

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.



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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 re 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.



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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.

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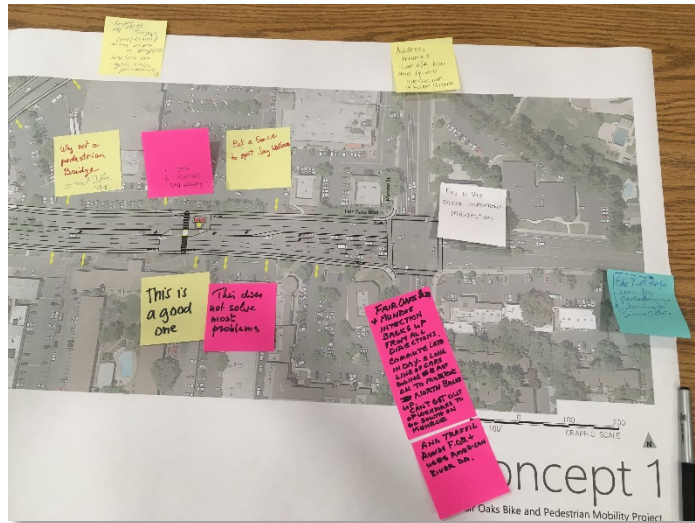
September 15, 2016, 5:30- 7:00 P.M.

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>

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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

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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

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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

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- 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.