

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



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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

Notes:
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.

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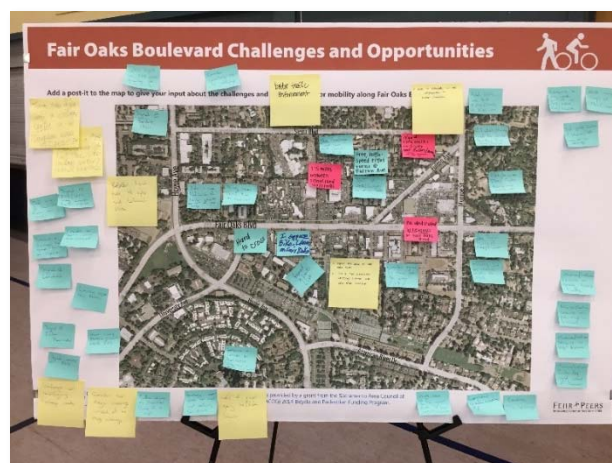
BICYCLE FACILITIES		
Alternative	Support (# of Stickers)	Do Not Support (# of Stickers)
Existing Conditions (Two-way automobile traffic)	6	10
Shared Frontage Lanes	2	14
Bicycle Lane added to Frontage Road	15	5
Two-way Cycle Track or Off-Street Bike Path	18	8
One-way Protected Bikeway (Adjacent to Fair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



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- 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

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- 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

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- 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.

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- 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

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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.