car



Reduce serious injuries and fatalities



Promote opportunities for physical activity



Improve access to existing bus service



Improve air quality and have a positive impact on the environment



Improve connections to and from the North Fair Oaks community and neighborhoods



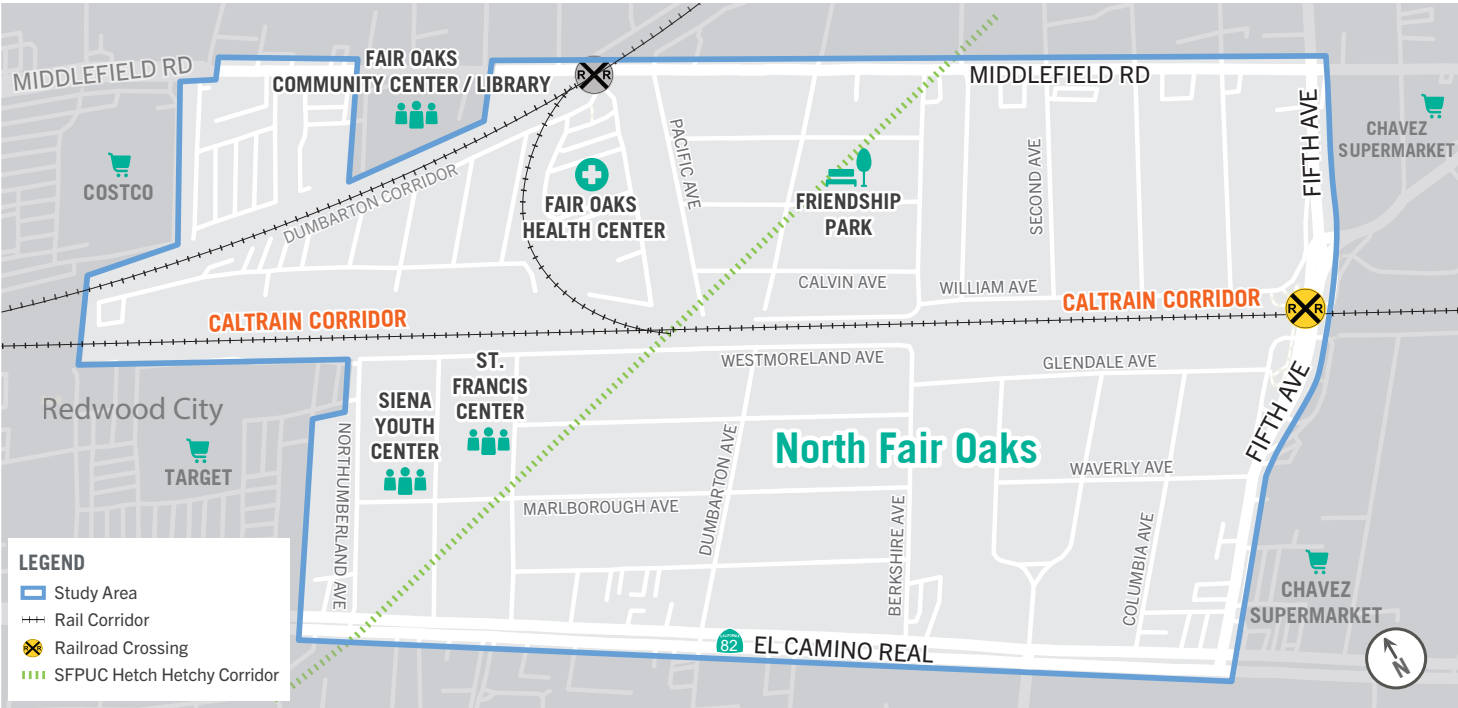
Improve access to businesses on either side of the Caltrain railroad tracks



Support opportunities to make streets better for bicycling and walking



Where is the Study area?



What is the Study timeline?



WE NEED YOUR INPUT!

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.

Tell us how and where you travel through this Study area

Help best define the Study goals

Share your priorities for walking and biking

SCAN HERE TO TAKE A SURVEY

¿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 (paso subterráneo o paso elevado) 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?

Este proyecto tiene como objetivo desarrollar un plan guiado por la comunidad para construir conexiones cómodas y convenientes para las personas que caminan y andan en bicicleta a través del corredor ferrocarril en las calles de los vecindarios locales en North Fair Oaks que:

Ampliará las opciones para viajar sin automóvil



Reducirá las lesiones graves y fallecimientos



Promoverá oportunidades para la actividad física



Mejorará el acceso al servicio de autobús existente



Mejorará la calidad del aire y tener un impacto positivo en el medio ambiente



Mejorará las conexiones hacia y desde la comunidad de North Fair Oaks y otros vecindarios



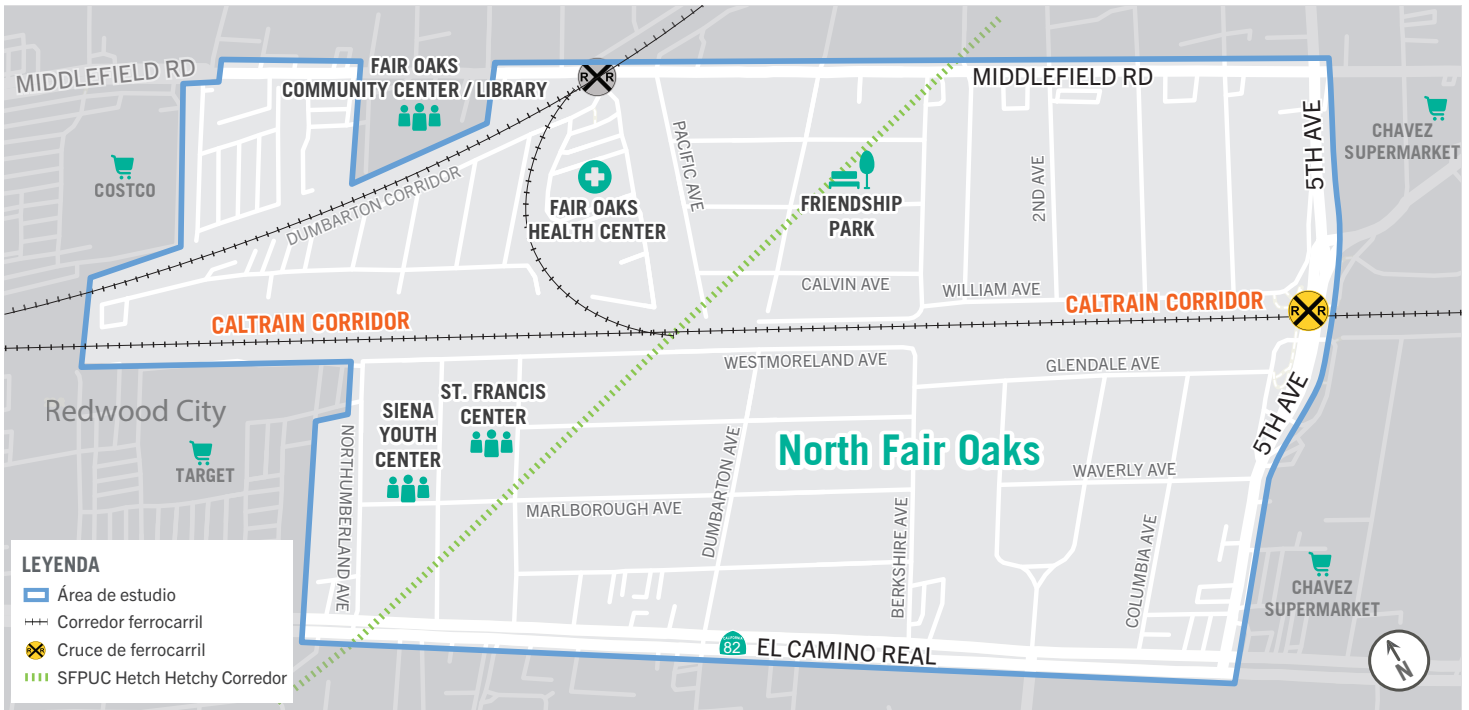
Mejorará el acceso a las empresas a ambos lados de las vías del tren de Caltrain



Apoyará las oportunidades para mejorar las calles para andar en bicicleta y caminar

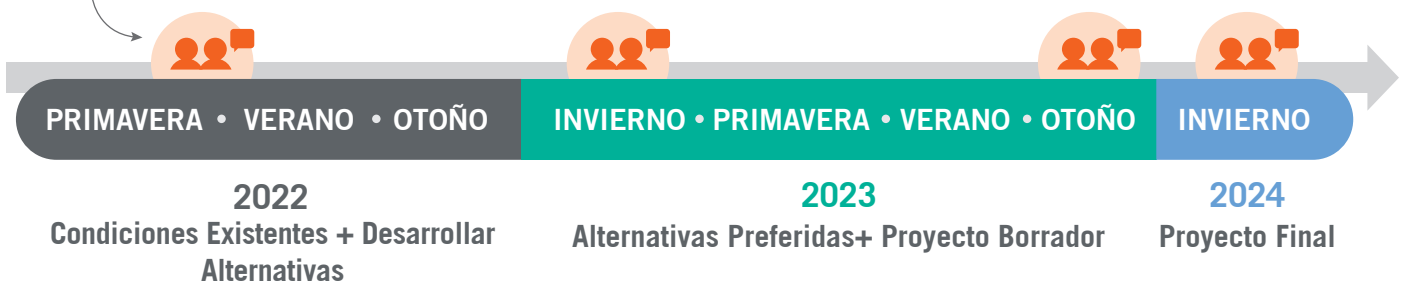


¿Dónde está el área del proyecto?



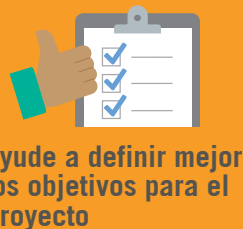
¿Cuál es la cronología para este proyecto?

EVENTOS DE ALCANCE COMUNITARIO



¡NECESITAMOS SU OPINIÓN!

Queremos asegurarnos de que este proyecto refleje las prioridades de los vecindarios que se encuentran alado de las vías del tren de Caltrain y defina un camino de colaboración hacia adelante juntos.



ESCANEA AQUÍ
PARA TOMAR UNA
ENCUESTA





Appendix F: Email Notification

English Version

Dear North Fair Oaks community member,

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. The project team is working to develop a community-informed Study that reflects the priorities of the community and would like to hear from you!

Now through Friday July 8th, you can provide feedback on the railroad crossing and walking and bicycling needs in three ways:

Take a short survey: <https://engagekh.com/nfowalkbike>

Attend a pop-up event

Saturday, June 11th 9:30am-12:30pm @ Hoover Park, 2100 Spring Street

Saturday, June 11th 1:30pm-4:30pm @ Casa Circulo Cultural, 3090 Middlefield Road

Monday, June 13th 5pm-8pm @ Chavez Supermarket, 3282 Middlefield Rd

Wednesday, June 15th 11am-2pm @ North Fair Oaks Library, 2510 Middlefield Road

Wednesday, June 22nd 11:30am-2:30pm @ Verbo, 2798 Bay Road

Saturday, June 25th, 10am-1pm, pop-up and community bike ride starting at Siena Youth Center, 2625 Marlborough Avenue

Sunday, June 26th 5-8pm @ Mi Rancho Supermarket, 150 Charter Street

More events will be announced soon!

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

The project team appreciates any time you can give towards this effort and look forward to hearing from you!

Spanish Version

Hola miembro de la comunidad de North Fair Oaks,

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. ¡El equipo del proyecto está trabajando para desarrollar un proyecto informado por la comunidad que refleje las prioridades de la comunidad y le gustaría escuchar de usted!

Desde hoy hasta el viernes 8 de julio, usted puede compartir sus comentarios sobre el cruce de ferrocarril y las necesidades de caminar y andar en bicicleta de tres maneras:

Tome una breve encuesta: <https://engagekh.com/nfowalkbike>

Asiste a un evento



Sabado, 11 de junio, 9:30am-12:30pm @ Hoover Park, 2100 Spring Street

Sabado, 11 de junio, 1:30pm-4:30pm @ Casa Circulo Cultural, 3090 Middlefield Road

Lunes, 13 de junio, 5-8pm @ Chavez Supermarket on Middlefield Rd, 3282 Middlefield Road

Miércoles, 15 de junio, 11am-2pm @ North Fair Oaks Library, 2510 Middlefield Road

Miércoles, 22 de junio, 11:30am-2:30pm @ Verbo, 2798 Bay Road

Sabado, 25 de junio, 10am-1pm, un evento y un paseo en bicicleta empieza @ Siena Youth Center, 2625 Marlborough Avenue

Domingo, 26 de junio, 5-8pm @ Mi Rancho Supermarket, 150 Charter Street

¡Pronto se anunciarán más eventos!

Comparte un comentario en el sitio web del condado: www.NFOwalkbike.org

¡El equipo del proyecto aprecia cualquier tiempo que pueda dedicar a este esfuerzo y espera escuchar de usted!



Appendix G: Event Photos

Hoover Park Pop-Up Event on June 11 (left), Casa Circulo Pop-up Event on June 11 (right)



Chavez Supermarket Pop-Up Event on June 13 (left), North Fair Oaks Library Pop-up Event on June 15 (right)





Verbo Family Services Pop-up Event on June 22 (left), Willow Market and Carniceria Pop-Up Event on June 24 (right)



Siena Youth Center Pop-Up Event on June 25 (left), Mi Rancho Market Pop-Up Event on June 28 (right)





St. Anthony's Church Pop-Up Event on July 8 (right)

