NORTH FAIR OAKS

PROYECTO DE CONEXIONES COMUNITARIAS Y CRUCES FERROCARRILES PARA PEATONES Y BICICLETAS

BICYCLE AND PEDESTRIAN RAILROAD CROSSING AND COMMUNITY CONNECTIONS STUDY

¿Qué es el proyecto y por qué es necesario?

What is the Study and why is it needed?

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:

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:

- **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**
  ***A new pedestrian and bicycle crossing** of the Caltrain railroad tracks (tunnel or bridge) to better support walking, rolling and biking connections*
- **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**
  ***Bicycle and pedestrian improvements on local streets** that provide connections to the new rail crossing and local destinations on both sides of the tracks*

¿Cuáles son los objetivos del proyecto?

What are the goals of the study?

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

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



Acceso *Access*
Mejor acceso para las personas que caminan, circulan y transitan en bicicleta, a través del corredor ferroviario y los vecindarios cercanos.
Improved access for people walking, rolling, and biking across the rail corridor and nearby neighborhoods.

Seguridad *Safety*
Espacios públicos más seguros y bien iluminados, que sean cómodos y agradables, para personas de todas las edades y capacidades.
Safer and well-lit public spaces that are comfortable and inviting for people of all ages and abilities.

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

Diseño Comunitario *Community Design*
Sentido de comunidad, a través de atractivos espacios públicos, arte público y estructurado.
Sense of community through attractive public spaces, public art, and structures.

Constructibilidad *Constructability*
Impactos mínimos de construcción, en la comunidad y un presupuesto de proyecto factible.
Minimal construction impacts on the community and feasible project budget.

Consideraciones de Diseño

Design Considerations

- **Conexiones a Destinos Locales**
  Connections to Local Destinations
- **Vehículos e Impactos de Estacionamiento**
  Vehicles and Parking Impacts
- **Experiencia de Viaje**
  Travel Experience
- **Seguridad**
  Safety
- **Espacio Público y Escala**
  Public Space and Scale
- **Construcción, Operaciones y Mantenimiento**
  Construction and Operations & Maintenance

¿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**

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

OPCIÓN A - TÚNEL DE LA AVENIDA DUMBARTON

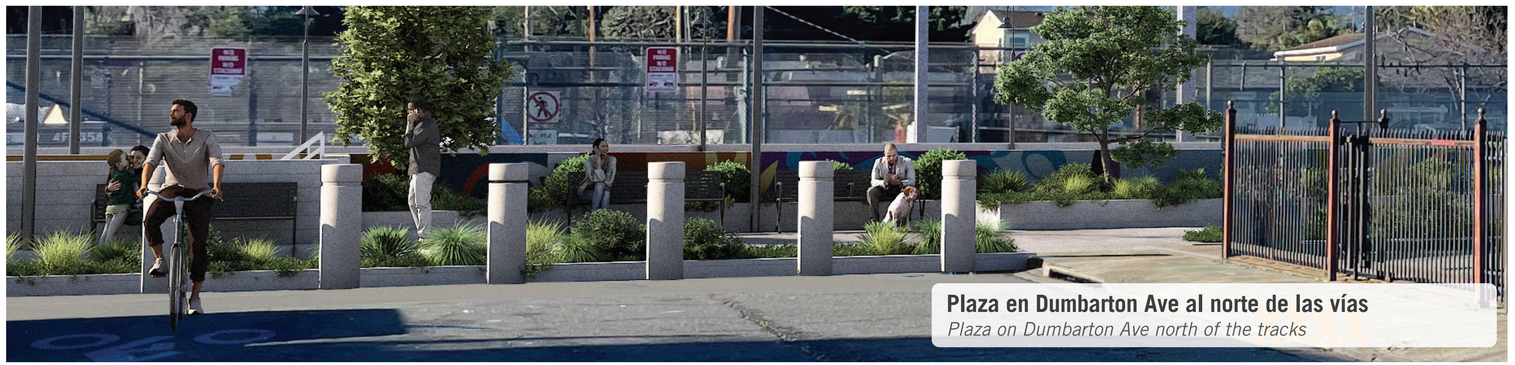
OPTION A - DUMBARTON AVENUE TUNNEL



Dentro del túnel, con obras de arte en las paredes
Inside of tunnel, with artwork on walls

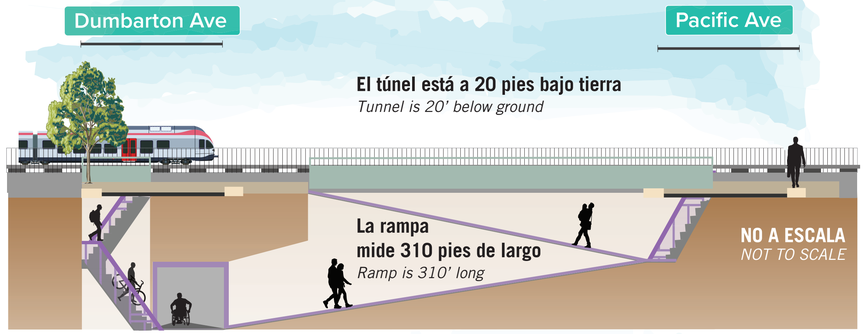


La entrada al tunel en Westmoreland Ave, con arte, a lo largo de las paredes de la rampa
Westmoreland Ave entrance to tunnel with art along ramp walls



Plaza en Dumbarton Ave al norte de las vías
Plaza on Dumbarton Ave north of the tracks

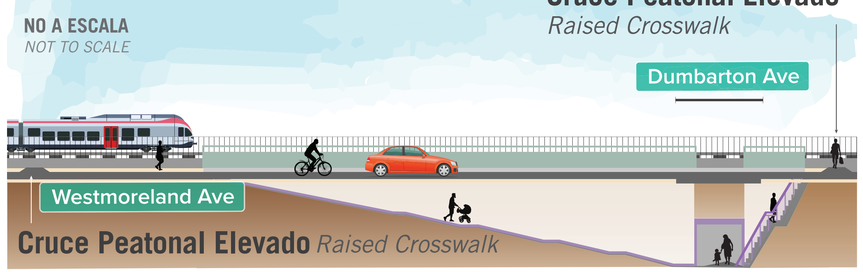
Vista desde Westmoreland Ave, mirando hacia el norte
View from Westmoreland Ave looking north



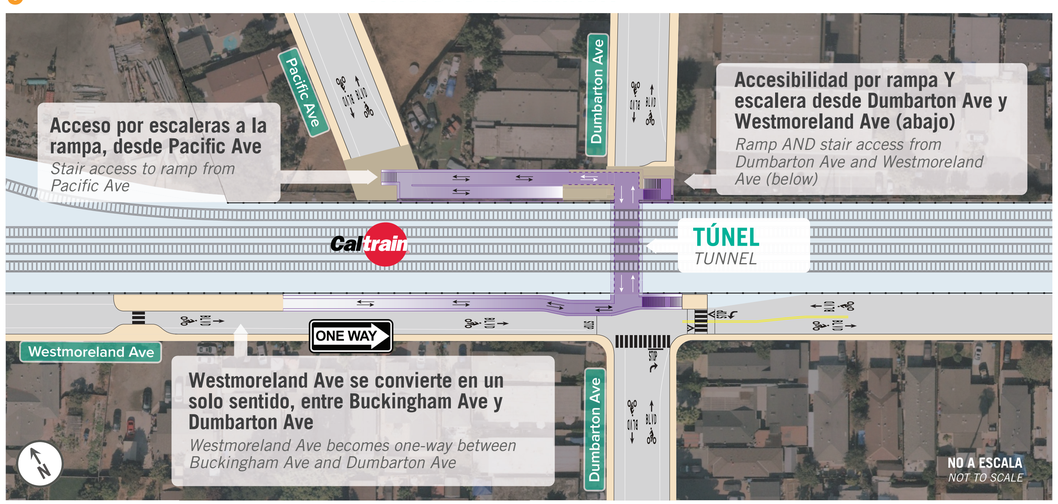
Vista de Dumbarton Ave, mirando hacia el sur
View from Dumbarton Ave looking south

NO A ESCALA
NOT TO SCALE

Cruce Peatonal Elevado
Raised Crosswalk



¿Dónde está el túnel? *Where is the tunnel?*



Consideraciones de Diseño *Design Considerations*

El túnel proporcionará acceso directo al Parque de la Amistad, al Centro Juvenil de Siena y al Centro St. Francis
The tunnel will provide direct access to Friendship Park, Siena Youth Center, and St. Francis Center

Partes de Westmoreland Ave se convertirán en una calle de un solo sentido; Aproximadamente 50 espacios de estacionamiento eliminados en Westmoreland Ave, 5 espacios de estacionamiento eliminados en Pacific Ave y Dumbarton Ave al norte de las vías
Parts of Westmoreland Ave will be converted to a one-way street; Approximately 50 parking spaces removed on Westmoreland Ave and 5 parking spaces removed on Pacific Ave and Dumbarton Ave north of tracks

El túnel tiene la longitud de cruce más corta y el menor cambio de elevación, entre las tres opciones
The tunnel has the shortest crossing length and least elevation change among the three options

El túnel es menos visible desde la calle, en comparación con los puentes
The tunnel is less visible from the street compared to the bridges

Oportunidad de construir pequeñas plazas y agregar nuevos paisajes y arte público; El túnel de la Avenida Dumbarton es subterráneo, minimizando el impacto en las vistas, desde el nivel de la calle
Opportunity to build small plazas and add new landscaping and public art; The Dumbarton Avenue Tunnel is underground, minimizing impact on views from the street level

Durante la construcción, los viajeros tendrán acceso limitado en Westmoreland Ave y al final de Dumbarton Ave, al norte de las vías; 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 on Westmoreland Ave and at end of Dumbarton Ave north of tracks; Construction will cause noise and vibration, similar across all three options; No housing displacement, however 1-2 lots without structures may be acquired for the tunnel

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OPCIÓN B - PUENTE DE LA AVENIDA DUMBARTON

OPTION B - DUMBARTON AVENUE BRIDGE



Vista aérea del puente que mira al oeste
Aerial view of bridge facing west



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



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

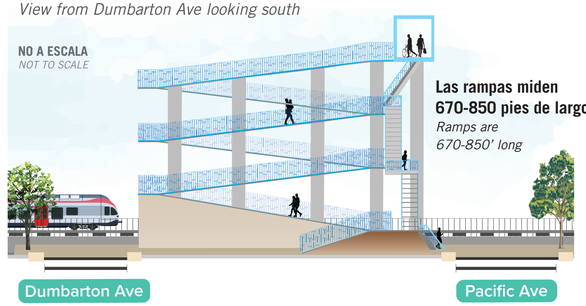
¿Dónde está el puente? *Where is the bridge?*



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



View from Dumbarton Ave looking south
View from Dumbarton Ave looking south



Consideraciones de Diseño *Design Considerations*

El puente ofrece acceso directo al Parque de la Amistad, el Centro Juvenil Siena y el Centro St. Francis
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 corta para 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 across all three options; No housing displacement, however 2 lots without structures may be acquired for the bridge

OPCIÓN C - MIDDLEFIELD PUENTE DE CRUCE

OPTION C - MIDDLEFIELD JUNCTION BRIDGE



Vista del puente que da al Noreste
View of the bridge facing northwest



Vista del puente desde Westmoreland Ave
View of the bridge from Westmoreland Ave



Cruce de puente mientras está en la estructura sobre Westmoreland Ave
Bridge crossing while on structure above Westmoreland Ave

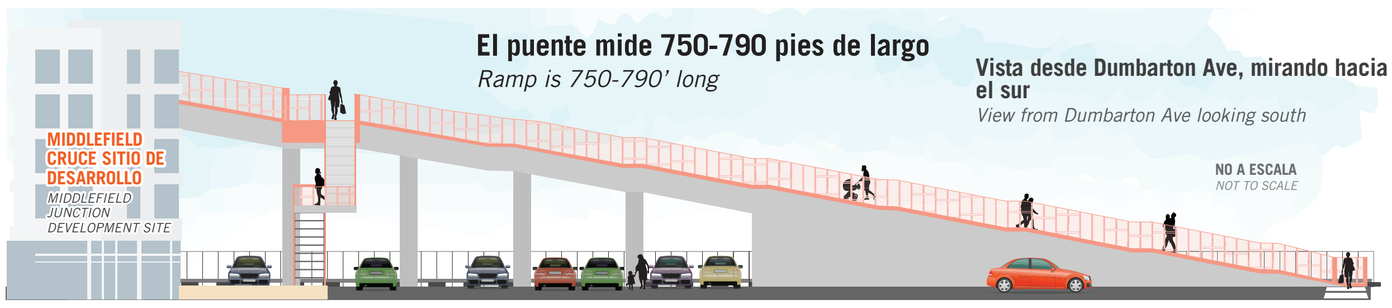
Vista desde Westmoreland Ave, mirando hacia el norte
View from Westmoreland Ave looking north

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



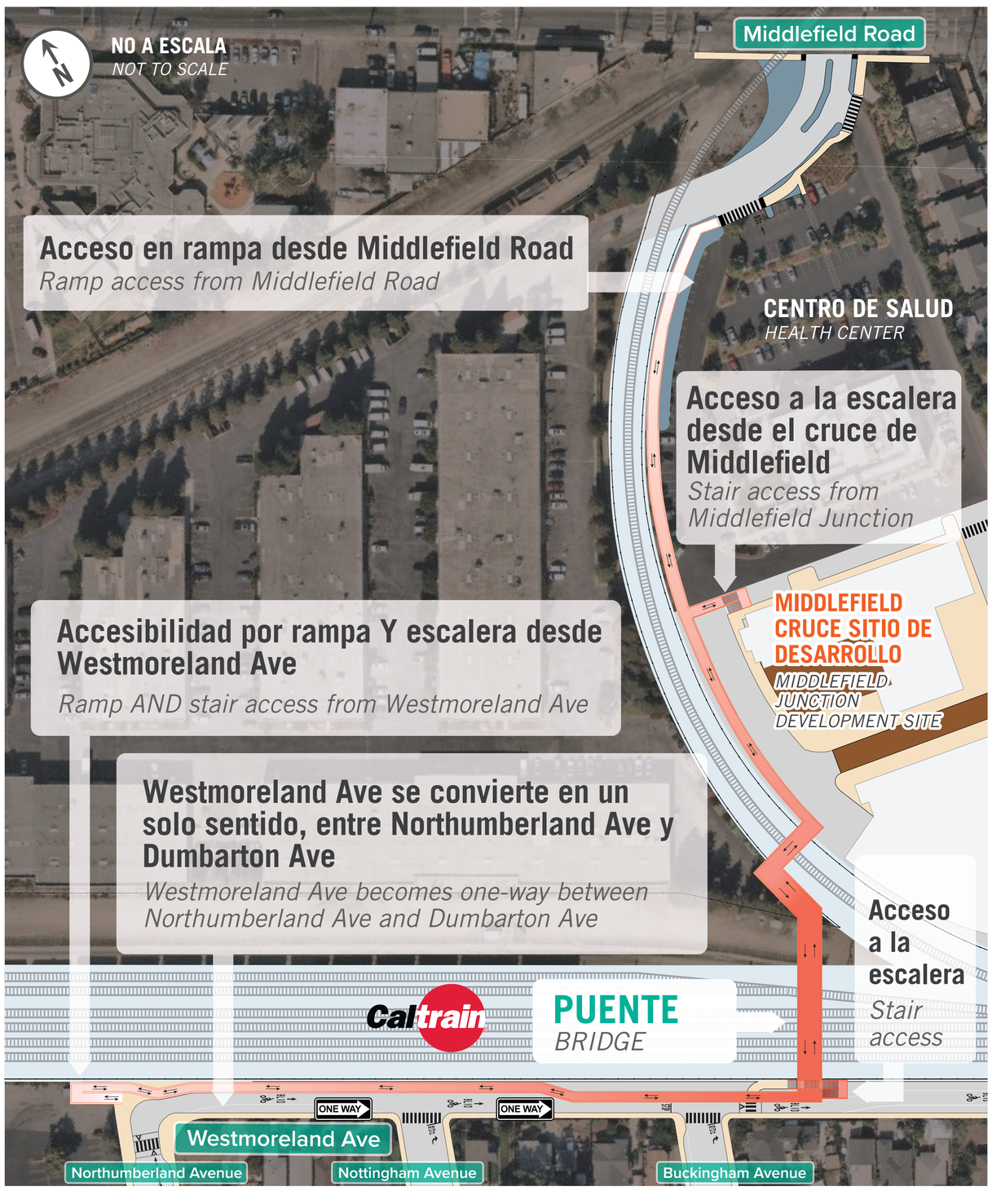
El puente mide 750-790 pies de largo
Ramp is 750-790' long

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



¿Dónde está el puente?

Where is the bridge?



Consideraciones de Diseño *Design Considerations*

Proporciona acceso más directo al cruce de Middlefield, con el centro de cuidado infantil, el Centro Comunitario de Fair Oaks, la Biblioteca y el Centro de Salud, al norte; Proporciona acceso al Centro St. Francis, el Centro Juvenil Siena y el centro comercial Target, al sur
Provides most direct access to Middlefield Junction with childcare center, Fair Oaks Community Center, Library, and Health Center to the North; Provides access to the St. Francis Center, the Siena Youth Center, and the Target shopping center to the south

Aproximadamente 45 espacios de estacionamiento eliminados en Westmoreland Ave, 20 espacios de estacionamiento eliminados del Centro de Salud Fair Oaks
Parts of Westmoreland Ave will be converted to a one-way street; Approximately 45 parking spaces removed at Westmoreland Ave and 20 parking spaces removed from the Fair Oaks Health Center

Los puentes requieren distancias de cruce más largas y mayores cambios de elevación, en comparación con la opción de túnel
The bridges require longer crossing distances and bigger elevation changes compared to the tunnel option

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; Larga longitud de rampa entre puntos de acceso
Travelers remain above ground, though the height of the bridge may make it difficult to see travelers from the street level; Long ramp length between access points

La rampa del puente eliminará varios árboles del estacionamiento del Centro de Salud; No hay oportunidad de construir plazas y agregar nuevos paisajes; El Puente de Cruce de Middlefield, será más alto que los edificios cercanos y cerca de los edificios de viviendas multifamiliares del cruce de Middlefield
Bridge ramp will remove several trees from the Health Center parking lot; No opportunity to build plazas and add new landscaping; The Middlefield Junction Bridge will be taller than nearby buildings and close to the Middlefield Junction multifamily housing buildings

Durante la construcción, los viajeros tendrán acceso limitado en Westmoreland Ave; La construcción causará ruido y vibración, similar en las tres opciones; No hay desplazamiento de vivienda, pero puede necesitar 2 parcelas no residenciales para el acceso a la rampa, en el cruce de Middlefield
During construction, travelers will have limited access along Westmoreland Ave; Construction will cause noise and vibration, similar across all three options; No housing displacement, but may need 2 non-residential parcels for ramp access at Middlefield Junction

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¿Qué tipos de mejoras para bicicletas y peatones, le gustaría ver para el cruce y las calles circundantes del vecindario?

What types of bicycle and pedestrian improvements would you like to see for the crossing and surrounding neighborhood streets?

Coloque pegatinas en sus favoritos y escribe comentarios, en notas adhesivas.

Put stickers on your favorites and write comments on sticky notes.

Rampas de Banqueta/Acera

Curb Ramps



Iluminación de Aceras y Cruces Peatonales

Sidewalk and Crosswalk Lighting



Lamparas de Banqueta/Acera

Curb Bulb-Outs



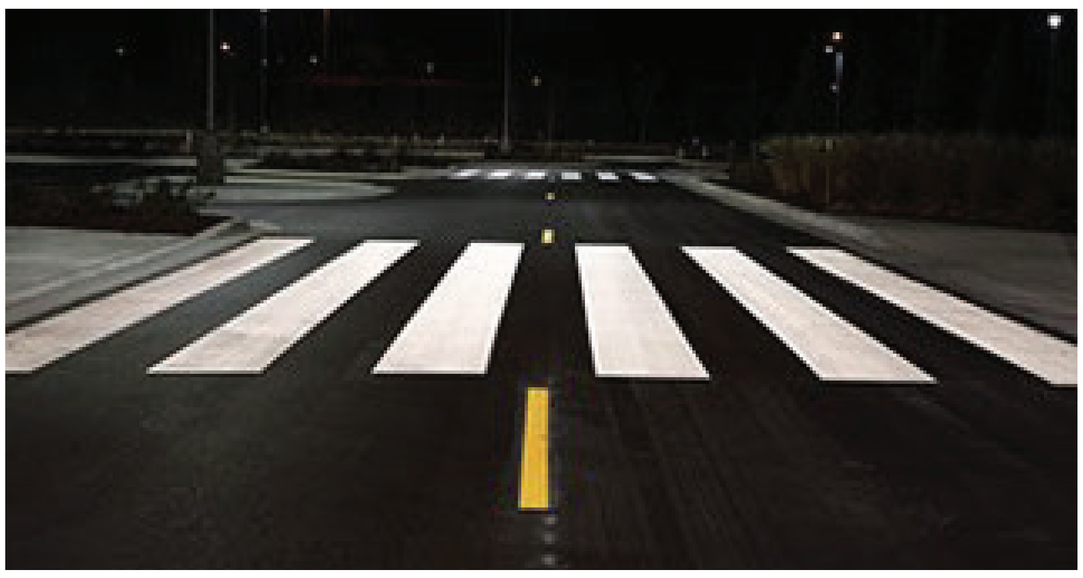
Topes de Velocidad

Speed Humps



Paso de Peatones de Alta Visibilidad

High Visibility Crosswalk



La Glorieta

Traffic Circles



Cruce Peatonal Elevado

Raised Crosswalk



Las Chicanes

Chicanes



Rail Crossing Options and Renderings

Options

Option A

Dumbarton Avenue Tunnel



Option B Dumbarton Avenue Bridge

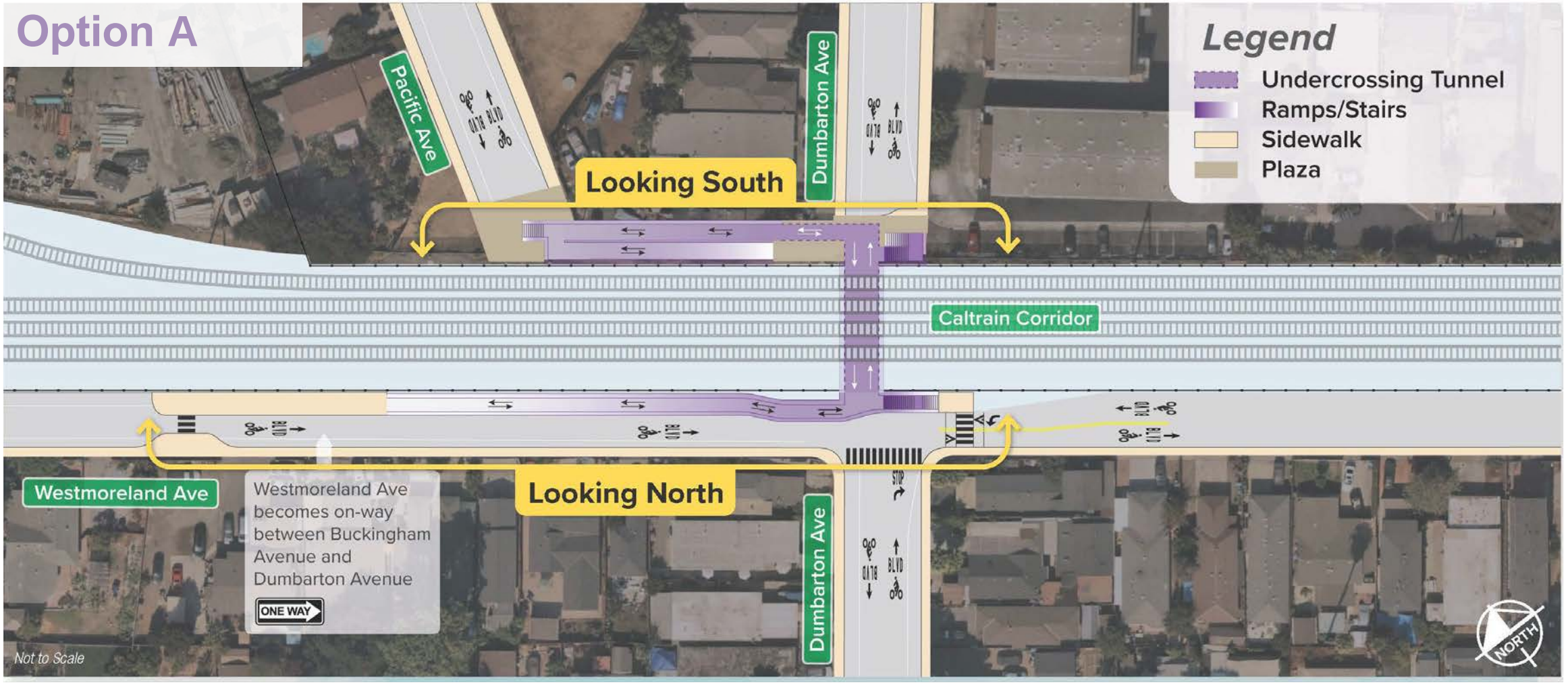


Option C

Middlefield Junction Bridge



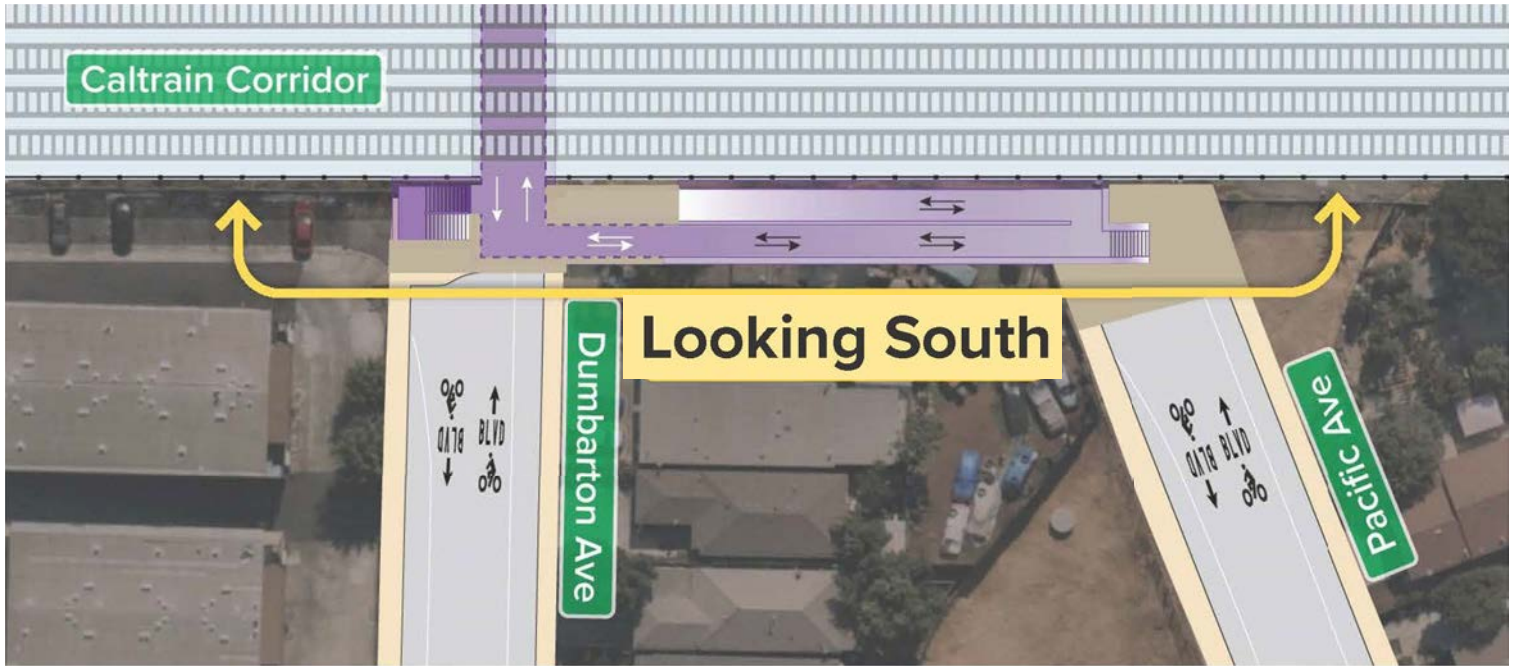
Option A

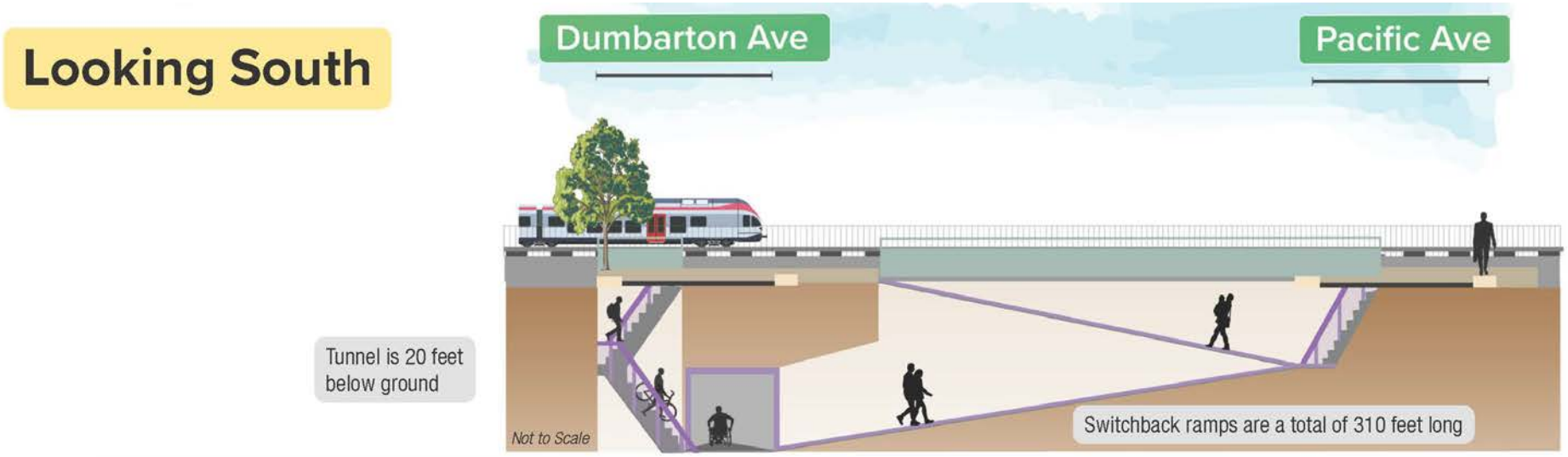


Key Attributes

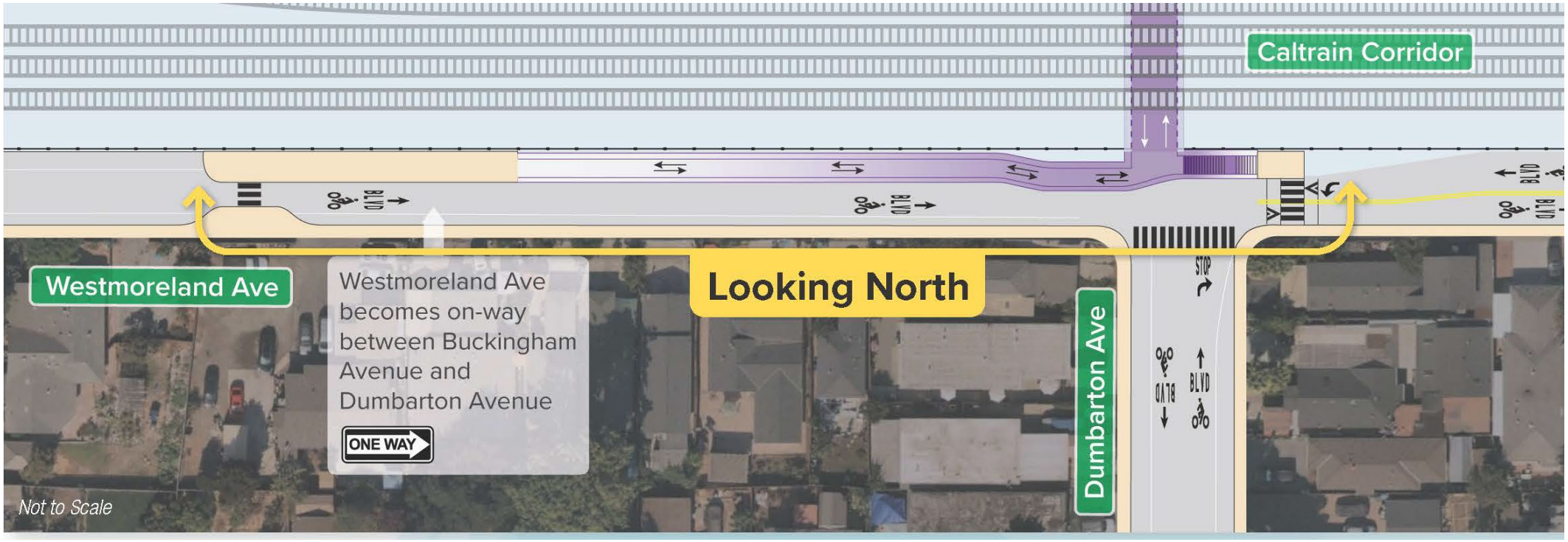
- Undercrossing
- Ramp or stair access from Westmoreland Ave & Dumbarton Ave
- Stair + ramp access from Pacific Ave
- Plazas at end of Dumbarton Ave & Pacific Ave
- Westmoreland Ave becomes one-way between Buckingham Ave & Dumbarton Ave

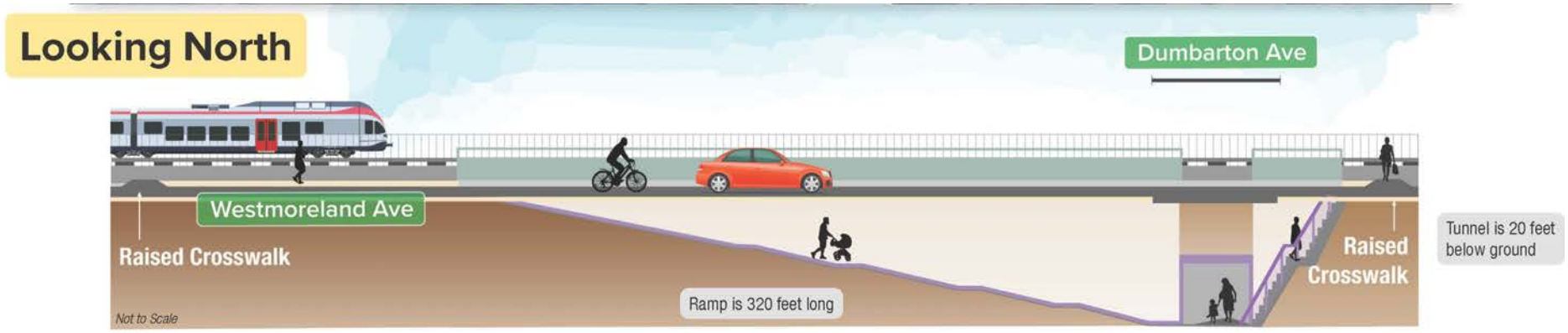
Option A (Looking South)



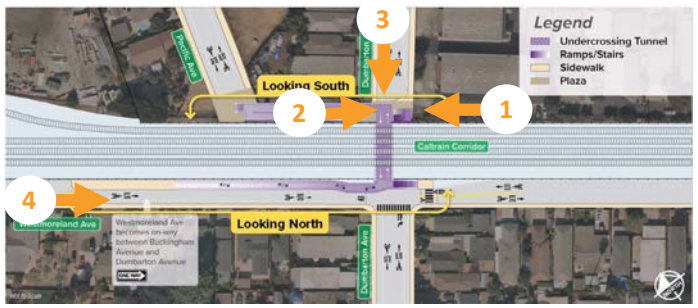


Option A (Looking North)





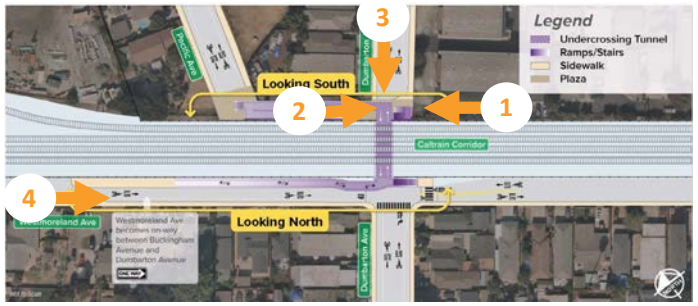
Option A – Rendering 1



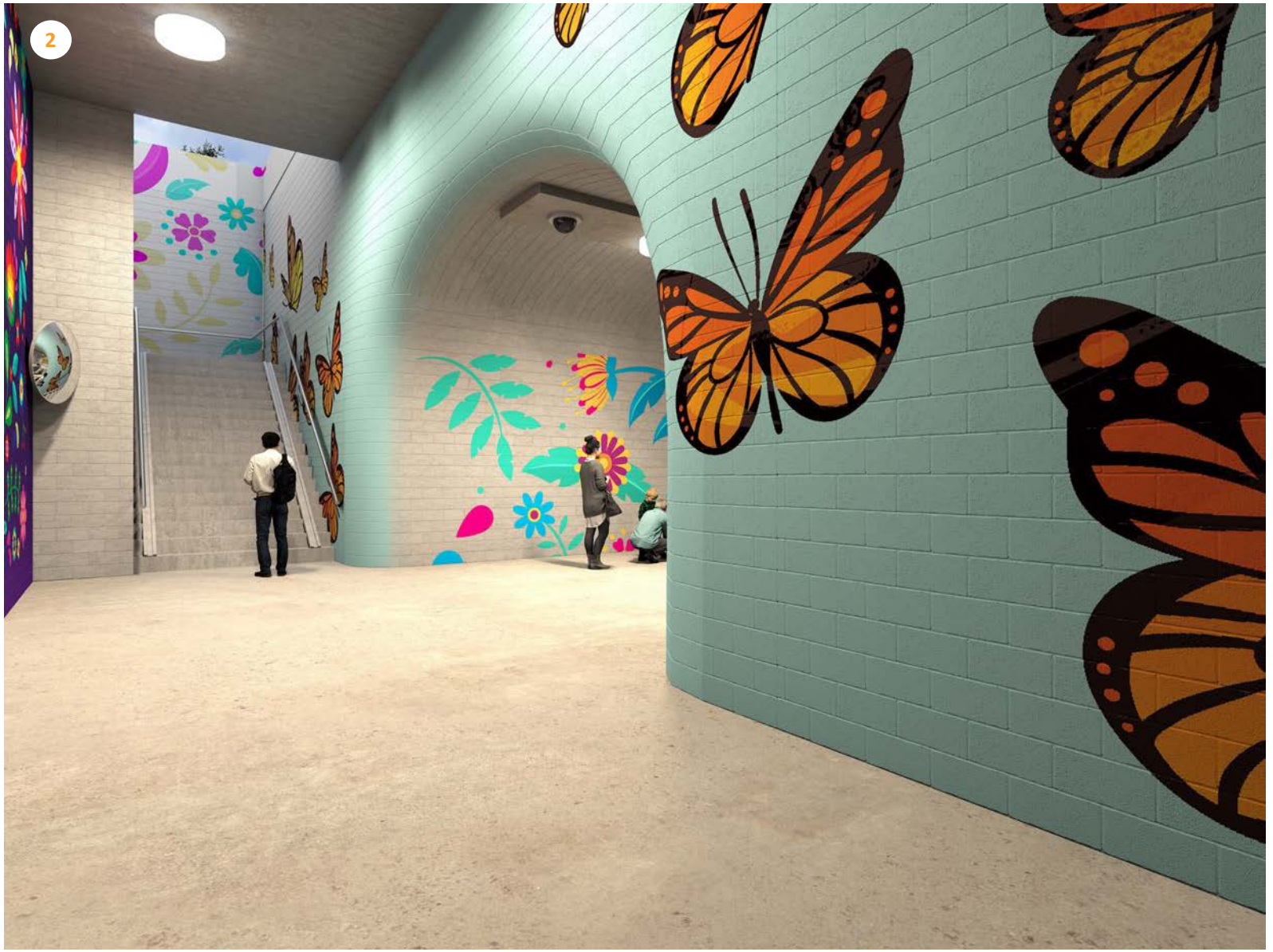
View coming up the stairs at Dumbarton Avenue on the north side, looking at the plaza and ramp



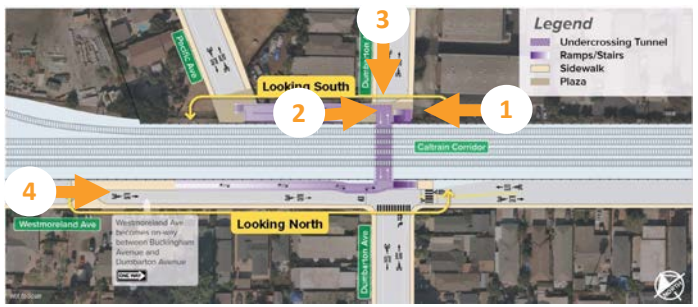
Option A – Rendering 2



View at the edge of the ramp below Dumbarton Avenue, looking at the stairs and undercrossing tunnel



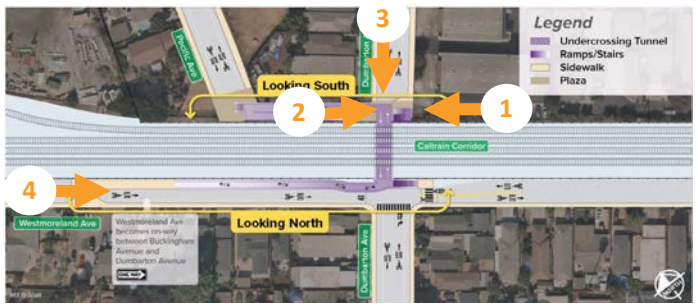
Option A – Rendering 3



View at the end of Dumbarton Avenue, looking at the plaza and stairs



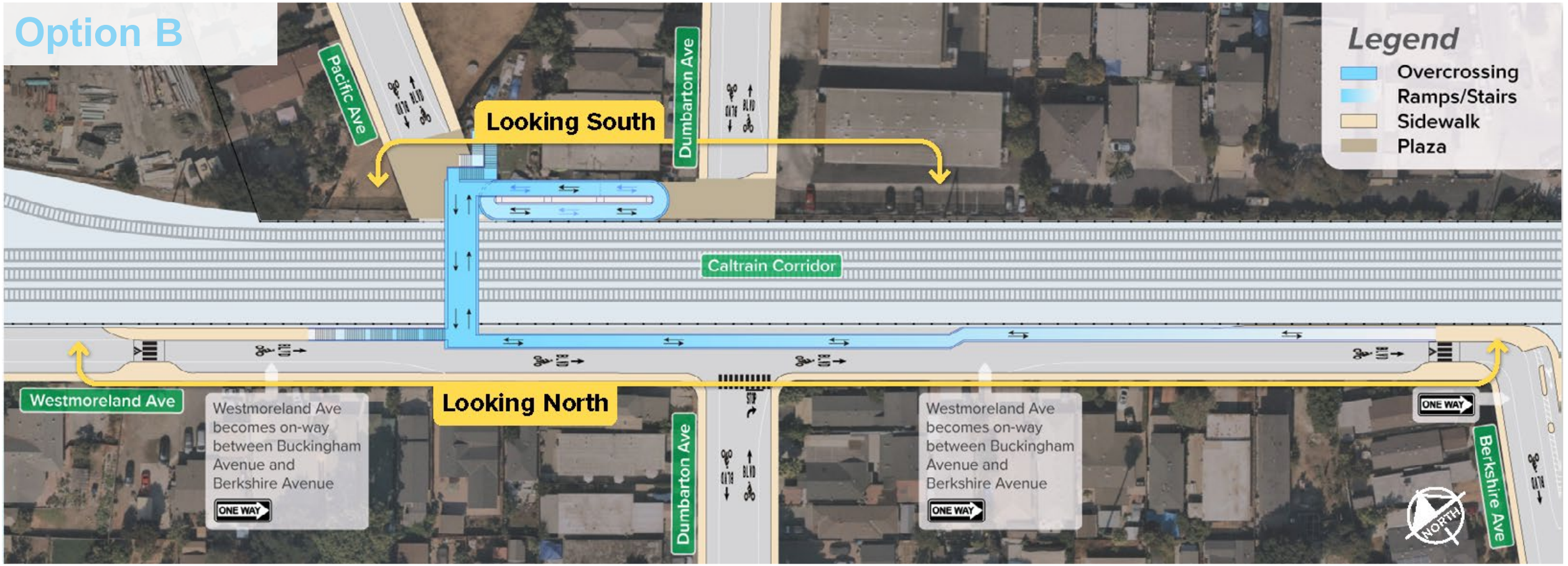
Option A – Rendering 4



View on Westmoreland Avenue, looking at the top of the entrance ramp to the undercrossing



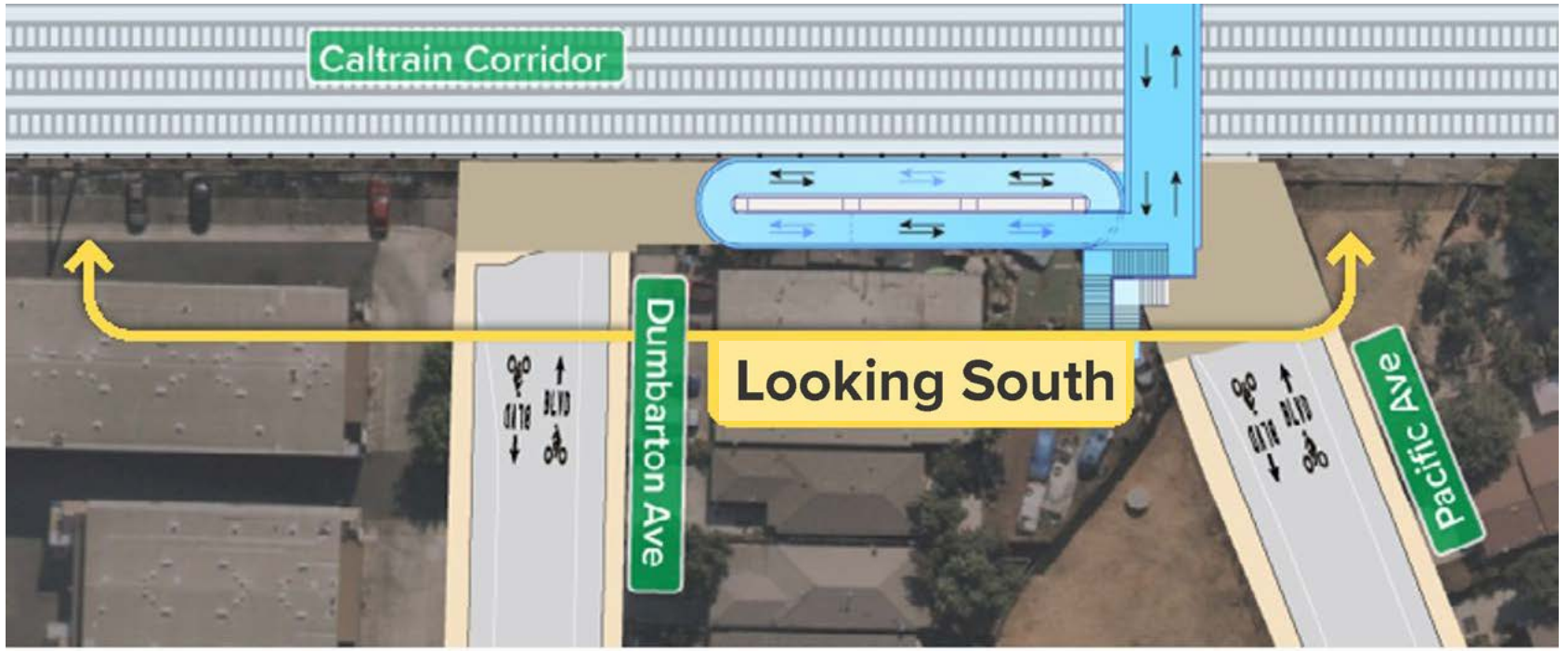
Option B

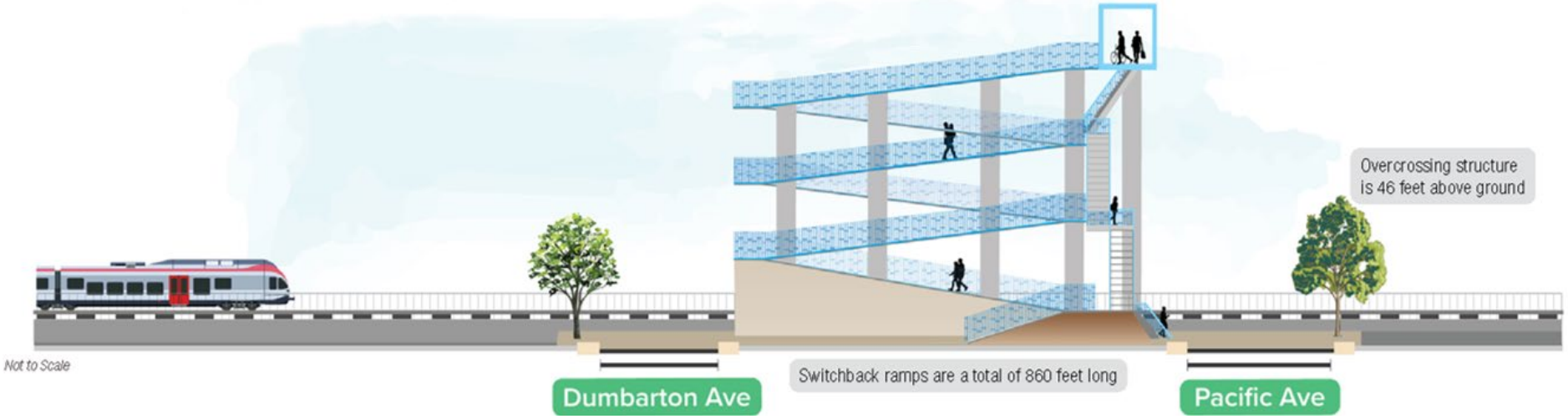


Key Attributes

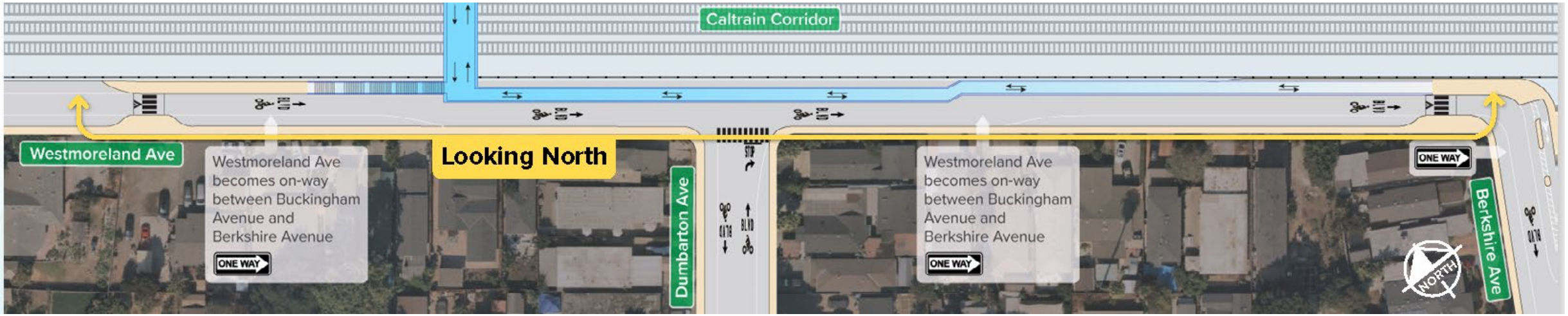
- Overcrossing
- Ramp or stair access from Westmoreland Ave
- Ramp access from Dumbarton Ave
- Stair access from Pacific Ave
- Plazas at end of Dumbarton Ave & Pacific Ave
- Westmoreland Ave becomes one-way between Buckingham Ave & Berkshire Ave
- Ability to provide parking under the ramp on Westmoreland Ave

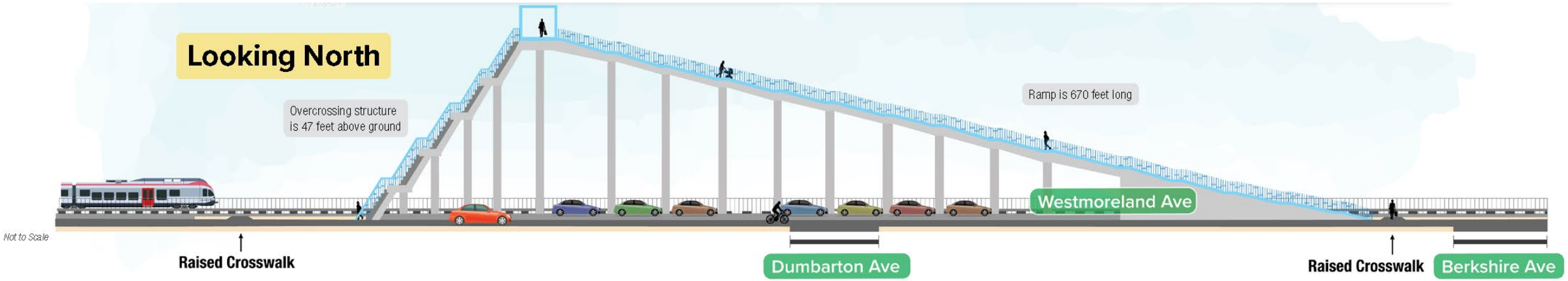
Option B (Looking South)



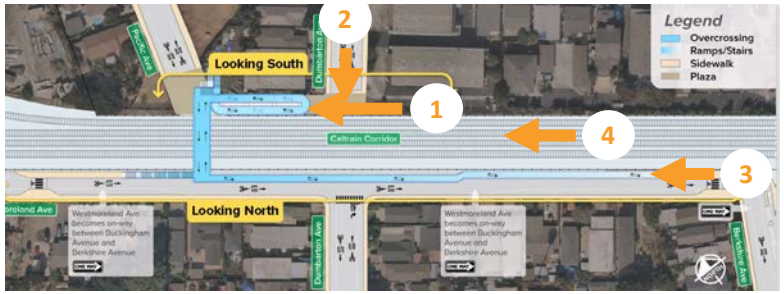


Option B (Looking North)





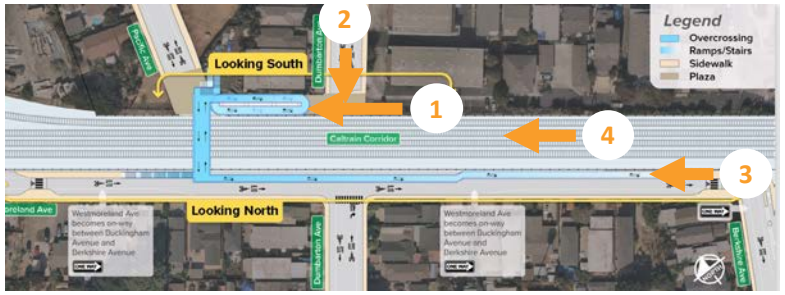
Option B – Rendering 1



View at Dumbarton Avenue, looking at the plaza and spiral



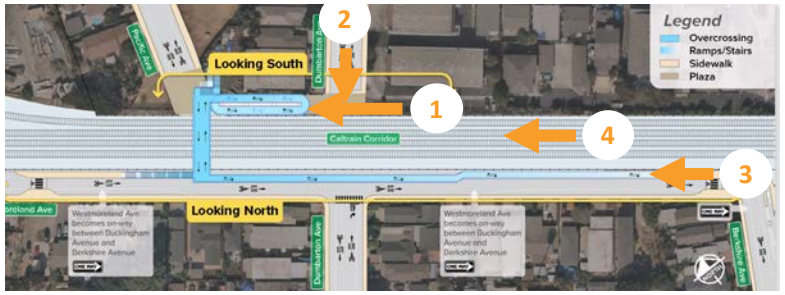
Option B – Rendering 2



View at the end of Dumbarton Avenue, looking at the plaza and spiral ramp and the overcrossing structure on Westmoreland Avenue in the distance



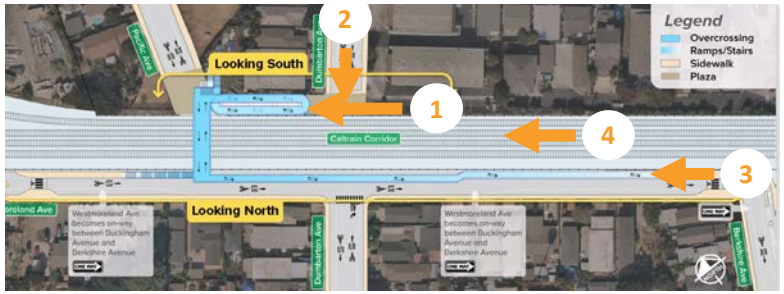
Option B – Rendering 3



View on Westmoreland Avenue, looking at ramp and overcrossing structure in the distance



Option B – Rendering 4



Aerial view above the tracks, looking northwest with the Westmoreland Avenue ramp on the south side of the tracks and the Pacific Avenue and Dumbarton Avenue ramps on the north side of the tracks



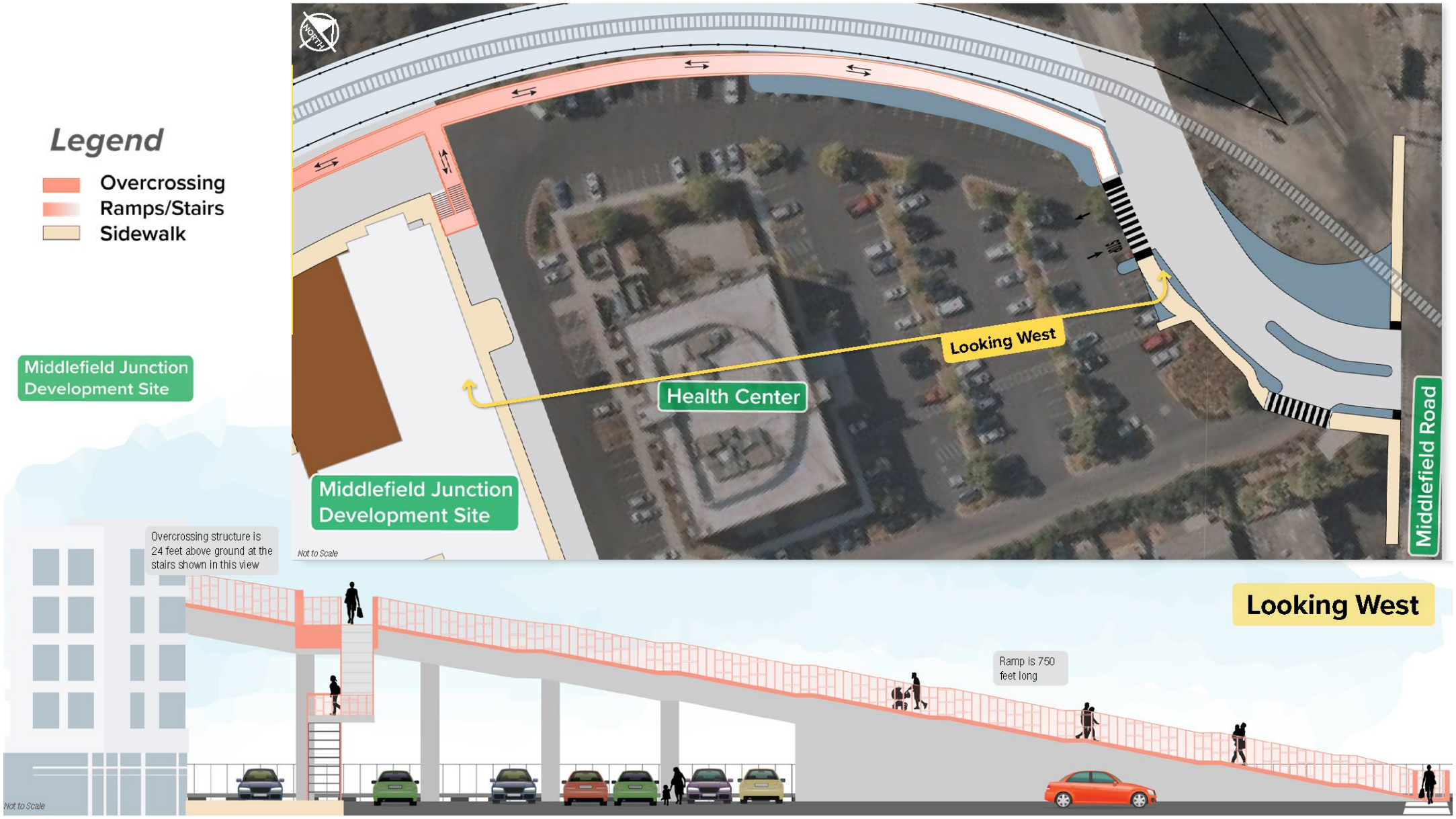
Option C



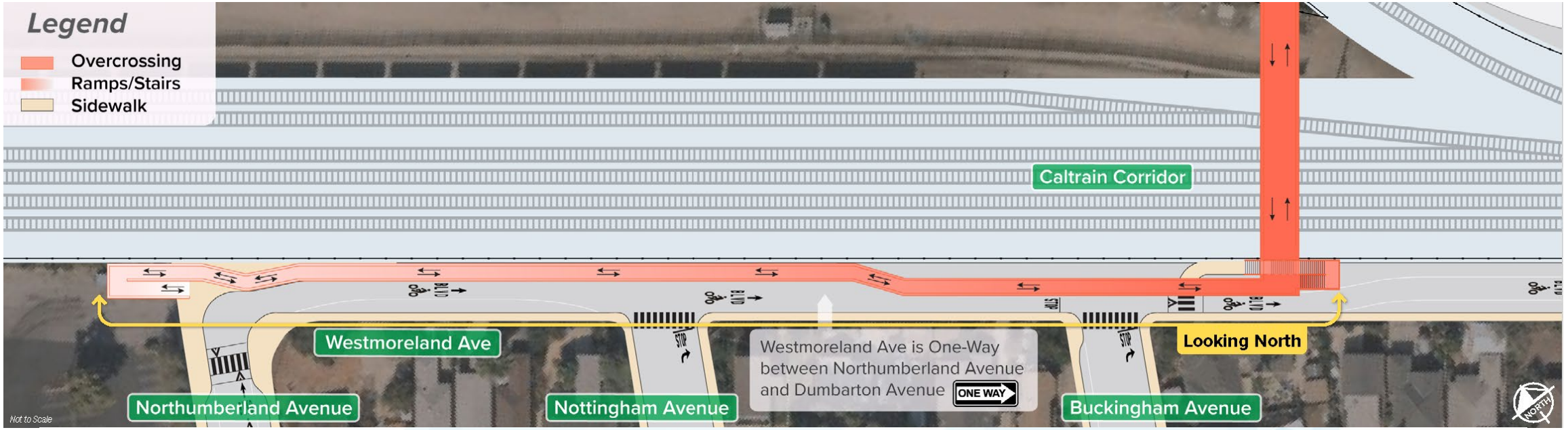
Key Attributes

- Overcrossing
- Ramp or stair access from Westmoreland Ave
- Ramp + stair access from Middlefield Junction
- Ramp access from Health Center
- Westmoreland Ave becomes one-way between Northumberland Ave & Dumbarton Ave
- Ability to provide parking under the ramps on Westmoreland Ave, at the Middlefield Junction Housing site, and a portion of Heath Center parking lot

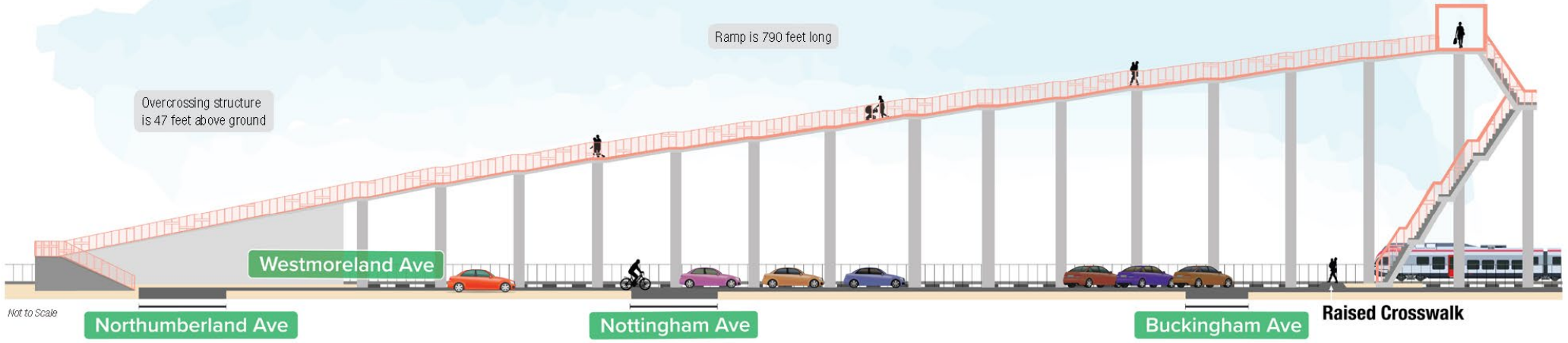
Option C (Looking West)



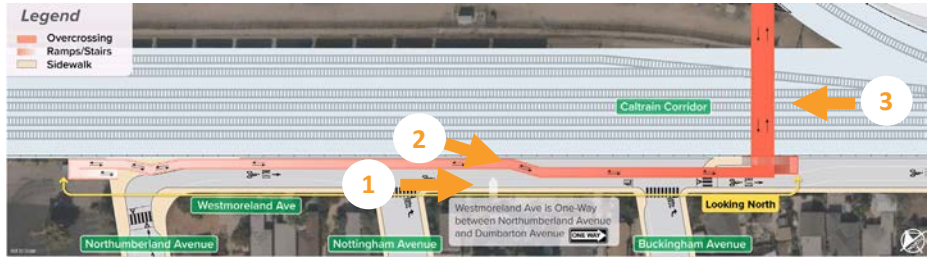
Option C (Looking North)



Looking North



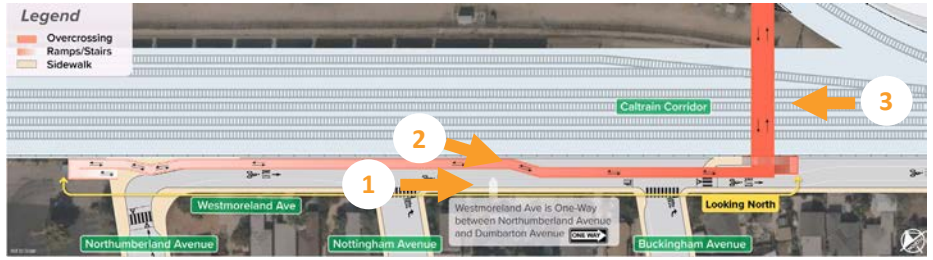
Option C – Rendering 1



View on Westmoreland Avenue, looking southeast with ramp structure above parked vehicles and overcrossing structure in the distance



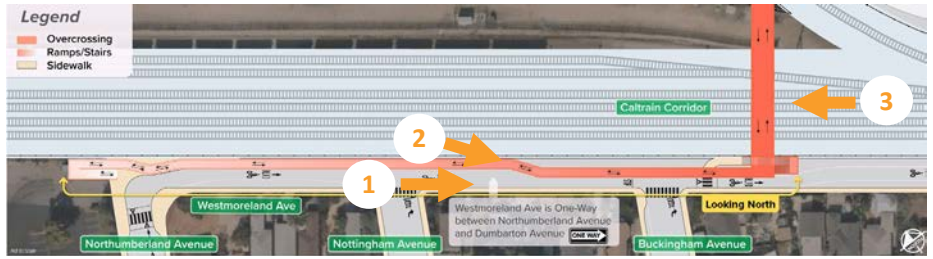
Option C – Rendering 2



View on ramps over Westmoreland Avenue, looking southeast with overcrossing structure in the distance



Option C – Rendering 3



Aerial view above the tracks, looking northwest with the Westmoreland Avenue ramp on the south side of the tracks and the Middlefield Junction Development on the north side of the tracks



Community Connections

Community Connections

Objective: Identify, recommend, and design surface street improvements that facilitate the movement of pedestrians and bicyclists to the rail crossing facility and local community destinations in a safe, efficient manner.

Considerations:

- Key Bike/Ped Routes to Crossing



- Local Plan Synergy



- Existing Infrastructure



- Key Destinations



Community Connections: Potential Improvements

Pedestrian Access Improvements

Curb Bulb-outs



ADA Curb Ramps



High-Visibility Crosswalk



Raised Crosswalk



Sidewalk & Crosswalk Lighting



Traffic Calming Improvements

Curb Bulb-outs



Traffic Circle



Speed Humps



Raised Crosswalk



Chicanes



North Fair Oaks Bicycle and Pedestrian Community Connections Study

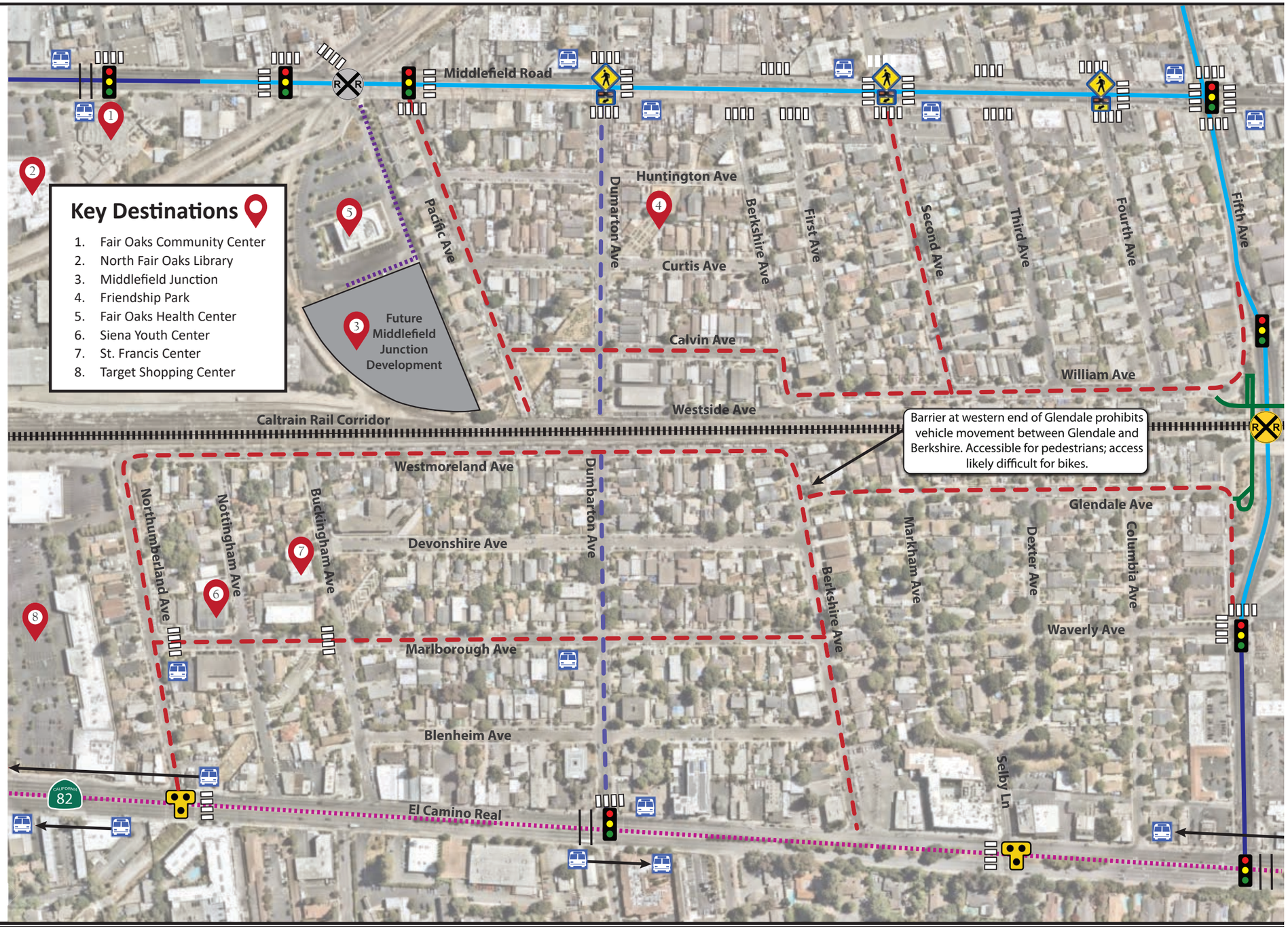
Legend

- Standard Crosswalk
- High-Visibility Crosswalk*
- Traffic Signal
- Rapid Rectangular Flashing Beacon (RRFB)*
- Pedestrian Hybrid Beacon (PHB)*
- Bus Stop**
- Grade-Separated Railroad Crossing
- At-Grade Railroad Crossing
- Class I Bikeway
- Class II Bikeway*
- Bicycle Boulevard
- Planned Pedestrian Pathway
- Planned Bikeway (mix of Class II & IV)
- Recommended Bikeway – San Mateo County ATP
- Recommended Bikeway – North Fair Oaks Community Plan

*Includes Under-Construction and Funded Improvement Projects

**Some existing bus stops proposed to be moved or consolidated by the ECR Bus Speed & Reliability Study

0 150 300 600 Feet



Existing and Planned Transportation Network
Figure 1

North Fair Oaks Bicycle and Pedestrian Community Connections Study

Option A - Potential Improvements

- Bike/Pedestrian Railroad Crossing
- Railroad Crossing Facility Access and Plaza (if feasible)
- Bike Boulevard, including Signage, Marking, and Traffic Calming
- Improve Street Lighting
- One-Way Conversion
- Curb Bulb-outs and ADA Ramps
- Two-Stage Turn Queue Box (Bikes)
- Traffic Circle with ADA Ramps
- High-Visibility Crosswalk and ADA Ramps
- Raised, High-Visibility Crosswalk and ADA Ramps
- Pedestrian Pathway
- Stop Sign

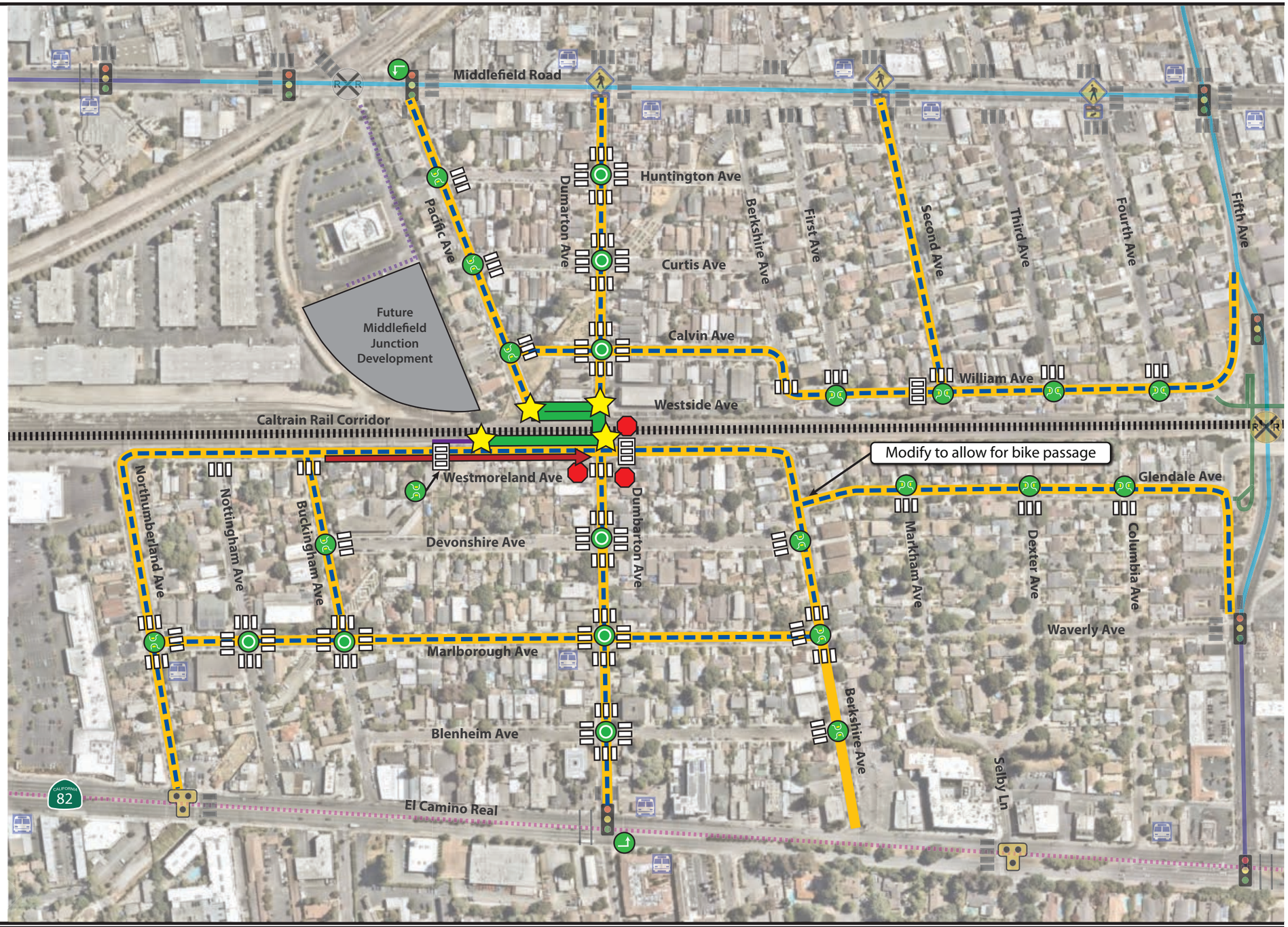
Existing Infrastructure

Shown with Semi-Transparency

- Traffic Signal
- Existing Crosswalk*
- Bus Stop
- At-Grade Railroad Crossing
- Grade-Separated Railroad Crossing
- Pedestrian Hybrid Beacon (PHB)*
- Rapid Rectangular Flashing Beacon (RRFB)*
- Class I Bikeway
- Class II Bikeway*
- Bicycle Boulevard
- Planned Bikeway (mix of Class II & IV)
- Planned Pedestrian Pathway

*Includes Under-Construction and Funded Improvement Projects

0 150 300 600 Feet



Option A: Dumbarton Avenue Tunnel- Community Connections Potential Improvements

Potential improvements are preliminary and would require further analysis during subsequent design phases.

North Fair Oaks Bicycle and Pedestrian Community Connections Study

Option B - Potential Improvements

- Bike/Pedestrian Railroad Crossing
- Railroad Crossing Facility Access and Plaza (if feasible)
- Bike Boulevard, including Signage, Marking, and Traffic Calming
- Improve Street Lighting
- Two-way Bikeway
- Contra-Flow Bikeway
- One-Way Conversion
- Curb Bulb-outs and ADA Ramps
- Two-Stage Turn Queue Box (Bikes)
- Traffic Circle with ADA Ramps
- High-Visibility Crosswalk and ADA Ramps
- Raised, High-Visibility Crosswalk and ADA Ramps
- Pedestrian Pathway
- Stop Sign

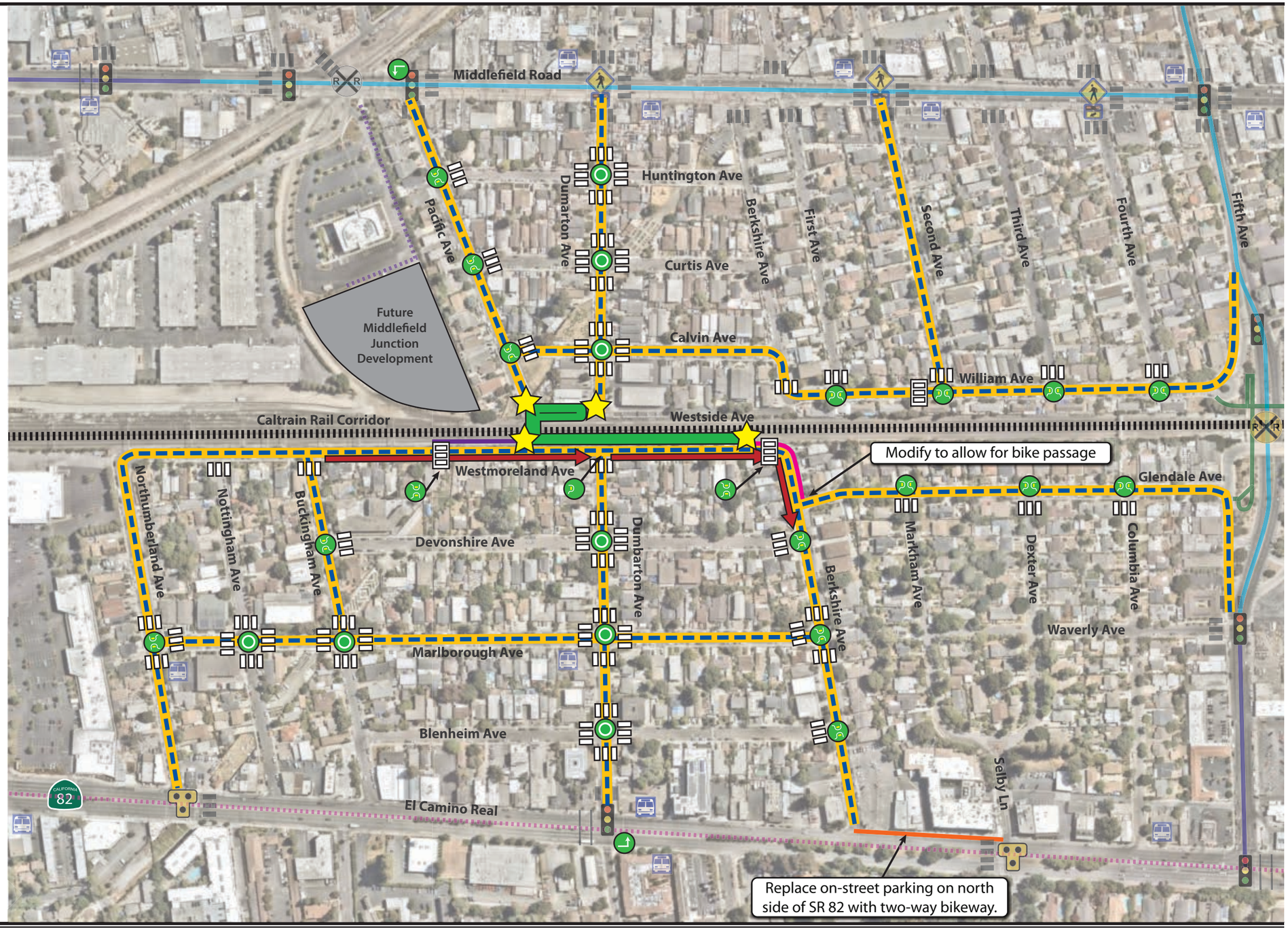
Existing Infrastructure

Shown with Semi-Transparency

- Traffic Signal
- Existing Crosswalk*
- Bus Stop
- At-Grade Railroad Crossing
- Grade-Separated Railroad Crossing
- Pedestrian Hybrid Beacon (PHB)*
- Rapid Rectangular Flashing Beacon (RRFB)*
- Class I Bikeway
- Class II Bikeway*
- Bicycle Boulevard
- Planned Bikeway (mix of Class II & IV)
- Planned Pedestrian Pathway

*Includes Under-Construction and Funded Improvement Projects

0 150 300 600 Feet



Option B: Dumbarton Avenue Bridge - Community Connections Potential Improvements

Potential improvements are preliminary and would require further analysis during subsequent design phases.

North Fair Oaks Bicycle and Pedestrian Community Connections Study

Option C - Potential Improvements

- Bike/Pedestrian Railroad Crossing
- Railroad Crossing Facility Access and Plaza (if feasible)
- Bike Boulevard, including Signage, Marking, and Traffic Calming
- Improve Street Lighting
- One-Way Conversion
- Pedestrian Pathway
- Curb Bulb-outs and ADA Ramps
- Two-Stage Turn Queue Box (Bikes)
- Traffic Circle with ADA Ramps
- High-Visibility Crosswalk and ADA Ramps
- Raised, High-Visibility Crosswalk and ADA Ramps

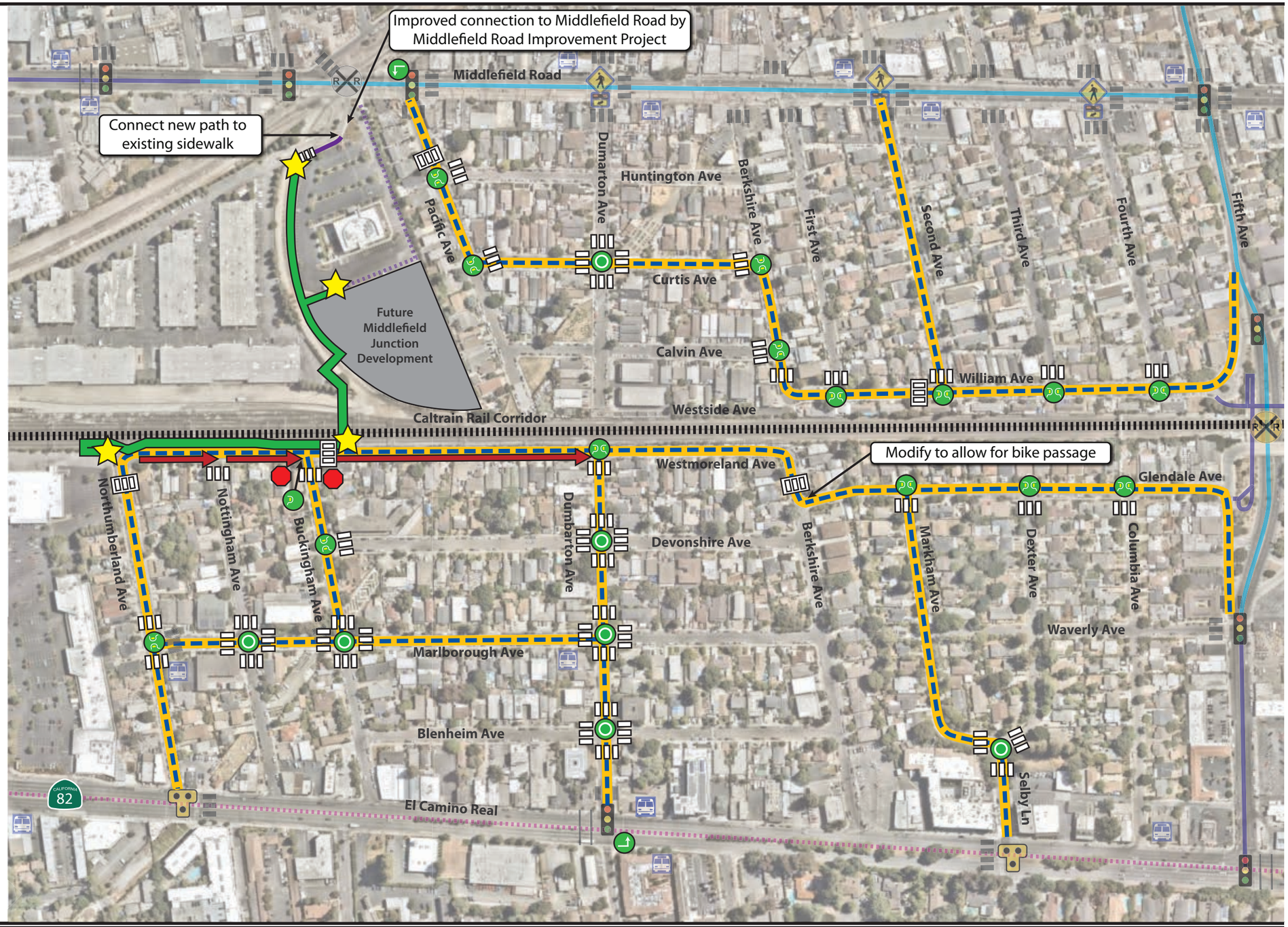
Existing Infrastructure

Shown with Semi-Transparency

- Traffic Signal
- Existing Crosswalk*
- Bus Stop
- At-Grade Railroad Crossing
- Grade-Separated Railroad Crossing
- Pedestrian Hybrid Beacon (PHB)*
- Rapid Rectangular Flashing Beacon (RRFB)*
- Class I Bikeway
- Class II Bikeway*
- Bicycle Boulevard
- Planned Bikeway (mix of Class II & IV)
- Planned Pedestrian Pathway

*Includes Under-Construction and Funded Improvement Projects

0 150 300 600 Feet



Option C: Middlefield Junction Bridge - Community Connections Potential Improvements

Potential Improvements are preliminary and would require further analysis during subsequent design phases.