

APPENDICIES

APPENDIX A

PROJECT VISUALIZATION AND TREE SELECTION GUIDE

FAIR OAKS BOULEVARD COMPLETE STREET MASTER PLAN - HOWE AVENUE TO MUNROE STREET



Additional shade trees

Street Light with banner poles

Accent trees

Driveway delineators





Pedestrian lighting and site amenities



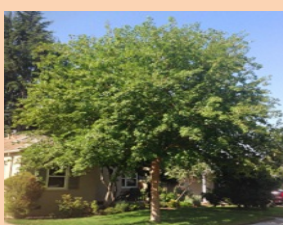

Landscaped median with decorative fencing and paving


Class IV bike lane median with decorative paving and bollards

Decorative fencing

**Fair Oaks Boulevard, Howe Ave. to Munroe –
Recommended Signature Tree List**

LATIN NAME or COMMON NAME	IMAGE	TREE CHARACTERISTICS (MATURE HEIGHT, SPREAD, GROWTH RATE)	RECOMMENDED APPLICATION / NOTES
“Signature” Accent Center Median and Frontage Median Trees			
Magnolia grandiflora Southern Magnolia var. “Majestic Beauty”		<p>Tall: 50 feet high; 25 feet spread; moderate growth</p> 	<p>Evergreen Medium/large scale Street/Shade/Accent Regal Looking Pollinator friendly Not under powerlines. In center median and offset frontage median Some maintenance to clear flower and fruit drop.</p>
Quercus lobata Valley Oak		<p>Height: 50 feet Spread: 50 feet Moderate growth</p>	<p>Deciduous Large scale Street/Shade Majestic looking Native heritage tree Habitat friendly Not under powerlines. In center median Some maintenance to prune when young and acorn drop.</p>
Phoenix canariensis or Canary Date Palm		<p>Tall: 60 feet high; 20 feet spread; moderate growth</p>	<p>Evergreen Medium/large scale, Street/Shade/Accent tree Distinctive looking Year round interest, Looks spectacular at night with up-lighting Not under powerlines In center median and offset frontage median Some maintenance to clear fronds and fruit</p>




Recommended Street/Shade Trees			
LATIN NAME or COMMON NAME	IMAGE	TREE CHARACTERISTICS (MATURE HEIGHT, SPREAD, GROWTH RATE)	RECOMMENDED APPLICATION / NOTES
Center Median and Frontage Median Street/Shade Trees			
<p><i>Quercus coccinea</i> Scarlet Oak</p>		<p>Height: 60-80 feet Spread: 40-50 feet Moderate growth</p>	<p>Deciduous Large scale. Street/Shade/Accent (fall color) Not under powerlines. In center median Some maintenance to prune when young and acorn drop.</p>
<p><i>Tilia americana</i> American Linden</p>		<p>Height: 70 feet Spread: 40 feet Moderate growth</p>	<p>Deciduous Large scale. Street/Shade/Interest (flower) Not under powerlines. In center median and offset frontage median Some maintenance to prune when young.</p>
<p><i>Acer truncatum</i> Shantung Maple</p>		<p>Height: 30 feet Spread: 30 feet Moderate growth</p>	<p>Deciduous Medium scale Street/Shade/Accent (fall color) OK under taller powerlines In medians and frontages Some maintenance to prune when young</p>
<p><i>Pistacia chinensis</i> Chinese Pistache</p>		<p>Height: 30 feet Spread: 30 feet Moderate growth</p>	<p>Deciduous Medium Scale Street/Shade/Accent (fall color) OK under taller powerlines</p>






Recommended Street/Shade Trees			
LATIN NAME or COMMON NAME	IMAGE	TREE CHARACTERISTICS (MATURE HEIGHT, SPREAD, GROWTH RATE)	RECOMMENDED APPLICATION / NOTES
			In medians and frontages Minimal maintenance, small berries drop once per year, but not messy (specify male trees)
Arbutus "Marina" Marina Strawberry Tree		Height: 40 feet Spread: 35 feet Moderate growth	Evergreen Medium Scale Shade/Accent (red bark) OK under taller powerlines In medians and frontages Some maintenance to prune when young
Pyrus calleryana "Chanticleer" Chanticleer Pear		Height: 40 feet Spread: 15 feet Moderate growth	Deciduous Medium Scale Accent (fall color, spring flower, narrow shape) Not under powerlines In medians and frontages Some maintenance to prune when young
Chilopsis linearis Desert Willow 'Burgundy'		Height: 20 feet Spread: 20 feet Fast growth	Evergreen Small Scale Shade and accent tree OK under powerlines In medians and frontages Heat and drought tolerant Minimal maintenance

Recommended Street/Shade Trees			
LATIN NAME or COMMON NAME	IMAGE	TREE CHARACTERISTICS (MATURE HEIGHT, SPREAD, GROWTH RATE)	RECOMMENDED APPLICATION / NOTES
<p>Quercus robur x bicolor Long English Oak var "Regal Prince"</p>		<p>Height: 45-60 feet Spread: 20 feet Moderate growth rate</p>	<p>Deciduous Medium/large scale Regal Looking Shade/Accent (columnar shape) Not under powerlines In medians and frontages Some maintenance to prune when young</p>
<p>Lagerstroemia hybrid Crepe Myrtle</p>		<p>Height: 20 feet Spread: 15 feet Moderate growth</p>	<p>Deciduous Small Scale Shade/Accent (fall leaf and summer flower color) OK under powerlines In median/ frontages</p>
<p>Cercis canadensis Easter Redbud</p>		<p>Height: 20 feet Spread: 15 feet Moderate growth</p>	<p>Deciduous Small Scale Shade/Accent (fall leaf and spring flower color) Under powerlines In median/ frontages Attracts pollinators Some maintenance to prune when young into tree form</p>
<p>Laurus nobilis Sweet Bay Laurel</p>		<p>Height: 20 feet Spread: 15 feet Moderate growth</p>	<p>Evergreen Small Scale Shade/Accent (fragrant flowers) OK under powerlines In medians and frontages Some maintenance to prune when young into tree form</p>

Recommended Street/Shade Trees			
LATIN NAME or COMMON NAME	IMAGE	TREE CHARACTERISTICS (MATURE HEIGHT, SPREAD, GROWTH RATE)	RECOMMENDED APPLICATION / NOTES
Heteromeles arbutifolia Toyon, Christmas Berry		Height: 10 feet Spread: 10 feet Moderate growth	Evergreen Small Scale Shade/Accent (winter berries flowers) Habitat friendly OK under powerlines In medians and frontages Some maintenance to prune when young into tree form
Recommended Shrubs and Groundcover			
LATIN NAME or COMMON NAME	IMAGE	TREE CHARACTERISTICS (MATURE HEIGHT, SPREAD, GROWTH RATE)	RECOMMENDED APPLICATION / NOTES
Shrubs and Groundcover			
Sageleaf Rockrose Cistus saviifolius		Height: 2 feet Spread: 5 feet Fast growth	Median Minimal maintenance
Deer Grass Muhlenbergia rigens		Height: 4 feet Spread: 4 feet Moderate growth	Median Minimal maintenance

Recommended Street/Shade Trees

LATIN NAME or COMMON NAME	IMAGE	TREE CHARACTERISTICS (MATURE HEIGHT, SPREAD, GROWTH RATE)	RECOMMENDED APPLICATION / NOTES
Cherry Bomb Barberry <i>Berberis thunbergii</i>		Height: 4 feet Spread: 3 feet Fast growth	Median/ frontage Minimal maintenance
Winfred Gilman Sage <i>Salvia clevelandii</i>		Height: 3 feet Spread: 3 feet Fast growth	Median Minimal maintenance
Emerald Carpet Manzanita <i>Arctostaphylos</i>		Height: 8 feet Spread: 4 feet	Median Minimal maintenance

Recommended Accent Plants			
LATIN NAME or COMMON NAME	IMAGE	TREE CHARACTERISTICS (MATURE HEIGHT, SPREAD, GROWTH RATE)	RECOMMENDED APPLICATION / NOTES
Shrubs and Groundcover			
Hidcote Blue Lavander <i>Lavandula angustifolia</i>		Height: 1.5 feet Spread: 1.5 feet Fast growth	Frontage Minimal maintenance
Blue Oat Grass <i>Helictotrichon sempervirens</i>		Height: 2 feet Spread: 2 feet Fast growth	Frontage
California Fuschia 'Bowman' <i>Zauschneria californica</i>		Height: 2 feet Spread: 2 feet Moderate growth	Frontage Minimal maintenance
Carpet Rose Flower Carpet varieties <i>Rosa</i> spp.		Height: 2 feet Spread: 5 feet Fast growth	Frontage median Lawn substitute
<i>Lippia nodiflora</i> "Kurapia"		Height: 4 inches Spread: 12 inches Fast growth	Groundcover in medians and frontages Lawn substitute

APPENDIX B

PUBLIC WORKSHOP

OCTOBER 16, 2014

Fair Oaks Blvd

Bicycle and Pedestrian Mobility Project

October 16, 2014

- **Introductions**

- Special Attendees
 - Susan Peters, District 3 Supervisor
 - Howard Schmidt, District 3 Chief of Staff
- County Staff
- City of Sacramento
 - Kevin McCarty, District 6 Councilman, David Edrosolan

- **What is the project?**

- 2014 SACOG bicycle and pedestrian grant fund
- Project Objectives:
 - Create a sense of place and a center of activity
 - Stimulate economic development
 - strengthen neighborhood cohesiveness
 - Improve mobility of bicyclists, pedestrians, motorists, and transit
- Project limits: FOB (Howe to Fulton/Munroe) plus Fulton Y and Fulton/Sierra I/S
- Project Components:
 - Develop multi-modal streetscape master plan
 - Construct two signalized pedestrian crossings on FOB
 - Prepare construction documents for future implementation of Master Plan

- **Project Schedule?**

- **Why are we here tonight?**

- Looking for input from the Community and local Businesses before developing concepts
- How many people live within a quarter mile of tonight's meeting? How many walked to this meeting tonight? Rode a bicycle? Drove a car?

- **Your Neighborhood**

- The local community (Land Use Exhibit)
 - Red Blocks - Residential land uses (your home, travel generators, origins)
 - Single family homes
 - Townhomes and condos
 - Multi-family apartments
 - Yellow Blocks - Retail/Services land uses (travel attractors, destinations)
 - Restaurants and bars
 - Grocery stores
 - Merchandise

- Services
 - Blue Blocks – Business/Employment land uses
 - Purple Blocks – Civic land uses
 - Green Blocks – Recreation land use
 - Green Blocks – Open space
 - We have the basic ingredients for a very walkable and bike able community.
 - Interaction between all of these land uses
 - Unobstructed movement represented with a solid black arrow
 - Obstructed movement represented with a dashed black arrow
 - A barrier to movement represented with the black squiggle line
 - FOB is a very automobile dominated corridor – Vehicle conflict exhibit
 - Shows the possible conflicts between vehicle movement pathways
 - 234 conflicts on Fulton Ave
 - Over 160 conflicts on each frontage road, total of 325 conflicts
 - 200 conflicts on FOB, 138 eastbound, 62 westbound
 - No bicycle facilities on FOB
 - No crossings of FOB
 - The regional context
 - Sac State University
 - American River Parkway and bike trail
- **So why does it matter?**
 - Your health – As a society, we do not get enough exercise
 - Obesity
 - Diabetes
 - High blood pressure
 - Heart disease
 - The environment – reduce GHG and CO NO
 - Social benefits – strengthen the Community, greater opportunity to build relationships with your neighbors.
 - Walking and riding a bicycle is enjoyable – it is FUN!
- **You have three assignments tonight**
 - Your first assignment.
 - Mark up specific interactions and movement pathways that you are aware of.
 - Where do you think crossings of FOB should be?
 - Your second assignment is to complete the survey
 - Your third assignment is to provide us with your comments, thoughts, hopes, concerns, and suggestions in making FOB a more walkable and bike able destination. How would we make FOB a sense of place and a center of activity
- **Questions???**

APPENDIX C

WALK AUDIT SUMMARY

APRIL 21, 2016



FAIR OAKS BOULEVARD BICYCLE / PEDESTRIAN PROJECT

Walkability Audit

Meeting Notes

11:30AM-1:30PM


The objective of the Fair Oaks Boulevard Bicycle / Pedestrian Project walk audit was to engage key stakeholders, perform small group outreach, review existing conditions, and build alternatives for the first public meeting. The walk audit brought community members together to discuss different perspectives for a more complete understanding of the corridor needs.

The following key project stakeholders, advocacy groups, business owners, nearby residents, and local partners gathered to discuss issues and opportunities along the corridor: Sacramento Regional Transit (Sacramento RT), Sacramento County Department of Transportation (SacDOT), Environmental Council of Sacramento (ECOS), Sacramento City/County Bicycle Advisory Committee, SACOG, Supervisor Susan Peters Office, Loehmann's Plaza, Kaiser Permanente Medical Center, Echelon Transportation Group, Sacramento County Planning Department, Design 4 Active Sacramento, Fehr & Peers, and local neighbors. Twenty-five people participated in the walk audit.


Walk Audit Notes

The following issues and opportunities were discussed during the walk audit:

- The corridor lacks public transit.
 - There are currently no bus routes on Fair Oaks Blvd (FOB), there are stops ¼ mile from Ruth's Chris and Fulton Avenue.
 - According to a representative from Sacramento RT, there has never been Sacramento RT service or shelters along this corridor, but there used to be bus service east of the corridor on Fair Oaks Boulevard.
- One group member provided clarification that there is not senior housing on the other side of Howe, but assisted living that includes seniors, people with dementia, and mental health issues.
- The group brainstormed nearby destinations, in addition to commercial destinations on Fair Oaks Boulevard:
 - Sacramento State
 - American River Parkway
 - Multifamily housing including condominium complex to the west (Campus Commons area)
 - Medical offices across University Avenue (people using wheelchairs have been observed crossing in the left turn lanes)
- Speed is a concern along the entire corridor.
- The group discussed difficulties involving frontage roads:
 - They are challenging for bicyclists, particularly at frontage road access along FOB.
 - There is a desire to reuse the space.

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- Vehicular access points to the street can be mistaken to be crosswalks (confusing pavement markings).
 - It is difficult for drivers to get back onto Fair Oaks Boulevard.
 - It is difficult to imagine another alternative instead of frontage roads.
 - Left turns are not well signed.
 - There are safety concerns for some left-turning movements, such as entering Loehmann's Plaza.
 - The group would like to see better wayfinding for frontage road egress.
 - Group members felt that people were feel too comfortable going fast on Fair Oaks Boulevard.
 - While walking on south side of Fair Oaks Boulevard (eastbound travel direction), participants noticed it was noisier and they felt safer on the other side of the street with the frontage road.
 - There are no marked crosswalks in the east-west direction at side streets with Fair Oaks Boulevard.
 - Safety is a key concern for pedestrians, bicyclists, motorists, and public transit users. The group discussed collisions along the corridor:
 - According to CHP, there are minor fender benders as people figure out who has right of way at frontage road access.
 - CHP cited more collisions on Howe Ave with stop and go traffic than on Fair Oaks Boulevard.
 - Along Fair Oaks Boulevard, most vehicle/vehicle collisions are broadside collisions as drivers make left turns and dart across traffic.
 - According to CHP, there are few collisions on frontage roads, with drunk drivers occasionally leaving the restaurants.
 - The group discussed issues with people making U-turns on Fair Oaks Boulevard.
 - The Fair Oaks Boulevard Project provides funding for two pedestrian signals. The group discussed potential signal locations including:
 - West signal location
 - The group discussed University Avenue as a natural location for a pedestrian signal or signalized intersection
 - A participant commented that University Avenue is a main bike route, however the stop sign at University Avenue is often not respected by motorists.
 - Group members expressed difficulty turning left onto University Avenue from Fair Oaks Boulevard, despite high volumes of left turns.
 - A group member expressed a concern that if there was a fully signalized intersection, then traffic may back up along Fair Oaks Boulevard.
 - Group members expressed a desire to slow traffic so that the crosswalk would be more desirable.
 - East signal location
 - The group discussed candidate sites near Ettore's Restaurant or Fulton Avenue near Loehmann's Plaza.

- A group member expressed concerns that if there was a crosswalk near Loehmann's Plaza it might cause more problems at Munroe Street.
 - Suggestion of one signal every ¼ mile, FOB along this corridor is ¾ mile.
- Intersection of Fulton Avenue/ Munroe Street
 - A group member mentioned that changes to the Sierra/Fulton/Munroe intersection would need to consider the four old trees that may be affected.
 - The group expressed concerns about diverting traffic onto Fulton Avenue.
 - Fulton Avenue/Fair Oaks Boulevard was cited as a location that may be a candidate for modifications including tighter turns.
 - There is currently parking on only one side of Fulton Avenue but some business owners would businesses would prefer parking on both sides. This could also reduce speeds on Fulton Avenue. A group member mentioned that there is a noticeable difference between speeds on the side with parking and speeds are higher on the side without parking. A business owner said that people often park in Loehmann's Plaza and run across the street to get to business on the West side of Fulton Avenue.
 - Changes to Fulton Avenue access need to consider Fair Oaks Boulevard, Fulton Avenue and Munroe Street as a system.
- Intersections at Fair Oaks Boulevard/Howe Avenue and Fair Oaks Boulevard/Munroe Street
 - Collisions at these intersections are under City of Sacramento jurisdiction not CHP.
 - A community member mentioned that pedestrians cut across from business to business instead of walking to the crosswalk at Fair Oaks Boulevard/Munroe Street.
 - A group member expressed that there is not enough refuge on crosswalks and would like to consider a refuge island on west leg of Fair Oaks Boulevard/Munroe Street.
 - Channelized right-turns at Fair Oaks Boulevard/Howe Avenue intersection are challenging for pedestrians.
- ADA Compliancy
 - The group expressed many comments about the quality of existing infrastructure, including many locations that appear to be out of compliance with the Americans with Disabilities Act (ADA) standards: utility poles, poor ramps on driveways, poor access to businesses
 - A group member mentioned the potential for undergrounding utilities.
- Business owners mentioned the peak hour for businesses is most noticeable at lunch time with people appearing to make quick ins and outs, and appears to be busier on weekdays than weekends.
- In closing, group members brainstormed the following overall considerations and goals:
 - Make Fair Oaks Boulevard more attractive/
 - Keep bicycle and pedestrian facilities separated from travel lanes for comfort.
 - Slow traffic in addition to adding intersections.
 - Existing trees are an asset to the corridor.
 - Consider ways to improve north-south connectivity between Sierra Boulevard and Fair Oaks Boulevard.
- The group brainstormed additional organizations to invite to the public meeting including:
 - Nepenthe Organization Neighborhood Association

- 
- Sierra Oaks Vista Neighborhood Association
 - Sierra Oaks Neighborhood Association
 - Principal of Sierra Oaks K-8 School very concerned about students crossing FOB to get to school
 - University Village
 - Pavilions

The walk audit group was invited to participate in the upcoming public meeting, on Thursday, May 12th from 5:30-7pm at Sierra Oaks K-8 School.

APPENDIX D

PUBLIC WORKSHOP

MAY 12, 2016

Fair Oaks Boulevard Complete Streets Project

Open House Workshop

Meeting Summary

Thursday, May 12, 2016

5:30-7:00 P.M.

Overview

The Sacramento County Department of Transportation and Fehr & Peers hosted a community workshop on May 12, 2016 for the Fair Oaks Boulevard Complete Streets Project. More than 60 community members attended the meeting in the Sierra Oaks K-8 School Multi-Purpose Room, located at 171 Mills Road, Sacramento, CA 95864.

The purpose of the Fair Oaks Boulevard Complete Streets Project Open House Workshop was to review existing conditions and solicit input on corridor concepts. The meeting built off of a previous public meeting, held in October 2014.

The format of the meeting was an "open house" style walk about without a formal presentation. Attendees visited 12 presentation boards and were encouraged to provide input and ask questions.

About the Project

The Sacramento County Department of Transportation (SACDOT) is planning an improvement project on Fair Oaks Boulevard (Howe Avenue to Munroe Street) to create a "complete street" that will benefit people walking, biking, driving, and using public transit.

With the aid and input of the community, the project will develop a multi-modal streetscape master plan and construct two signalized pedestrian crossings on Fair Oaks Boulevard.

SACDOT established the following project objectives:

- Improve mobility of pedestrians, bicyclists, motorists, and transit users
- Create a sense of place and center of activity
- Strengthen neighborhood cohesiveness
- Stimulate economic development



Fair Oaks Boulevard Complete Streets Project

Meeting Summary

May 12, 2016, 5:30- 7:00 P.M.

Open House Presentation Boards

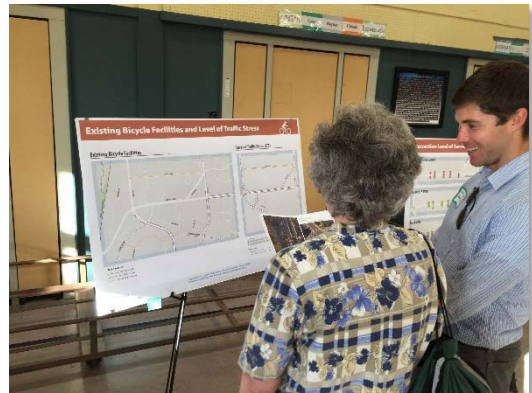
The following presentation boards were displayed:

Introduction:

- Project Background – Information about the project, the meeting purpose, and an explanation of the concept of “Complete Streets.”
- Project Timeline – Visual display of the project timeline spanning from the first public meeting facilitated by Sacramento County in October 2014 to Phase 1 construction.
- What We Heard From You – Summary of comments and feedback received at the first public meeting in October 2014.

Existing Conditions:

- Who Is Using the Corridor – Summary of key takeaways from GPS data analysis, which showed most trips on Fair oaks Boulevard are local.
- Intersection Level of Service / Delay – Visual display of qualitative measure used to rate the experiences of drivers traveling the corridor.
- Pedestrian Existing Conditions / Level of Traffic Stress – Map of sidewalk facilities and visual representation of perceived pedestrian level of traffic stress.
- Bicycle Existing Conditions / Level of Traffic Stress – Map of sidewalk facilities and visual representation of perceived pedestrian level of traffic stress.
- Collision Data – Map and infographics of reported injury collisions involving pedestrians, bicyclists, and motor vehicles over a five year period (2009-2014).
- Traffic Conflict Map – Map of all of the potential traffic conflicts along Fair Oaks Boulevard from Howe Avenue to Munroe Street and Fulton Avenue from Fair Oaks Boulevard to Munroe Street.



Corridor Concept Ideas

- Frontage Road Potential Alternatives – Sticker voting board for corridor concept ideas impacting frontage roads.
- Bicycle Facilities Potential Alternatives - Sticker voting board for corridor concept ideas to improve bikeability of Fair Oaks Boulevard.
- Challenges and Opportunities Map – Aerial map of the corridor and surrounding area for participants to share their input by placing post-its on the board.



In addition to the presentation boards, an interactive board with street components allowed participants to arrange their ideal Fair Oaks Boulevard, including vehicle lanes, bike lanes, sidewalks, medians, trees, and other street facilities. The project team periodically took pictures of the concepts. The prevailing concept that came out of this activity was the desire to add more trees to the street.

Corridor Concepts and Potential Alternatives

Participants were invited to place stickers to vote to support or oppose eight alternatives, including maintaining existing conditions. The alternatives were grouped into two types of alternatives: alternatives impacting frontage roads and alternatives relating to bicycle facilities.

The following tables show the results of the sticker voting boards.

FRONTAGE ROADS		
Alternative	Support (# of Stickers)	Do Not Support (# of Stickers)
Existing Conditions (Two-way automobile traffic)	8	7
Increase Parking (One-way automobile traffic) ¹	2	12
Enhance Pedestrian Environment (No Frontage Roads) ²	9	11
<i>Notes:</i>		
¹ Participant included additional sticker next to comment stating "Without parking to allow 2 way bike lane and left turns on pedestrian cross"		
² Participant included additional sticker next to comment stating "This option does not address bike use."		

The results of the frontage roads alternatives board show participants do not support one-way travel on frontage roads with increased parking or removing frontage roads.

Fair Oaks Boulevard Complete Streets Project

Meeting Summary

May 12, 2016, 5:30- 7:00 P.M.

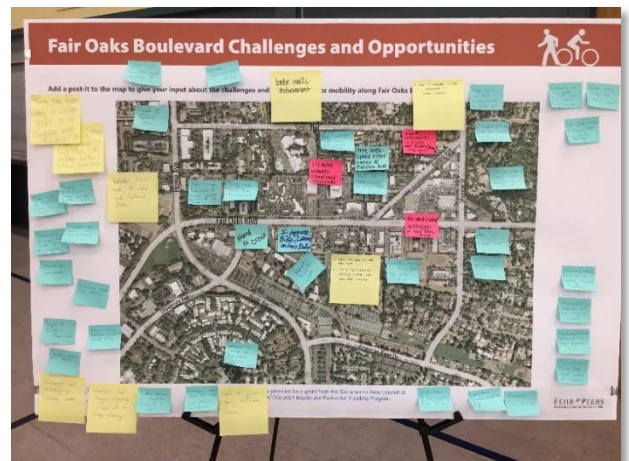
BICYCLE FACILITIES		
Alternative	Support (# of Stickers)	Do Not Support (# of Stickers)
Existing Conditions (Two-way automobile traffic)	6	10
Shared Frontage Lanes	2	14
Bicycle Lane added to Frontage Road	15	5
Two-way Cycle Track or Off-Street Bike Path	18	8
One-way Protected Bikeway (Adjacent to Fair Oaks travel lanes)	7	13

The sticker votes show that participants preferred dedicated bicycle facilities in the frontage roads, rather than adding bikeways to existing infrastructure on Fair Oaks Boulevard.

Challenges and Opportunities

The following is a summary of feedback collected from community members writing comments on post-its placed on a map of the corridor and surrounding study area:

- Turn this area into a village center in the European sense of “center” with a tram going to East Sac other village centers and the 2 hospitals
- Will lights on Fair Oaks Boulevard cause diversion at American River Drive?
- Signal at Borders / University
- Consider converting frontage roads into walkways
- Better traffic enforcement
- Frontage road near Fair Oaks Boulevard /Kaiser has turn conflicts
- Apartments and care facilities at University cause a lot of pedestrian crossings
- Crossing near University Avenue or Pavilions
- I oppose bike lanes on Fair Oaks Boulevard
- Signal at Dante Club
- Concerns re: access to businesses (long term and during construction)
- Lots of people going to/from Kaiser
- Frontage roads – good for access, but confusing for drivers
- Traffic volume on American River Drive is high
- Consider two-stage crossings instead of one stage crossings
- How many people actually cross Fair Oaks Boulevard?
- Speed concerns on Fair Oaks Boulevard
- Signal at Fulton Ave and Pavilions
- Consider signal near Ettore’s



Fair Oaks Boulevard Complete Streets Project

Meeting Summary

May 12, 2016, 5:30- 7:00 P.M.

- Challenges with reconfiguring frontage roads
- Signal at Lohman's
- Concerns regarding through traffic speeds, turns on Munroe
- Create a "park area" environment
- Pedestrian crossings at Pavilions from car wash
- Signal at Fair Oaks Boulevard / University may cause traffic impacts
- Improve bike lanes on Fair Oaks Boulevard
- Lack of ADA accessible crossings across Fair Oaks Boulevard corridor
- Consider signal for these pedestrians to cross
- Need sidewalks on Sierra near Fulton/Munroe
- Lack of sidewalks on this intersection from Fulton/Munroe (placed at Sierra/Fulton/Munroe)
- Add bike lane Southbound at Fulton/Sierra between right and through lane
- Fulton/Munroe need to consider traffic from FOB/Fulton
- Fair Oaks Boulevard / Munroe and Fair Oaks Boulevard /Fulton is a dangerous intersection
- Right turns at Fair Oaks Boulevard /Munroe
- Missing sidewalks on Munroe south of FOB
- More cars at Fairgate due to new construction
- Consider grade separations
- Concerns about loitering
- Concerns regarding vehicle/pedestrian conflicts at FOB/Howe and FOB/Munroe
- ADA ramp issues at FOB/Fulton
- Pedestrian push buttons at Munroe/FOB may not be working
- Munroe/Latham – concerns regarding pedestrian crossings in crosswalk
- Munroe/Latham – concerns regarding sight distance
- Munroe/Latham – prefer signal instead of beacon

While facilitating the challenges and opportunities board, the project team heard a variety of opinions about Fair Oaks Boulevard today. Attendees expressed concerns about high vehicle speeds and high traffic volumes. Boulevard. Residents who live nearby the study corridor expressed concerns about increased traffic in their neighborhoods if traffic calming measures are implemented on Fair Oaks Boulevard.

The team also heard many comments about the quality of existing infrastructure, including the poor quality of sidewalks, which appear to be out of compliance with Americans with Disabilities Act (ADA) standards.

Additionally, many felt it was necessary to add bike lanes to the corridor. Many suggested a holistic approach to the Sacramento County bicycle network that considers how people will get to the corridor and how the potential bicycle facilities would connect with the existing and future network.

Participants proposed locations for the new signalized pedestrian crossings, primarily at one location on the East and one on the West. Some felt the pedestrian crossings were unnecessary, while others thought they should be constructed immediately to improve connectivity and safety.

Exit Survey

After visiting all presentation boards, participants were encouraged to fill out an exit survey. The project team received 32 survey responses, which was about half of the number of attendees.

The following summarizes exit survey feedback.

Question 1. How did you hear about the meeting?

- Notice by mail from county
- Email
- Word of mouth (x4)
- By mail (x10)
- Susan Peters newsletter (x3)
- Sac Bee (x2)
- Friend

Question 2. Tonight we presented existing conditions for pedestrian, bicycle, and motor vehicle travel. What additional factors did we miss or should we consider?

- Public Transit
- Multiple new developments, school expansions, future lights planned by city
- Great survey work
- I'm glad you are taking action to make this corridor
- Trees! More green space means less accidents, people drive slower, etc.
- Is there a need for two stoplights on Fair Oaks? Maybe just one
- None
- We need a pedestrian over crossing at Fair Oaks by Ettores/Zinfandel Grille
- One of the issues is this area is peak period side street integration and buffering
- Possibly a presentation to get a better idea of everything involved, getting everyone's input
- Alternatives to expand Fair Oaks Boulevard. Solely for motorists- excluding Ped and Bike
- Just keep bikers and walkers on the frontage road
- The speed of vehicles off Fulton and Fair Oaks Boulevard
- Pedestrian crosswalks in 2 areas between Howe & Munroe
- Placement of the two stoplights (And subsequent reduction of speed). This would reduce commuters in my opinion

Fair Oaks Boulevard Complete Streets Project

Meeting Summary

May 12, 2016, 5:30- 7:00 P.M.

- Stop Signs, we need one by the Dante Club to cross Fair Oaks Boulevard & turn left. Very Dangerous.
- That traffic has gotten horrific- cars line up going east on Fair Oaks to go north on Munroe- left turn lane doesn't accommodate the long line of cars. Cars going east on American River Dr. & turning north on Munroe back up not unusual to have 15 cars in line to go North

Question 3. We prepared collision data based on the past 5 years of reports from CHP, but there may be other locations with unreported collisions. Are there any other concerning locations along the corridor you have experienced or heard of collisions or near-collisions?

- No
- I was almost hit going south on Fulton where it splits into Fulton/Munroe. Their car signaled to turn right as if to turn into Sierra Boulevard. If I hadn't checked he would have hit me on my bike. We need a bike lane going south of Sierra Boulevard on Fulton between the three lanes. (See attached photo)
- Back up on F.O.B. eastbound for left turn on Fulton
- R- Hand turn by Sierra Boulevard. onto Fulton/ Munroe
L- Hand turn Fr. Westbound Fair Oaks Boulevard to University Ave.
R- Hand turn Fr. Fair gate Rd. onto East bound Fair Oaks Boulevard.
- Safer and more pleasant for all. I walk this area almost daily. I would love it if I could feel safer and it would be more convenient to get to the pavilion. I live in Rio Del Ora. My observations are that Boulevard and Fulton are the main concern. Speeding and using these streets as shortcuts is a concern.
- Get rid of the crossings that go across commercial locations, I've seen too many close calls.
- Where Kaiser Exit onto Fair Oaks you make a right turn but oncoming traffic can U-Turn at the same turn lane. Huge conflict
- U-Turns at Fairgate
- Lots of pedestrians walk across street
- More speed bumps on American River Drive
- Not sure. But there was a collision that happened exactly as I was walking down Fair Oaks Boulevard near the Taqueria. I wasn't hurt but I could see problematic area near Munroe
- I think it was accurate
- Getting in and out of frontage roads & where frontage road ends at Fairgate, lots of cars coming in different directions
- I am challenged every day when I go home. I wait to cross in front of the Eastbound traffic- and wait- and wait and finally am able to quickly drive across- very dangerous- lots of accidents (Entry into and out of dance club)

Question 4. GPS data was used to show where people who use the corridor are traveling. What other destinations would you like to get to using Fair Oaks Boulevard?

- We use it downtown Sac, for shopping, medical, etc.
- East Sac / Midtown / Downtown
- None
- Use it daily to go everywhere
- Watt Ave
- The connection from Howe on "J" / Fair Oaks Boulevard to the college entrance, RR undercrossing should be made part of this project.
- I would like to see an easier way to cross the street on Fair Oaks Boulevard. I have to and sometimes it gets really congested
- Making the connection through to 65th would be great

Question 5. How do you feel about modifying the frontage roads for pedestrian or bicycle travel?

- We need to widen sidewalks. We need a bicycle lane on Fair Oaks Boulevard., not on frontage roads
- Put in bike lanes (2 ways)
- Frontage roads, one bike lane. No signals as traffic is already slowing into surrounding streets
- MUST as a resident on Sierra Boulevard, I frequently see individuals with disabilities or with limited mobility in motorized wheelchairs use the Fair Oaks Boulevard left hand lanes because of inconsistent sidewalks.
Also many families with young children who use strollers need to cross through the bar parking lot because there is not a connecting sidewalk when Fulton/ Munroe break off
- Whatever you do- just get started!
- Yes! As long as frontage roads incorporate more green space
- Ok- what will this do to traffic
- Good, but frontage roads do not go all the way
- Not a bad idea
- Very Important! We need continuous bike lanes/sidewalks
- Frontage roads work fairly well, & it should include the bicyclists
- I don't think it's necessary. There is ample room on frontage roads for both as it is. I walk this route frequently
- I feel great about that, I am a pedestrian and use my bike a lot
- I think you should take out the frontage roads and number the places you can turn into
- Concerned if it does not extend to Sac State and Watt Ave
- I feel it is a good idea having traffic stop at the light longer. Traffic gets really backed up though

Fair Oaks Boulevard Complete Streets Project

Meeting Summary

May 12, 2016, 5:30- 7:00 P.M.

- I would prefer converting frontage to pedestrian & bicycle travel
- This is where the bike & people should be
- If you modify frontage roads you will need at least four stop lights- maybe as many as eight
- It is very busy traffic corridor that shouldn't have bikes or pedestrians from Monroe to Watt. There is a very dangerous bike lane. Cars are supposed to stay 3 feet from bikes. Impossible!
- Bikes do not belong on Fair Oaks Boulevard. Frontage road, not long enough or wide to enough to make a difference

Question 6. Please list any specific comments or suggestions you have regarding the Fair Oaks Boulevard Complete Streets Project.

- We need pedestrian crossings located elsewhere than Howe and Munroe at Fair Oaks Boulevard. Cross walks with lights would work or overpass walkways. Pedestrians should get higher consideration over bicycle travel.
I'm ok with making frontage roads one way. I am not ok with adding bicycle lanes on frontage roads. I'm in favor of widening sidewalks in the entire project area. While I have not seen any maintenance to them, please, please, please no speed bumps, humps, or so called traffic calming. They are awful and a stupid way to deal with traffic.
- Please notify a larger population because many people move to the community for quality of life all the unfinished development results in reducing that. Plan for complete streets (yeah) but realistically consider the other areas
- I would love to be able to walk to the grocery store without crossing through parking lots because there is no crosswalk on Sierra to Monroe St. Lastly keep up the good work on making the corridor more transit oriented. Bike-able, and safe for pedestrians. We've seen many near collisions without a dedicated / expanded bike lane
Summary: 1.) ADA acceptable sidewalks & Pedestrian crossings 2.) Full sidewalk/ cross walk by Monroe/ Fulton & Sierra Boulevard. 3.) Add/ expand width of bike lanes, please. 4.) Reduce speeds of vehicles on Sierra Boulevard. Because many use it as a major through road when traffic is on Fair Oaks or Howe Ave
- Frontage roads, which to me are effective, represent a huge opportunity to improve the area.
- Additional tree benefits:
Shade, soil quality, air quality, more pedestrians, less crime, people drive slower, etc. Please consider working with local environmentalist or tree organizations when it's time to decide on # of species of trees
- With CVS and Raley's going in at Fair Oaks and Howe there will be an increase in traffic in that area
- Please figure this out! Very dangerous to get onto the frontage roads for restaurant, Kaiser, etc.

Fair Oaks Boulevard Complete Streets Project

Meeting Summary

May 12, 2016, 5:30- 7:00 P.M.

- Would like to know where consideration for pedestrian lights and pedestrian traffic lights
- Would like a signal for cars & pedestrians at Fairgate & Fulton
- Pedestrian crossing
- Both signals on Fair Oaks Boulevard as planned. Consider signal along Munroe by Fair Oaks & American River Dr. to accommodate 26 new homes on West side near Lyon Village.
- Whatever you do, don't put fences in the median
- Be bold! Don't wimp around juggling stop signs or speed bumps
- Please add sidewalk on Sierra between Alicante Villas and Fulton/Monroe
- I think that covers most of it. I would be interested if there were more meetings
- Change the way you get onto Fulton from Fair Oaks. Only put in one new stop light, put it near Ettore's
- Lower speed limits on Fulton & Fair Oaks
Signal stoplight with pedestrian crossing on Fair Oaks by Ettore's
- No fences down the middle of Fair Oaks Boulevard. Need to keep the beauty of the Boulevard.
- We really need a way to get across Fair Oaks Boulevard. without having to go to Howe or Munroe intersection
- The light for crossing could be at University Ave and Fair Oaks Boulevard. and where Fulton comes in
- Currently there are very few pedestrians on Fair Oaks Boulevard- If you want more pedestrians you will have to build a parking structure where they can park their cars and walk- it's too long of a walk from the neighborhoods for casual walkers- You could get some serious enthusiasts but not normally
- Just put in some stop lights and leave it alone

Fair Oaks Boulevard Complete Streets Project

Meeting Summary

May 12, 2016, 5:30- 7:00 P.M.

Project Outreach

In order to reach members of the community, the project team sent flyers in the mail to 2,000 nearby properties, facilitated announcements at community meetings, sent out email blasts, and posted on social media.



Social media posts included shares on Facebook and Twitter including: Thomas Edison Language Institute, Sierra Oaks K-8 School, WALKSacramento, ECOS, SABA, Supervisor Susan Peters, Sacramento County and Fehr & Peers.

The project team directly outreached to community groups including the Arden Manor Community Action Group, Sierra Oaks Vista, Sierra Oaks Neighborhood Association, the Sacramento City/County Advisory

Committee, and the Pavilions Homeowners Association.

Sacramento County Supervisor Susan Peters, representative of District 3, sent an email to her email list which included over 6,300 addresses.

The story was picked up by *The Sacramento Bee* and featured in the "Today in Sacramento" section (<http://www.sacbee.com/news/local/article77092492.html>).

Next Steps

The project team will take the feedback from this meeting to build corridor alternatives. Then, SACDOT will host a public meeting to gather input about the proposed alternatives and design concepts. The project team will select a Phase 1 preferred alternative based on the feedback received at the next meeting.

Conclusion

The Fair Oaks Boulevard Complete Streets Project Public Meeting was a well-attended public workshop, used to gather input about existing conditions, and begin to solicit feedback about potential corridor concepts.

The project team received feedback from a variety of roadway users representing the surrounding neighborhoods and local businesses. The survey responses show a diversity of opinions about streetscape elements, including responses supporting bicycle and pedestrian facilities, and opposition to vehicle traffic calming.

APPENDIX E

PUBLIC WORKSHOP

SEPTEMBER 15, 2016

Fair Oaks Boulevard Complete Streets Project

Meeting Summary

Thursday, September 15, 2016

5:30-7:00 P.M.

Overview

The Sacramento County Department of Transportation and Fehr & Peers hosted a public meeting on September 15, 2016 for the Fair Oaks Boulevard Complete Streets Project. More than 60 community members attended the meeting in the Sierra Oaks K-8 School Multi-Purpose Room, located at 171 Mills Road, Sacramento, CA 95864.

The purpose of the meeting was to engage the public to collect feedback on corridor concepts. The project team will incorporate the feedback received to develop a preferred alternative for the corridor. The meeting built off of a previous meeting held in May 2016.

The format of the meeting included an "open house" style walk about as well as a formal presentation. Attendees visited multiple presentation boards and strip maps of proposed concepts and were encouraged to provide input and ask questions.



Fair Oaks Boulevard Complete Streets Project

Meeting Summary

September 15, 2016, 5:30- 7:00 P.M.

Presentation

Fehr & Peers led a brief presentation that included background information about the project and three concepts.

Concept 1 includes three pedestrian signals added to the corridor, as well as bike routes on frontage roads, and improved sidewalks. In this concept the 6 travel lanes are maintained.

Concept 2 includes one pedestrian signal and two additional traffic signals on Fair Oaks Boulevard between University Avenue and Fulton Avenue. Concept 2 also includes bike lanes in the frontage roads, which would be converted to one-way travel. In this concept, the 6 travel lanes are maintained.

Concept 3 includes 4 travel lanes on Fair Oaks Boulevard, which would include protected bikeways. The concept also includes two pedestrian signals and two traffic signals on Fair Oaks Boulevard at University Avenue and Fulton Avenue. Concept 3 also includes concepts for the intersection of Munroe Street, Fulton Avenue and Sierra Boulevard.

The following questions were asked after the presentation:

Question #1: Have you considered pedestrian bridges?

Response #1: The cost difference between a pedestrian crossing at grade and an over-crossing is about ten times as much. Also, being able to walk up a ramp and cross over, you may have people jaywalk as well.

Question #2: Are you considering any fences?

Response #2: If there are locations that (with new crossings) people are still jaywalking then that is an option we will explore, but we would rather allow users opportunities to make good choices than trying to keep them from making bad choices.

Question #3: Is it just good citizenship to expect bicycle riders to go in one direction rather than riding in the wrong direction?

Response #3: It is the law for them to ride in the direction of traffic.



Fair Oaks Boulevard Complete Streets Project

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Question #4: Is the funding in place or does this have to get passed by the County Board of Supervisors?

Response #4: The funding is in place to provide 1 or 2 at-grade signalized pedestrian crossings, the master plan concepts will require future funding.

Question #5: Did you look at the pedestrian traffic patterns?

Response #5: We have observed certain locations to have high rates of jaywalking. We are

looking into this issue further.

Question #6: Given it's a 15-20 year timeline, is there a disadvantage to choosing Concept 3?

Response #6: Most importantly, we're trying to be forward thinking with building these pedestrian signals in conjunction with the master plan.

Question #7: What will be the impact on American River Drive?

Response #7: We will be doing additional traffic analysis to quantify the potential impact. At this time, Concept 3 has the biggest chance of changing travel behavior.

Question #8: Can you explain why Fair Oaks is 3 lanes instead of 2 lanes when the rest of Fair Oaks is 2 lanes?

Response #8: All streets named after neighboring cities were highways to those cities, they were there before Highway 50, and the other stretches of Fair Oaks Blvd were never expanded to 6 lanes.

Question #9: Will you study people who are waiting in queues to get into businesses?

Response #9: Yes, we will analyze the amount of delay you have currently and how it will get better or worse in the future

In addition to the questions asked, the following comments were made:

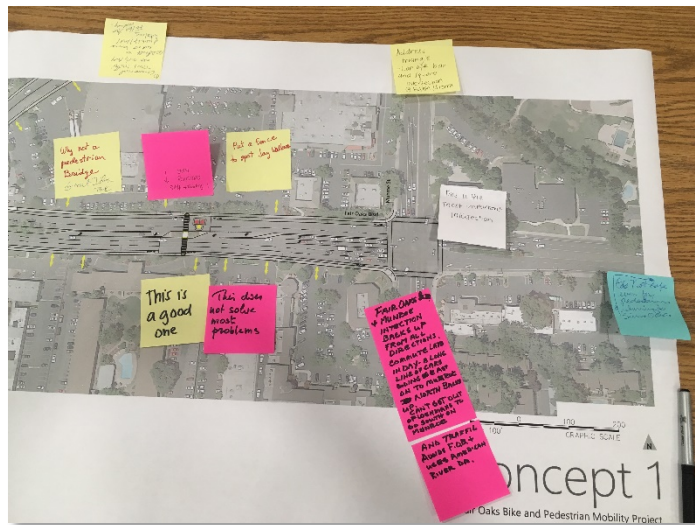
- U-Turns at Fairgate Boulevard are problematic.
- There is a lot of racing near American River Dr / Howe Avenue.
- I am seeing a lot more traffic at Munroe / Fair Oaks at that intersection. I'm not sure that narrowing these streets down would eliminate congestion there.
- Pitch for buffered bike lanes
- The light west of Howe is only a right hand turn, if you make that a full light on Campus Commons, you would cut a significant amount of traffic.

Corridor Concepts

The following is a summary of feedback collected from participants writing comments on post-its placed on strip maps of the concepts:

Concept 1:

- [Between Howe Avenue and University Avenue] Crosswalk here for peds.
- [Fair Oaks Boulevard / University Avenue] Ped control here
- [Fair Oaks Boulevard / University Avenue] Ped crossing / bike needed at University Avenue!
- [Eastbound frontage road entrance across from Pavilions] How do I get across here? Driving
- Bridge increase commerce quality on south side
- Why not a pedestrian bridge?
 - Great idea
- [Fair Oaks Boulevard / Fulton Avenue] Ped control here
- [Fair Oaks Boulevard / Fulton Avenue] Replace mature shade trees any removed
- Not safe even for pedestrians returning to Sierra Oaks



West pedestrian crossing location

- I see most people here
- Bridge – lots of Kaiser lunch hour crossing

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- Pedestrian overcrossing?

Middle pedestrian crossing location

- This is a good one!
- Off-set crosswalk?
- Only 2, don't need this one

East pedestrian crossing location

- This is a good one
- This does not solve most problems
- Put a fence to [stop] jay walking
- I support this crossing here
- Commercial truck traffic especially early AM
- Difficult to pull out because of visibility / ped



Intersection of Fair Oaks Boulevard / Munroe Street

- Fair Oaks Blvd + Munroe intersection backs up from all directions. Commute late in day – a long line of cars going East onto Munroe north backs up. Can't get out of Loehman's to go South on Munroe and traffic avoids FOB and uses American River Drive.
- This is the most important intersection.
- Address triangle: lop off bar and square intersection at Fulton/Sierra

Concept 2:

- [Fair Oaks Boulevard / University Avenue] Put the proposed stoplight here
- [Fair Oaks / University Ave] Need ped lights
- 1 way on frontage a "non-starter"

West stoplight

- No light here, agree with light at University maybe has to remain 6 lanes at Howe and Munroe or it won't let traffic thru especially w Fair Oaks LF turn into Howe will be one lane going thru light and one lane backed up on FOB to turn South on Howe. Has to keep 6 lanes at each end.
- How do we get to Pavillions by bike that doesn't involve sidewalk or against traffic on frontage?

East stoplight

- Best place for stoplight that doesn't cause other problems

Intersection of Fair Oaks/Fulton

- Put the proposed stop light here. Divert NB traffic up Fulton.
- Need ped lights

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East pedestrian crossing

- Ped crossing GOOD. Lights NOT good. 4 lanes CRAZY!

Fair Oaks Blvd / Munroe

- Fair Oaks Blvd + Munroe a big problem. Bike lane is not a good idea – too much traffic.



Concept 3:

- [Fair Oaks Blvd/Howe Avenue] Way to Sacramento by bike
- No bike riding here
- Yes! To protected bike lanes!
- Eliminate most or all left for us other than at lights
- More trees!
- Pedestrians: the two proposed are needed : 1) the low income apartments (warren) and 2) senior walking over to pavilions. Ped crossing good.

- Obey law? Bikes will not go in/out frontage "bike 3 ft makes car stay behind biker or drive halfway into next lane. BIKES are not going by road rules.
- [WB Frontage road between Howe Avenue and University Avenue] Peds usually aren't crossing here
- 4 lanes going to and from Howe will severely stack up Howe light east and west. Turn lanes in both direction will be blocking one of the two lanes. Third lane helps exit off University.
- Why does this plan have to reduce the total lanes to 4 instead of 6?
- Eliminate left thrus to Monseur Capitol [?] and lengthen left turning lanes from EO to Munroe.

Fulton Intersection

- Fulton Ave outbound in PM will be a disaster
- "Frontage light" only one that MIGHT help drivers with U turns without hitting another car at frontage/Fair Oaks and Road from Zinfandels U turn is what screws this up.
- Need to fix under section from Fulton to Munroe

Fair Oaks Blvd/Munroe St

- Way too many lights and ped crossings to keep traffic flowing and not impact ARD
- Like reducing 6 to 4 lanes
- Too dangerous for bikes
- No access to Lilac [North of Fair Oaks Boulevard / Munroe]

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- [Intersection Improvement 3A] No bike lane
- [Intersection Improvement 3C] Safer than current 5 leg intersection, but add bike lane

The project team heard a spectrum of opinions about the different concepts. Some participants expressed concerns that the pedestrian signals from Concept 1 would not be enough to change behavior patterns that encourage patrons to drive. Other participants felt that Concept 3 was too substantial of a change. Some individuals felt that Concept 2 would be challenging for drivers to navigate the corridor without the left-turns that were removed.

Multiple individuals supported buffered bike lanes and traffic signals around the corridor. Many participants liked the traffic signals more than the pedestrian hybrid beacons.

Exit Survey

After the presentation, participants were invited to fill out an exit survey. The following summarizes exit survey feedback.

Question 1. How did you hear about the meeting?

- Public outreach (x2)
- Email (x10)
- Mail (x14)
- Flyer (x10)
- Newspaper (x1)
- Susan Peters office (x2)

The following questions were ranked on a scale of 1 to 5, and the number of responses were recorded.

		1	2	3	4	5
Do you support maintaining the corridor in its current state (do nothing)?		(x3) <i>(Do nothing)</i>	(x3)	(x1)	(x6)	(x24) <i>(Substantial changes)</i>
CONCEPT 1	Do you support Concept 1 (6 lanes, pedestrian signals, bike routes, improved sidewalks)?	(x14) <i>(Do not support)</i>	(x9)	(x7)	(x5)	(x8) <i>(Strongly support)</i>
	Would you consider replacing automobile trips with walking or riding a bike with Concept 1 ?	(x28) <i>(Unlikely)</i>	(x4)	(x6)	(x1)	(x7) <i>(Very likely)</i>
CONCEPT 2	Do you support Concept 2 (6 lanes, pedestrian signals, bike routes, improved sidewalks)?	(x13) <i>(Do not support)</i>	(x3)	(x11)	(x8)	(x9) <i>(Strongly support)</i>
	Would you consider replacing automobile trips with walking or riding a bike with Concept 2 ?	(x17) <i>(Unlikely)</i>	(x6)	(x3)	(x1)	(x13) <i>(Very likely)</i>
CONCEPT 3	Do you support Concept 3 (4 lanes, traffic signals at Fulton and University, protected bikeways, improved sidewalks)?	(x13) <i>(Do not support)</i>	(x5)	(x2)	(x6)	(x24) <i>(Strongly support)</i>

Fair Oaks Boulevard Complete Streets Project

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	Would you consider replacing automobile trips with walking or riding a bike with Concept 3 ?	(x11) <i>(Unlikely)</i>	(x3)	(x9)	(x3)	(x21) <i>(Very likely)</i>
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Please provide comments on what you like or dislike about **Concept 1**.

- Sidewalk with traffic lanes
- No new signals
- The first pedestrian light near Munroe is too close to the corner
- I do not like not being able to turn left easily from frontage road
- I like pedestrian crossing lights
- I could see left lanes and bike lanes
- Sacramento is not a compact community like San Francisco. It is spread out with the dense housing development in the area is causing heavy traffic. Need better/more public transportation. Fill vacant buildings instead of development which creates more traffic
- I already work in this area and this would not increase my desire to ride a bike in this area.
- No improvement on bike lanes
- Too many left turns which are unprotected. Does not prevent pedestrians to cross randomly. No access to Fulton from F.O. East. Pedestrian crossings are not very useful.
- 1. No 2. No 3. None 4. All
- Pedestrian crossing & like bike lane
- Need pedestrian safety. The left turn lanes onto frontage roads are dangerous!
- Needs a crossing at University drive
- I like lanes on the main street. I wouldn't use the bike lanes. Way too scary. I like walker activated signals
- Pedestrian crossing needed
- When possible, project should not impede traffic flow
- Need sidewalk improvement to encourage walking
- While focus on pedestrians is good impact on traffic would be significant not in a good way
- Solves problems without creating others
- Need stop light at frontage
- Pedestrian crossings are great. Prefer concept with traffic signals at Fulton & University
- Won't change anything
- Six lanes = speed
- I would like 2 pedestrian crossways, 3 is too many
- It's not safe!
- This concept resolves pedestrian issues without adding more vehicle stop lights – good.
- [3 Points provided]
 - Traffic signals are more effective than pedestrian crossings.
 - Pedestrian crossings do little to solve the problems; minimal benefits and not cost effective.
 - Strongly oppose.

Please provide comments on what you like or dislike about **Concept 2**.

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- Dedicated bike lanes on frontage road additional crossing/signals
- Narrow sidewalks
- The one-way frontage roads limit business access and make things awkward. But I do think it is better than it currently is
- Move the proposed traffic lights to Fulton & University intersections (like option 3)
- One lane a "non-station" for frontage
- I don't care for bike lights being added
- Needs more coordination with land use development. Communal vs. residential transit, signals, from American River & Fulton
- See comment in concept 1. I would like to see what this would look like with the signals from concept 3
- Don't like one-way frontage roads
- No significant improvement on bicyclists exposed to driveways
- Better coordination of frontage roads and traffic lights for safer turns and better biking routes
- 2. No 3. Only if fund run out 4. bike lanes not separate
- A change in driving pattern will be poor for customers
- Don't like one-way traffic on frontage road
- Need pedestrian activation lights. I like the stoplights at frontage roads. Need long left turn lanes
- Problem of one-way frontage roads by pavilions. If I cross at light how do I bike to pavilions?
- I like the idea of bike lanes in frontage road. I like the stop signs as well. I would have to get use to the frontage road and I think I can adjust
- Like the signals but not the location with exiting in/out of Fair Oaks. These locations would add to the confusion
- Makes good sense
- How do you keep lanes and add bike routes?
- I really like the 2nd concept, generous cross walks!
- Prefer traffic signals at key intersections
- I like that F.O. Blvd. will stay 3 lanes
- No protection for pedestrian
- Six lanes not needed, cars go too fast, need lights to control cars
- Expensive without full solution
- One-way frontage will be very inconvenient
- Only concept 3 has the "protected" bike lanes
- No need stop lights on Fair Oaks Boulevard
- [4 Points provided]
 - Retain 2-way traffic on frontage roads.
 - Strongly oppose.
 - Traffic signals do not make logical sense at these locations.
 - Does not address large traffic issue.

Please provide comments on what you like or dislike about **Concept 3**.

- Buffered bike lanes
- Signals & crossings
- The traffic will be impossible. Do not like it at all
- I think having protected bike lanes would bring the greatest increase to diversity of users
- Don't like this but like the stop lights at the intersections and diverting traffic North on Fulton
- Good for intersections to leave lights

Fair Oaks Boulevard Complete Streets Project

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- I do like the protected bike lanes
- I like the protected bike lane not the decrease in # of lanes. I know we can't have both
- Protected bike lanes!
- Much better for bicyclists
- Safer car crossing on University & Fulton
- Like ability to go North on Fulton when traveling East on F.O. Blvd.
- Allows left turn from F.O. East to Fulton should eliminate unprotect left turn, allowing lengthening of the lanes for left turn at F.O. & Munroe
- I like pedestrian bikeway
- 1. Yes 2. Possibly 3. 4 lanes are needed along bike and pedestrian lanes
- The protected bike lanes are good. One-way frontage is good. The lights at university and Fulton are very good
- Slows traffic way down. Lengthens an already lengthy commute
- There is too much traffic to eliminate two lanes. I like protecting bikeways
- Signal locations make the most sense and effective way to increase traffic flow in/out of businesses and cross streets, while helping facilitate pedestrian crossing
- Fulton Ave. would become like a freeway in PM going outbound
- Reducing F.O. to 4 lanes when it is already jammed is stupid
- Traffic signal at Fulton & Fairgate and at University seem to work best
- Auto traffic will be so bad I'll ride my bike to Savemart because the auto traffic will be a ***!* parking lot if F.O. Blvd is only 2 lanes in each direction when traffic slows in the right lane to turn into Lochmanns on Pavilion, etc. if they have to wait for bikes or pedestrians then there will only be 1 open lane of traffic. This will be a nightmare
- It's perfect, love the protection bikeways and fewer car lanes
- Great long term plan
- I like ground level pedestrian crossway
- Safer than the other two because the cars and pedestrians are safely controlled, reducing jay walking
- Too much
- [5 Points provided]
 - Remove pedestrian crossings.
 - Pedestrian crossings are dangerous to 4-lane traffic.
 - Retain 2-way traffic in frontage roads.
 - Save costs and consider pedestrian crossings in the future.
 - Consider a 3rd traffic signal.

Please list any other comments you have yet to share with the project team regarding the Fair Oaks Boulevard Complete Streets Project.

- Important to make it easy for pedestrians to safely cross mid-way on Fair Oaks between Howe & Munroe
- What about overhead crossings? That would be great for bike riders & pedestrians
- While you're at it, please consider a pedestrian crossing signal on Munroe midway between Fair Oaks & American River Dr.
- Post speed limits
- Consider a flashing light or traffic light at Munroe & Latham
- Berkley gave us the concept of traffic calming and I do not like that

Fair Oaks Boulevard Complete Streets Project

Meeting Summary

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- Develop Fulton for NB traffic, using 5-way light (option 2)
- Losing the left turn lanes going out is a huge loss
- There needs to be easier access to go left from frontage roads
- With the protected bike lanes, the landscaping needs to include trees between traffic and bike lane
- Sierra Blvd./Munroe Street – concept 3 seems to effect the boost among property. The bar could be easily moved not far
- Q: Please analyze how the options will increase traffic on American River Drive. Do not increase the ARD neighborhoods
- Country Day School is proposing to be a High School only school. This will increase the number of vehicle trips in the AM and PM with student drivers. Please analyze this impact F.O. Blvd/Munroe intersection and on Fulton and F.O. Blvd.
- I have concerns about left turn off F.O. Blvd to Fulton. Big commuting area at the end of the day
- I support a change but my major concern is the impact changing the traffic flow on the area of Munroe between Fair Oaks & American River. If a traffic light can be added to Munroe in this section which would allow residents on East Ranch to leave and enter the development and be able to address the traffic associated with country day school, it would help the surrounding communities
- Sierra Blvd/Munroe/Fulton Ave modification
- Concept 3B is the best
- I like proposal 3B for the handling of traffic and pedestrians on Monroe North of Fair Oaks Blvd. It addressed both pedestrian crossing on Munroe & Fulton. Also, it allows better North flow of cars on Fulton North off of F.O. Blvd.
- Eliminate all unprotected left turns on F.O. Consider putting services to prevent with pedestrian crossing.
- Yes = support changes offered, No = don't bike
- Not clear how pedestrians from condos/Apts as they walk to Lohemans crossing at Y Bar is dangerous but not often used because where they want to go is closer if they go down Fulton
- I like protected bikeways. Bike lanes would make it more likely to ride bikes to shopping center, coffee, etc. I like pedestrian sidewalks. I like Munroe option 3
- My personal desire is protected bike lanes so I can ride from Munroe to Raley's on Howe. I am a frequent pedestrian and would like to feel safe. One of the biggest problems is distracted drivers when cars weave into bike lanes, so protected bike lanes would be important. We also need wide sidewalks. Do not increase traffic onto American River Drive. Use roundabouts when possible. Combine concepts 2&3. No U-turn from WB F.O. concept 2. Prioritize bikers over cars. We need more parking. Frontage roads, bike and pedestrians only or eliminate them. Try a "loop" shuttle tree from Howe to Fulton for peds.
- It's far reaching w/ not great bike connection on Howe & Fulton. Will traffic back up too much with three additional lights? Will traffic divert to American River Drive? Big concern
- Please address traffic impact of each concept on American River Dr. with building at Howe & Fair Oaks traffic goes North Howe, East on American River drive either all the way to Watt or turning North on Munroe backing up the lane between Howe and Munroe on Arden
- Increasing traffic signals will be a major impediment of traffic flow. Pedestrian bridges may be a viable option. Encourage two way traffic on frontage roads to allow access from both directions
- Endorse 3 and concept 3B- adding the traffic flow to Fulton will help traffic on both Fair Oaks at Munroe and Munroe between Fair Oaks and Sierra. Also adds a safe pedestrian access across Munroe

Fair Oaks Boulevard Complete Streets Project

Meeting Summary

September 15, 2016, 5:30- 7:00 P.M.

- There is huge new development along F.O. Raleys, University shopping center, 40 homes on Fairgate, 35 more on Munroe, which will all impact F.O. Blvd. I don't think any of the concepts will meet our needs
- A walk way would give several thousand people in high density housing have pedestrian access mid-way between Howe & Fulton (refer to map)
- Pedestrian access to crossings on F.O. Blvd is important as resident population is increasing in this area. Any of these plans would be important in reducing car trips
- With regard to the Munroe alteration – I am in favor of the signalized U-turn South of the Fulton/Munroe intersection.
 - Cross-walk with improved sidewalks both sides of Munroe would be great
 - Provides improved access, bike and walking, for Sierra Oaks Vista area to retail area.
- I think both frontage roads are bad, but the north frontage road in front of Kaiser offices is extremely dangerous. It is hard to get, hard to get out, and if you are traveling west on Fair Oaks Blvd and want to get over to the first entrance, it is very dangerous given the high speed of vehicles coming down Fulton behind the shopping center. Also, it is almost impossible to keep the cars leaving the frontage road onto Fair oaks blvd, from blocking part of the entrance and blocking cars trying move along the frontage road. It is just a mess! I certainly think any changes that eliminates the north frontage road (or one that greatly widens it to make it safer) would be great options. Options that do not make major changes to or eliminate the north frontage road will be very dangerous, especially for the ever increasing aging population of drivers going to Kaiser.
- If you want to avoid a majority of accidents, a traffic light needs to be installed going into the Pavilions.
- My hope is we see signal-light intersections replaced with traffic-circles/roundabouts here - and in the master plan. Not only do traffic-circles/roundabouts move traffic better than signal-lights, they are are order of magnitudes safer:
 1. reduce conflict points from 20-to-30 to 8 (~ 200%-300% reduction)
 2. effectively eliminate fatal collisions.
 3. reduce injury collisions by ~80%.
 4. reduce all collisions by ~ 40%.
 5. are 50% safer for pedestrians
 6. are far cheaper to operate/maintenance free \$\$.
- The Missouri Department of Transportation explains (Jun 16, 2010):
<https://www.youtube.com/watch?v=X0RcTWEBtYM>
- We need to see traffic-circles/roundabouts replace at least 90% of signal-lights and stop sign intersections in the county, due to the danger signal-light intersections and stop-sign intersections pose to the public. Signal-light intersections and stop-sign intersections are killers! Get ride of them. Please update your plans to include them. Money should be available from the issuance industry to start the conversions ASAP. Due to the danger signal-light intersections and stop-sign intersections pose to the public, you must (must) convert them to traffic-circles/roundabouts.
- I drive and shop in the area all the time. The sidewalks need to be bigger especially on the west side of FO. The crosswalks on FO also need to be bigger and a solid line before the sidewalk. If possible make the third lane going east on FO a little longer.
- As someone who rides my bicycle every day, I can tell you that the stretch of Fair Oaks from Howe Avenue to Munroe Street is to be avoided in its current design if walking or riding a bicycle. It is

quite unsafe and perhaps even hostile to bicycles and pedestrians. I try to never ride this route and take an alternative route when in the area. A cheap fix is unlikely to help given the complexity of the travel and access in this region. Dedicated safe areas for pedestrians and cyclists is key if foot traffic is to increase. My family and I do not even think of riding to the stores and restaurants in this area; we routinely take our business elsewhere for safety reasons.

The survey responses showed that the majority of the participants were receptive to substantial changes on the corridor. While some survey responses included comments discouraging the reduction of travel lanes, Concept 3 showed the highest potential to replace vehicle trips with walking or riding a bike.

Project Outreach

In order to reach members of the community, the project team sent flyers in the mail to over 3,600 nearby properties, facilitated announcements at community meetings, sent out email blasts, and posted on social media.

The project team reached out to the contact list from the previous two meetings, which included community members from the following community groups: Sierra Oaks Vista, Sierra Oaks Neighborhood Association, the Sacramento City/County Advisory Committee, and the Pavilions Homeowners Association.

Sacramento County Supervisor Susan Peters, representative of District 3, sent an email to her email list which included over 6,300 addresses.

Next Steps

The project team will take the feedback from this meeting to build a preferred alternative. The team will analyze the impact of the preferred alternative on the surrounding transportation network. Then, SACDOT will host a public meeting to gather input about the proposed alternative and master plan concepts. The project team will use the feedback from the next meeting to update the plans prior to the Board of Supervisors meeting.

APPENDIX F

PUBLIC WORKSHOP

NOVEMBER 2, 2016

Fair Oaks Boulevard Complete Streets Project

Meeting Summary

Wednesday, November 2, 2016

5:30-7:00 P.M.

Overview

The Sacramento County Department of Transportation and Fehr & Peers hosted a public meeting on November 2, 2016 for the Fair Oaks Boulevard Complete Streets Project. The meeting took place in the Sierra Oaks K-8 School Multi-Purpose Room, located at 171 Mills Road, Sacramento, CA 95864. Over 70 people participated in the meeting.

The project team presented the preferred alternative for the corridor on Fair Oaks Boulevard from Howe Avenue to Munroe Street, as well as Fulton Avenue from Fair Oaks Boulevard to Munroe Street, and the intersection of Sierra Boulevard / Munroe Street / Fulton Avenue.

Participants engaged in a formal presentation and Q & A, before reviewing strip maps of the preferred alternative.

Presentation

Fehr & Peers led a brief presentation to provide information about the components of the preferred alternative and master plan. The presentation also included information about the survey results from the September 2016 public meeting, in which participants expressed the most support for the Concept 3, four lane alternative.

The preferred alternative includes four vehicular travel lanes on Fair Oaks Boulevard with a protected bikeway, two signalized pedestrian crossings, two new all mode traffic signals, and improvements to the intersection of Sierra Boulevard / Munroe Street / Fulton Avenue. The plans also include an enhanced pedestrian environment, two-way frontage roads, and additional landscaping and trees.



Fair Oaks Boulevard Complete Streets Project

Meeting Summary

November 2, 2016, 5:30- 7:00 P.M.

The following questions were asked after the presentation:

Question 1: Did you receive information about the demographics of those who submitted surveys at the last meeting?

Answer 1: We received about 60 responses, with a majority coming from participants of the last meeting. About $\frac{3}{4}$ of the room attended the last meeting, so it is a lot of the same people. We don't have quantifiable data on the motivation for the last surveys, but we did not distribute the surveys to other neighborhoods.



Question 2: What will be the effect on other East-West roads?

Answer 2: We have performed a traffic study on this, of the people travelling north on Howe Avenue right now that travel east on Fair Oaks Boulevard, about 70% turn on American River Drive, 20% turn on University Ave, and about 10% make it all the way to Fair Oaks Boulevard to make the right turn. So, those people are already taking American River Drive. The changes that happen on Fair Oaks Boulevard will not drive people that are driving from the north heading southbound to go out of their way to go to American River Drive. There may be some small amount of increased traffic but it won't be much more than there is today. People will change their travel time behavior to avoid congestion rather than travel patterns re-routing.

Question 3: How do you anticipate the volumes derived from increased development at Howe Avenue and Fair Oaks Boulevard?

Answer 3: Based on the land uses already there, we have accounted for that in the traffic model.

Question 4: Will the intersections allow emergency vehicle access so they do not have to zig-zag through people?

Answer 4: The project will include signal coordination so they communicate with each other to help emergency vehicle response times. They will be synchronized.

Question 5: Will the additional sidewalks outside of the project area mentioned in the presentation be included in the Master Plan? Are the costs of construction for the additional projects included in the cost estimate for the Master Plan build out?

Answer 5: No, the project is really looking at the improvements between Howe Avenue and Munroe Street, we are making recommendations for the County and City, to do additional study on those particular improvements. They are not included in the costs showed.

Fair Oaks Boulevard Complete Streets Project

Meeting Summary

November 2, 2016, 5:30- 7:00 P.M.

Question 6: Will the recommendation for filling gaps in the sidewalks on Sierra Boulevard be constrained from Howe Avenue to Fulton Avenue?

Answer 6: Yes.

Question 7: There are new developments going in near University Village, and behind the car wash, and behind Loehmann's Plaza. If parking lots get busier are you thinking about these numbers? Homeowners want more development to happen.

Answer 7: By making improvements to walking and biking it could change travel behavior for those that would have previously driven for a short trip. Expanding the roadways to accommodate increased vehicular traffic would not preserve the character of the street.

Question 8: As someone who uses the corridor many times a day, why would I support adding more time to that commute?

Answer 8: Adding a minute and a half to your commute looks like a big change when isolated but not much when looking at an overall trip. It will just change where the congestion point is located.

Question 9: The issue that neighbors in Woodside complex on Sierra have mentioned is the congestion at the outer turn lane at Fair Oaks is blocked when traffic is heavy so you can't turn from Sierra into that lane. Signage would help to not block that area.

Answer 9: The project team will take a look at this.

Question 10: Do you expect any impact on American River Drive? There used to be a lot more traffic than there is now due to traffic calming measures and improvements on Watt Avenue. When were traffic counts performed?

Answer 10: There could be some effect of that. About 70% going that way are already using American River Drive. Traffic counts were performed within the last year.

Question 11: The turn-in on Pavilion's is difficult to drive in. Right now I take a certain turn because it's so difficult to turn into the median cut-out. There needs to be work making it easier to get into these places. This leads to back up.

Answer 11: The project team has looked at these movements to make it easier to get out of the frontage roads. There have been proposed enhancements to the medians including across from University Avenue. Mid-block there have not been many proposed changes but that could be looked at in the future with the final design.



Fair Oaks Boulevard Complete Streets Project

Meeting Summary

November 2, 2016, 5:30- 7:00 P.M.

Question 12: By show of hands, how many of the folks here are interested in supporting the preferred alternative?

Answer 12: *While the exact number of hands was not recorded, the project team noted that the majority of participants in the room raised their hands in support of the preferred alternative.*

Question 13: We have a lot of passenger traffic for folks trying to avoid Watt Avenue. If you put in this major improvement more people will travel on our streets that are already in disrepair.

Answer 13: The project has the potential to change behavior to promote more bicycle and pedestrian trips.

Question 14: How long will the construction be?

Answer 14: Phase 1 construction will be done in one construction season. The full Master Plan build out may be constructed in one or two seasons.

Question 15: Will the proposed bicycle lanes just be paint or will there be a physical barrier between the vehicle and the bicyclist?

Answer 15: The preferred alternative includes a protected bikeway that includes a physical barrier between the bike lane and moving traffic.

Question 16: How will I cross the bridge to get to Fair Oaks Boulevard?

Answer 16: The project team is working with the City of Sacramento to make recommendations to improve access to Fair Oaks Boulevard from west of Howe Avenue.

Question 17: How do bicyclists travel south through the modified Sierra / Fulton Avenue / Munroe Street intersection?



Answer 17: Similar to today, the bicyclist would either take the lane or travel like a pedestrian crossing in the crosswalk. There were no safe ways to accommodate a bicycle lane in the southbound direction with the two options that the southbound vehicles have.

Question 18: On the span between Howe Avenue and Munroe Street, how many lanes will there be for vehicles?

Answer 18: In the preferred alternative there are four continuous through lanes on Fair Oaks Boulevard between Howe Avenue and Munroe Street. Today there are six lanes, but we have reduced two in order to construct protected bikeways. There are only four lanes to the east and west of the project so it will be consistent all the way from the bridge to Watt Avenue.

Fair Oaks Boulevard Complete Streets Project

Meeting Summary

November 2, 2016, 5:30- 7:00 P.M.

Preferred Alternative

The following is a summary of feedback collected from participants writing comments on post-its placed on strip maps of the preferred alternative:

Intersection of Sierra Boulevard and Howe Avenue (off-map)

- "Keep clear" pavement markings on S/B Howe at Sierra in intersection

Intersection of University Ave / Fair Oaks Boulevard

- This intersection (on the frontage) seems confusing w/ the one way. Will this confuse drivers?

University Avenue

- Need better pedestrian crossing at University and Scripps. Folks don't stop for people in crosswalks. Need signal (especially at night)
- [Another participant drew in "beacon light" at University Avenue / Scripps off-map]

Proposed pedestrian signal at Pavilion's

- Love the flashing crosswalk here!
- Will bikes be able to easily cross here too?

Intersection of Fulton Avenue / Fair Oaks Boulevard

- [Southbound leg] Will bikes and cars conflict here w/ cars turning right?
- Off-street bike lane have to avoid turning conflicts?
- Route bikes through newly closed-off area?

Intersection Modifications at NB leg of Fulton Avenue intersection with Munroe Street

- Add pedestrian crossing here?
- Provide complete sidewalks along west side of Munroe St from Sierra to F.O.B.



Exit Survey

After the presentation, participants were invited to fill out an exit survey. The following summarizes exit survey feedback. Over forty surveys were submitted.

Question 1. How did you hear about the meeting?

- Mail (x8)
- Flyer (x9)
- Email (x20)
- Community (x6)
- Prior meeting (x1)

Question 2. Success on the corridor should be defined by:

- Moving cars through the corridor efficiently: (x25)
- Slowing the speed of cars: (x15)
- Improved access to businesses: (x18)
- More trees and landscaping: (x12)
- More people walking and biking: (x18)
- Less collisions and feeling safer: (x22)
- Other (Write in):
 - Less traffic on American River Drive
 - Moving traffic efficiently & Safely
 - Making left hand turns safer

The following questions were ranked on a scale of 1 to 5, and the number of responses were recorded.

	1 <i>(Strongly Oppose)</i>	2 <i>(Oppose)</i>	3 <i>(No Preference)</i>	4 <i>(Support)</i>	5 <i>(Strongly Support)</i>
Do you support the preferred alternative for the corridor?	8	2	4	5	21

Fair Oaks Boulevard Complete Streets Project

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November 2, 2016, 5:30- 7:00 P.M.

How do you feel about the following enhancements to the corridor?

Enhanced pedestrian environment	2 <i>(Strongly Oppose)</i>	3 <i>(Oppose)</i>	3 <i>(No Preference)</i>	10 <i>(Support)</i>	20 <i>(Strongly Support)</i>
Signalized pedestrian crossings at Pavilions and Loehmann's Plaza	5	0	3	5	24
Traffic signals at Fair Oaks Blvd / University Ave and Fair Oaks Boulevard / Fulton Ave	3	4	3	7	22
Modified Sierra Blvd / Munroe Street / Fulton Ave signal (Improved 5-leg intersection)	4	2	8	4	18
Maintain frontage roads in current configuration	0	1	11	8	14
4 lanes on Fair Oaks Boulevard	4	3	6	3	18
Protected bikeway on Fair Oaks Boulevard	4	3	6	4	22
Additional landscaping and trees	3	1	13	8	13

Is there anything else you would like to see incorporated into the proposed alternative?

- Do not force or encourage traffic onto ARD
- Don't think there will be much usage
- Peripheral issues at road leading into project area are crucial: sidewalks, bike lanes, speed humps
- Consideration of traffic flow/backup. I like the pedestrian crosswalks but am concerned with the additional traffic lights. Removing the 3rd lane will back up traffic in further crossing the river (i.e. Sac State signal)

Fair Oaks Boulevard Complete Streets Project

Meeting Summary

November 2, 2016, 5:30- 7:00 P.M.

- Very important to have access from Sierra Oaks neighborhood to Loehmanns as sidewalks either on Munroe or Fair oaks
- Pedestrian crossing on Fulton near Sierra is a traffic hazard as proposed. Traffic turning south from Sierra does not stop as required. Recommend crossing be placed further down away from the Sierra/Munroe intersection. Yes- you plan to have the signal stop southbound Fulton traffic but people will still turn right on ted at Sierra/Munroe.
- More completion of sidewalks. Less constrictions of traffic blinking, "alert" light for pedestrians. Not Stop.
- Congratulations! Crosswalk on Fulton from sidewalk back to walkway into pavilion, speed humps on Fulton, thank you for signal at Fulton and F.O.B. Reducing lanes will impact safety and approach to Sac State.
- F.O.B. in this corridor needs to stay at 6 lanes & not be reduced to 4 lanes
- Cut back on length of bike "berms" when you are near driveways and/or streets. Reason: Current street is 3 lanes in each direction; thus when a car is slowing down to turn right into a business, there are still 2 full lanes of vehicle traffic. However, with the new design, when a vehicle slows to turn into a business, they will slow that lane of traffic and only 1 will remain. Protected bike lane with long "berms"- make the lanes shorter, traffic is not impeded when turning.
- Additional public transit
- I live in the middle of this area and see little need for all of this change
- Alternative route for northbound Howe traffic turning right on American River then left on Munroe to cut through? Also, potential for elevated walkways over F.O.B. rather than stopping traffic?
- A "fast track" time frame please!
- Fast track to breaking ground. Time line- start date- competition date. Looks great!
- There should be only 2 lights- not 4. Four lights will obstruct the flow of traffic
- Work the city in reducing speed limit starting at Carlson Drive.
- Yes. Attention to section of F.O.B. on other side of Munroe. We need a way to walk and bike safely from stores.
- Too many proposed signals
- Too many pedestrian signals and too many proposed signals
- 3B fails to address adequately bicycle and pedestrian access from Sierra Blvd intersection to Morse businesses or on Fulton to businesses. True also on Fulton access to 26 bus line on Munroe.

Please list any other comments you have yet to share with the project team regarding the Fair Oaks Boulevard Complete Streets Project.

- Dislike one-way option
- Any way to consolidate driveways more on Southern side?
- Good plan overall
- Filling sidewalk gaps on Sierra Blvd. is a huge issue! Walking from homes on Sierra to businesses on F.O.B. is truly dangerous now. Sidewalks there will surely enhance pedestrian activity
- It is not likely that anyone will ride a bike or walk to get their pizza home- unless they live adjacent. There must be a lot of people who would drive. This change affects very few while sacrificing very many.
- The planning and decisions made can no/should not be for one age demographic! These are other demographic groups not represented at the meetings.
- I am concerned about increased traffic on ARD as a result of these improvements. Have you anticipated the effects on other East/West Streets?

Fair Oaks Boulevard Complete Streets Project

Meeting Summary

November 2, 2016, 5:30- 7:00 P.M.

- Keep the needs the same...just prevent pedestrians from crossing over- like on Watt & El Camino intersections. Also, make pedestrian bridges over F.O.B., do it right the first time. This part of the city will suffer from the best plan. I think this is just going to make a big clog on F.O.B.
- It is important to make sure the area is more pedestrian friendly and slows traffic. Public transit improvements are also needed.
- I don't believe tax dollars should be spent on changes which are not necessary. I currently walk and drive and have no real problems as it is.
- F.O.B. is a major artery. Reducing it from 6 lanes to 4 will have a major impact on traffic patterns in the area, especially in the surrounding neighborhoods. ARD is already impacted by motorists avoiding traffic on F.O.B. Traffic is even beginning to impact smaller neighborhood streets in the area (Latham Dr., Mills Rd).
- Safety. Efficiency. Minimizing barriers to swift community. Minimize unintentional incentives to increase traffic moving to ARD to avoid F.O.B.
- Pedestrian Crossing
- Thank You for seeking input
- Waste of tax money
- Not needed...waste of money.... lower our taxes!
- Pedestrian light at crosswalks
- 3B fails to provide safe pedestrian and bike access to west or east of Munroe to businesses south from intersection. Blind curve on Fulton not addressed. New offices on Fulton going in on curve. Access to bus stop and to back side of Loehmann's Plaza new jay walking not addressed.

The majority of participants that filled out the survey supported the preferred alternative or indicated no preference. Participants provided individual feedback on each component of the alternative. In general, the survey responses corresponded with the support for the overall improvement, with a majority of responses supportive or indifferent to the treatments. The least opposition was provided for maintaining the frontage roads in current configuration, and adding additional landscaping and trees.

Written comments showed some participants opposed the project due to opposition of spending municipal funds on transportation projects. Participants also mentioned concerns of increased traffic on local roads. Others vocalized support for the project and pushed for a swift construction schedule.

Project Outreach

In order to reach members of the community, the project team sent flyers in the mail to over 3,600 nearby properties, facilitated announcements at community meetings, sent out email blasts, and posted on social media.

The project team reached out to the contact list from the previous three meetings, which included community members from the following community groups: Sierra Oaks Vista, Sierra Oaks Neighborhood Association, the Sacramento City/County Advisory Committee, and the Pavilions Homeowners Association.

Fair Oaks Boulevard Complete Streets Project

Meeting Summary

November 2, 2016, 5:30- 7:00 P.M.

Sacramento County Supervisor Susan Peters, representative of District 3, sent an email to her email list which included over 6,300 addresses.

Next Steps

The project team will incorporate the feedback from this meeting in refinements to the preferred alternative. Then, Fehr & Peers and Sac DOT will prepare a draft master plan for the study area. When the draft is complete, the document will be available online for review and comment by the public. The final draft master plan will be presented to the Board of Supervisors in 2017.

APPENDIX G

LETTERS OF SUPPORT

11/02/16

TO: Sacramento County Department of Transportation

FROM: Board of Directors, Sierra Oaks Vista Neighborhood Association

RE: COMMENTS ON COMPLETE STREETS PLAN

Sierra Oaks Vista Neighborhood Association (SOVNA) representatives attended the Arden Arcade Planning Advisory Council meeting on the Complete Streets Project on September 22nd and asked questions and made comments and suggestions, primarily on proposed modifications to the Sierra/ Fulton /Munroe intersection and the proposed connection of Lilac Lane to Munroe via a walk way over the levee and a signalized pedestrian crossing.

The SOVNA representatives recommended, as did a number of homeowners in the Vista, that the pedestrian access from Lilac Lane and signalized pedestrian crossing on Munroe be eliminated from the Plan due to safety concerns, lack of space along the east side of Munroe, potential impacts to the integrity of the levee, and the desire to limit pedestrian access to the neighborhood over the levee. Based on this testimony and a number of e-mails that had been received by the project consultant on the "levee crossing" proposal, they agreed to remove it from the Plan.

The representatives also pointed out that the Sierra/Fulton/Munroe signalized intersection, which is being proposed to be modified, is the Vista neighborhood's only safe pedestrian access to the shopping and business district between Munroe and Howe Avenue, notwithstanding some design problems requiring jay walking. Changes to this intersection need to be limited to eliminating the need for jay walking to access businesses along the west side of Munroe south of Sierra Blvd.

Avenue and Fair Oaks Boulevard to facilitate east- and west-bound traffic turning north on Fulton Avenue in addition to Munroe. They also proposed modifications to the Sierra/Fulton/Munroe intersection to facilitate increased traffic flow on Fulton Avenue. The least intrusive of the three proposed modification options for the Sierra/Fulton/Munroe intersection is Concept 3A.

As consultant from Fehr and Peers stated at AACPAC meeting and as residents supported in testimony, they are removing the proposed pedestrian access and signalized pedestrian crossing of Munroe and up the levee to Lilac.

The remaining modification in Concept 3A is to move the current stoplight located on the south side of the intersection south to where current north-bound vehicles on the Fulton "Y" make an un-signalized u turn facing south on Munroe to proceed north on Fulton Avenue. That stoplight would regulate the u turn. A signalized pedestrian crosswalk would be installed at that stoplight, which would connect to the east side of Munroe and the east side of the Fulton "Y", thus eliminating the need for jay walking to access Loehman Plaza.

One concern raised at the AACPAC meeting about this proposal was that there does not appear to be sufficient space between the levee and the shoulder of Munroe to safely accommodate a full sidewalk from Sierra Blvd to the pedestrian crossing without undermining the stability of the levee.

Pedestrian access from apartments on Sierra and Fulton and for Vista residents to get to Loehman's Plaza and bus stop on Munroe (west side) is difficult but doable. From the Munroe, Sierra Blvd. and Fulton intersection they walk on the sidewalks on the west side of Fulton. To get to the bus stop pedestrians may jay walk from the west side of Fulton to the east side and then go between the businesses to Munroe's bus stop or go directly into the back side of Loehman's Plaza. The safer choice to shopping is to walk down to the crossing at Fulton and Fair Oaks Blvd.

Recommendations on Concept 3A:

1. Crossing from Munroe up the levee to Lilac should permanently be blocked off. It undermines the structure of the levee and is unsafe for pedestrians.
2. Eliminate the proposed stoplight and pedestrian crossing on Munroe at the u turn going north from Munroe to Fulton unless it can be done without undermining the stability of the levee and safely accommodating a full sidewalk. Traffic synchronizing at the Sierra/Fulton intersection presently works here with the middle lane u turn.
3. Complete the existing bike lane on east side of Munroe to Sierra Blvd.
4. Should the "On the Y" bar be renovated or removed, pedestrian access along Munroe should be addressed. There is no sidewalk connecting the Sierra/Fulton intersection and the west side of Munroe, and the sidewalk along the west side of Munroe in front of the "On the Y" bar is narrow and unsafe.
5. If a project on the vacant lot on the west side of Fulton Avenue at the blind curve receives final approval, traffic speed needs to be reduced (with speed bump or other?) to insure cars going into or out of the new 2 story office building avoid collision with traffic at the curve on Fulton.



Lisa Smith, President
SOVNA Board of Directors
Lsmith5676@gmail.com
834-2666

October 5, 2016

Mr. Matthew Darrow
Sr. Transportation Engineer
Sacramento County
Via e-mail: darrowm@saccounty.net

Re: Proposed Improvements
Fair Oaks Boulevard (between Howe & Munroe)

Mr. Darrow,

Thank you for meeting with a significant percentage of the commercial property owners within the above referenced corridor to discuss the pros and cons of the various concepts presented by Fehr & Peers.

Our group has discussed the various concepts and we are recommending some near term improvements as well as some complimentary long-range plans for consideration. It is our understanding that the near term plans would be implemented within the next two years (2018) while the long-range plans are subject to funding which may reasonably take 12-20 years. While these plans are complimentary, we suggest that any future presentations offer two separate “Strip Maps”, one showing near term improvements and a second showing the long-range plans. The separation of the two will clarify what is imminent and that which is considerably in the future, aiding residents and owners in better understanding the realities of the contemplated improvements.

Near Term Improvements (2018): Suggestions & Comments:

- Add a Fair Oaks Blvd. pedestrian crossing near the driveway at Loehmann’s Plaza, shown in Concepts 1-3.
- Maintain the existing curb cuts, ingress/egress patterns and two-way traffic in and about the frontage roads. Maintaining the status quo in this area would preclude the installation of a second pedestrian crossing on the Boulevard between University and Fairgate Rd.
- Add an enhanced University Avenue pedestrian crossing at Fair Oaks Blvd., shown in Concept 1.
- Improve the pedestrian / bicycle crossing at the intersection of Fair Oaks Blvd. and Fulton (North side of Fair Oaks Blvd.) shown in Concepts 1 & 2.
- Provided it wouldn’t restrict automobile access to the north frontage road, consider adding a Fair Oaks Blvd., pedestrian crossing at University Avenue.

Long Term Planning: Suggestions & Comments

- Add a traffic signal with pedestrian crossings at Fair Oaks Blvd. & University Avenue, shown in Concept 3.
- Add a traffic signal with pedestrian crossings at Fair Oaks Blvd. & Fairgate/Fulton, shown in Concept 3.
- Maintain existing two-way traffic on frontage roads.
- Maintain existing curb cuts (or at least one on each side) in the middle of the frontage roads. The curb cuts in question are currently located at Piatti and Pavilions on the north side and at McDonalds and Ettore's on the south side of the Boulevard. The proposed removal of these curb cuts (concepts 1-3) would cause access issues (i.e. hair pin turns at Fairgate on the south and at extension of University on the north) and significant stacking problems at the new traffic signals.
- Add protected bikeways on Fair Oaks Blvd in place of the third lane of traffic, shown in Concept 3.

Thank you for taking the time to review the various concepts with us and for listening to our concerns and suggestions. There are trade-offs with each concept but the owners / owner representatives listed below have reviewed, discussed and are in support of the above referenced seemingly pragmatic suggestions.

We look forward to viewing the model of a preferred alternative when we meet on October 24th at 11:00 at your office at 827 7th Street.

Best regards,

David Swanson
Fritz Brown
Roy Jacobes
Thomas MacBride, Jr.
John Saca
Michael Stumbos
Jon Gianulias
Teran Stokes – Donahue Schriber
Brian Vail
Bill Andrews – Inter-Cal Real Estate
Jack Jakosky

CC: Howard Schmidt

APPENDIX H

PLANNING COMMISSION RESOLUTION NO. PLNP 2017-00209

BOARD OF SUPERVISORS RESOLUTION NO. 2017-0884




County of Sacramento

MEMORANDUM

DATE: November 4, 2017

TO: Office of Planning and Environmental Review

FROM: FLORENCE EVANS, Clerk 
Planning Commission

SUBJECT: PLNP2017-00209 – Fair Oaks Boulevard Complete Master Plan - (Arden Arcade/Lundgren) – A General Plan Amendment For A Portion Of Fair Oaks Boulevard Between Howe Avenue And Munroe Street And Fulton Avenue Between Fair Oaks Boulevard And Sierra Boulevard In The Arden Arcade Community.

The County Planning Commission, meeting in regular session on October 23, 2017, voted 4-1 (Commissioner Stanley voted No) to recommend the Board of Supervisors take the following actions:

Determine that the environmental analysis is adequate and complete and adopt the Negative Declaration and adopt the Fair Oaks Boulevard Complete Street Master Plan. The Planning Commission directed the Department of Transportation to complete plans, specifications, and construction cost estimates for the Phase One improvements; adopted the Mitigation Monitoring and Reporting Program and adopted Resolution No. 2017-COPC-0010 recommending that the Board of Supervisors approve the General Plan Amendment to the Transportation Plan of the Circulation Element for the two roadway segments, subject to the findings listed in this report.

FE: rmw

Cc: File
Applicant

RESOLUTION NO. 2017-COPC-0010

RESOLUTION OF THE PLANNING COMMISSION RECOMMENDING APPROVAL OF
A GENERAL PLAN AMENDMENT TO THE BOARD OF SUPERVISORS OF
SACRAMENTO COUNTY

WHEREAS, the Planning Commission, after proper notice, conducted public hearings relating to an amendment to the County General Plan; and,

WHEREAS, after public input and due deliberation, the Planning Commission has determined that the General Plan Amendment is appropriate and desirable;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the County of Sacramento does hereby recommend approval of an amendment to the County General Plan, to include the following:

Exhibit "A" amends the General Plan Circulation Element, Transportation Plan to change the designation of Fair Oaks Boulevard from Howe Avenue to Munroe Street from a Thoroughfare to a Smart Growth Street, and Fulton Avenue from Fair Oaks Boulevard to Sierra Boulevard from a Local Street to a Smart Growth Street.

On a motion by Commissioner Reiners, seconded by Commissioner Martinson, the foregoing Resolution was passed and adopted by the Planning Commission of the County of Sacramento this 23rd day of October 2017, by the following vote, to wit:

AYES: Commissioners: Hom, Martinson, Reiners, Shelby.

NOES: Commissioner: Stanley

ABSENT: None

ABSTAIN: None

RECUSAL: None
(PER POLITICAL REFORM ACT (§ 18702.5.))



Chair of the Planning Commission
of Sacramento County, California




Secretary to the Planning Commission

RESOLUTION NO. 2017-0884

RESOLUTION OF THE BOARD OF SUPERVISORS, OF THE COUNTY OF SACRAMENTO, STATE OF CALIFORNIA, ADOPTING THE FAIR OAKS BOULEVARD COMPLETE STREET MASTER PLAN

WHEREAS, The Sacramento County Department of Transportation (DOT) received a grant from the Sacramento Area Council of Governments (SACOG) 2014 Bicycle and Pedestrian Funding Program to study and implement pedestrian crossing improvements along Fair Oaks Boulevard; and

WHEREAS, this funding also allowed the County to explore and master plan for the long term vision of the corridor and design a compatible near-term project that directly addressed pedestrian crossing needs; and

WHEREAS, public outreach in the Master Plan study area occurred through a series of four public workshops and one field review between October 2014 and November 2016.; and

WHEREAS, the General Plan of the County of Sacramento identifies Fair Oaks Boulevard and Fulton Avenue as Candidate Smart Growth Street Corridors; and

WHEREAS, the County has prepared the Fair Oaks Boulevard Complete Street Master Plan that employs a holistic corridor planning analysis consistent with the General Plan's Smart Growth Street Vision, and implements the Arden-Arcade Community Plan and the County's Pedestrian and Bicycle Master Plan with a multi-modal approach to transportation improvements;

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Sacramento does hereby adopt the Fair Oaks Boulevard Complete Street Master Plan.

BE IT FURTHER RESOLVED that "Exhibit A" is hereby incorporated into and made a part of this resolution adopting the Fair Oaks Boulevard Complete Street Master Plan.

Resolution Of The Board Of Supervisors, Of The County Of Sacramento, State Of California,
Adopting The Fair Oaks Boulevard Complete Street Master Plan

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On a motion by Supervisor **Peters**, seconded by Supervisor **Serna**, the foregoing Resolution was passed and adopted by the Board of Supervisors of the County of Sacramento this 13th day of December, 2017, by the following vote, to wit:

AYES: Supervisors, Frost, Kennedy, Nottoli, Peters, Serna

NOES: None

ABSENT: None

ABSTAIN: None

RECUSAL: None

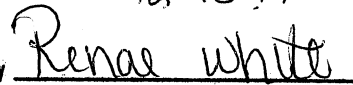
(PER POLITICAL REFORM ACT (§ 18702.5))



Chair of the Board of Supervisors
of Sacramento County, California


for Clerk, Board of Supervisors

In accordance with Section 25103 of the Government Code of the State of California a copy of the document has been delivered to the Chair of the Board of Supervisors, County of Sacramento on 12-13-17

By 
Deputy Clerk, Board of Supervisors

FILED
BOARD OF SUPERVISORS

DEC 13 2017

By 
Clerk of the Board