

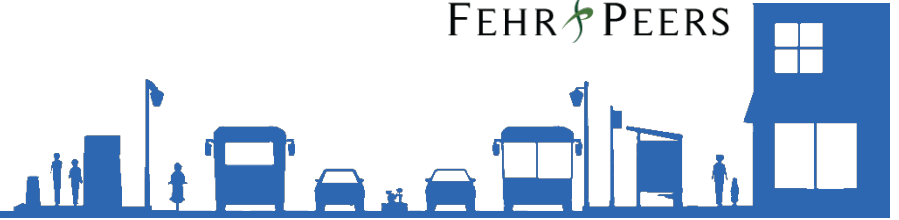


Fair Oaks Boulevard Complete Streets Project

Department of Transportation
Public Workshop #4 - 11/2/16

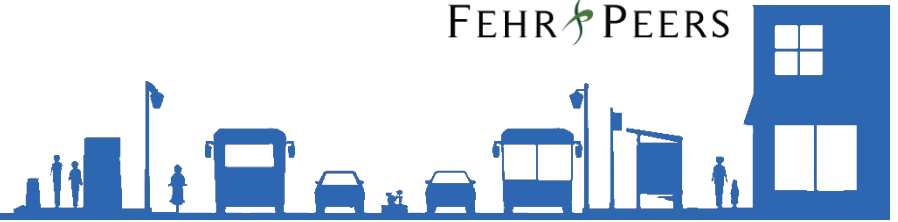
Matt Darrow, PE – Sacramento County
Adrian Engel, PE – Fehr & Peers

Project Funding

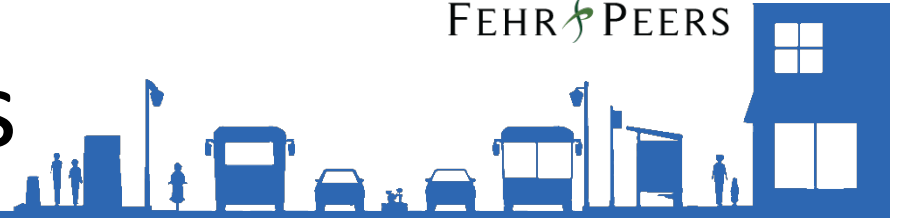


- Project funding is provided by a grant from Sacramento Area Council of Governments (SACOG) 2014 Bicycle and Pedestrian Funding Program

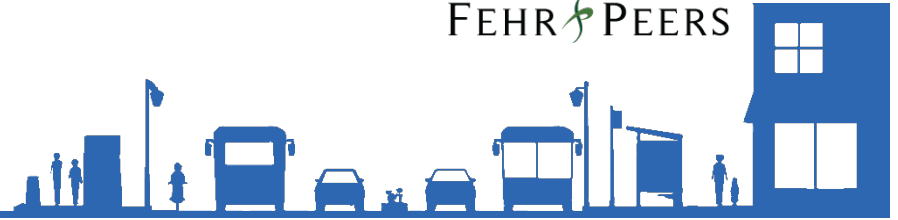
Project Area



Project Objectives

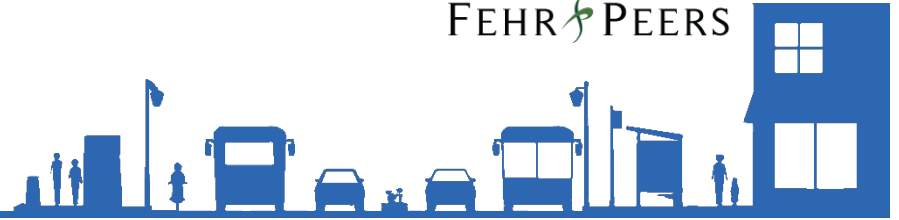


- Improve mobility of pedestrian, bicyclists, motorists and transit
- Create a sense of place and center of activity
- Strengthen neighborhood cohesiveness
- Stimulate economic development



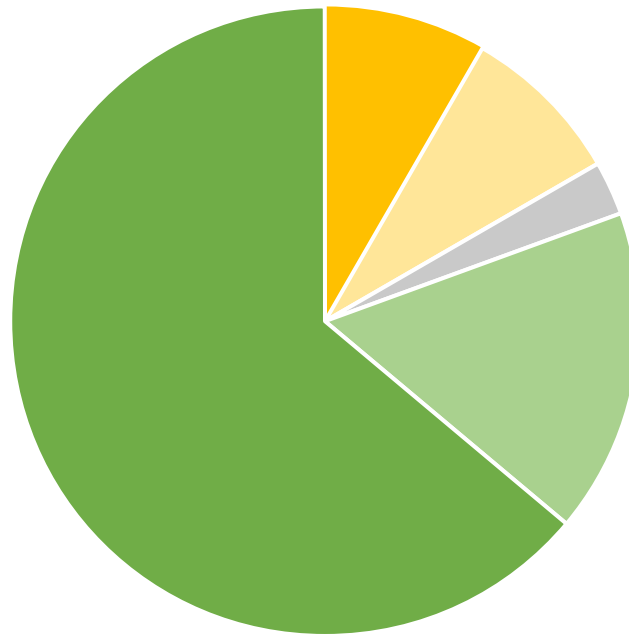
- Develop multimodal streetscape master plan for Fair Oaks Boulevard from Howe Avenue to Munroe Street
- Construct two signalized pedestrian crossings on Fair Oaks Boulevard as Phase 1

Do Something

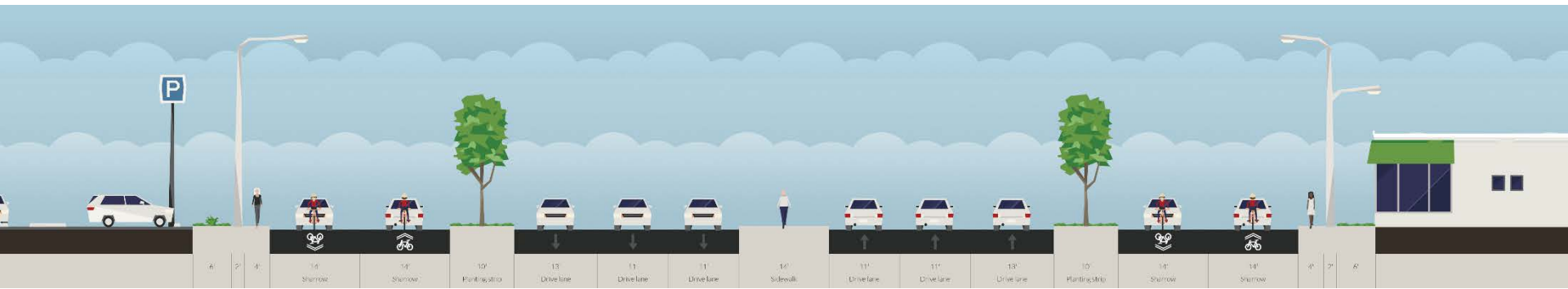
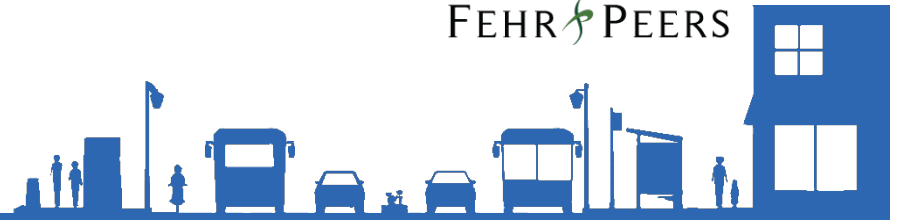


Do you support making changes to the corridor?

- Do Nothing
- Minor changes
- Neutral
- Moderate changes
- Substantial Changes

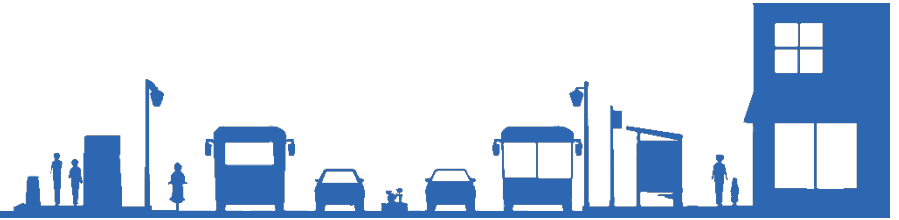


Concept 1

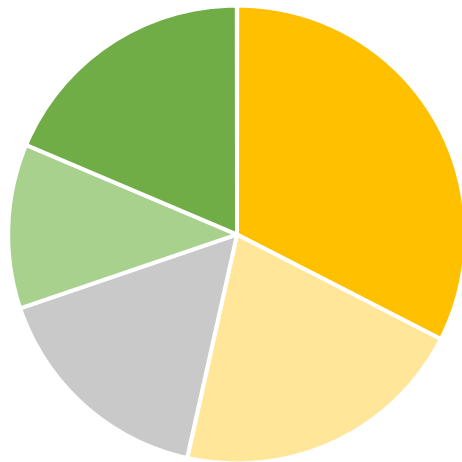


- 6 Travel Lanes, Two-way Frontage
- 3 New Pedestrian Crossings
- Sidewalk Enhancements
- Bike Route with Frontage Roads
- Bike Lanes on ends of Fair Oaks Blvd
- Minimal Changes to Traffic Patterns

Concept 1

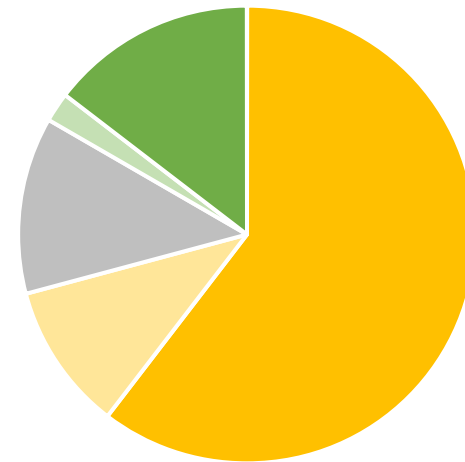


Do you support **Concept 1** (6 lanes, pedestrian signals, bike routes, improved sidewalks)?



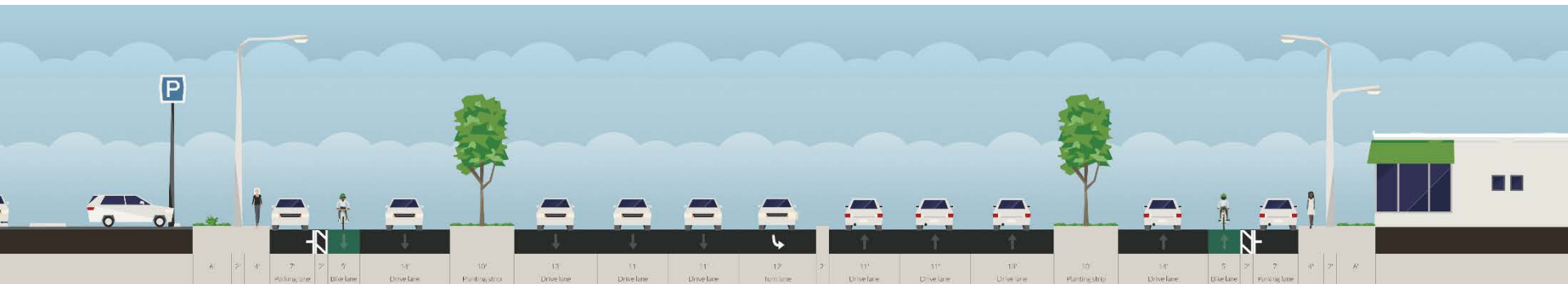
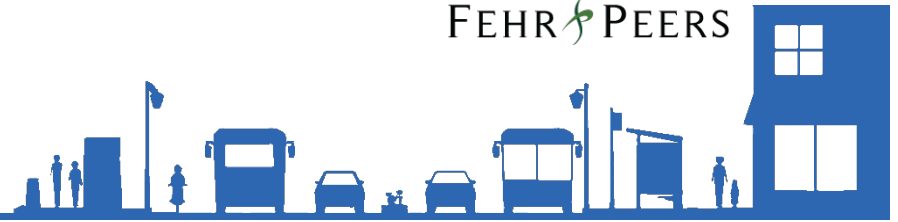
- Do Not Support
- Little Support
- Neutral
- Support
- Strongly Support

Would you consider replacing auto trips with walking or riding a bike with **Concept 1**?



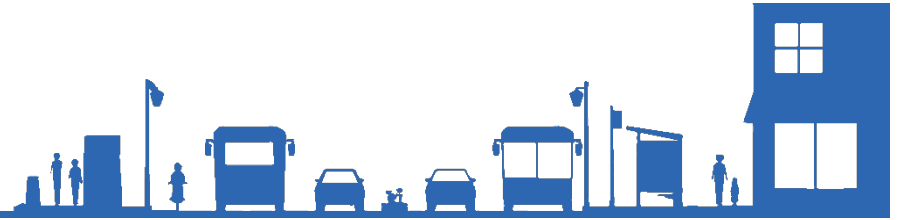
- Very Unlikely
- Unlikely
- Neutral
- Likely
- Very Likely

Concept 2

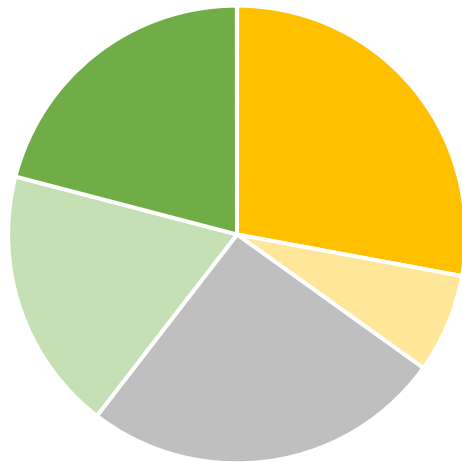


- 6 Travel Lanes, One-way Frontage
- 3 New Pedestrian Crossings
- Sidewalk Enhancements
- Bike Lanes with Frontage Roads
- Bike Lanes on ends of Fair Oaks Blvd
- Moderate Changes to Traffic Patterns

Concept 2

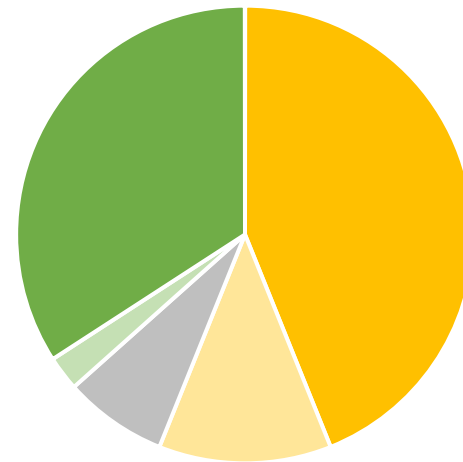


Do you support **Concept 2** (6 lanes, pedestrian signals, bike routes, improved sidewalks)?



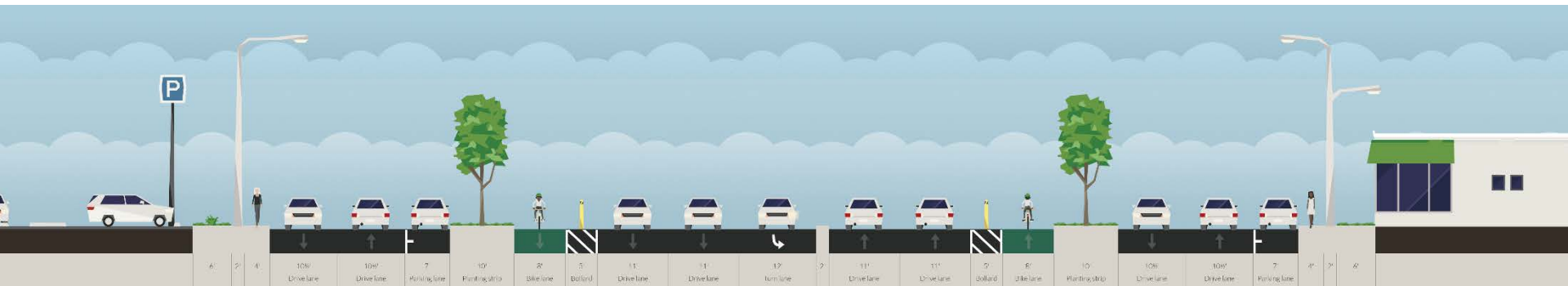
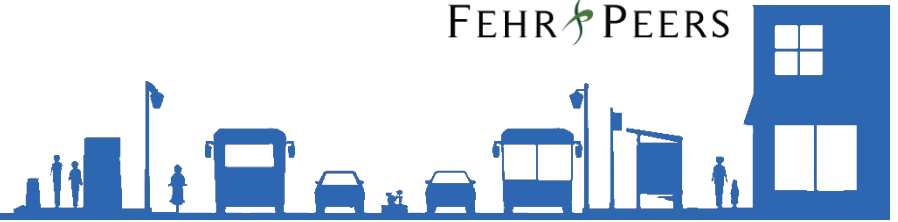
- Do Not Support
- Little Support
- Neutral
- Support
- Strongly Support

Would you consider replacing auto trips with walking or riding a bike with **Concept 2**?



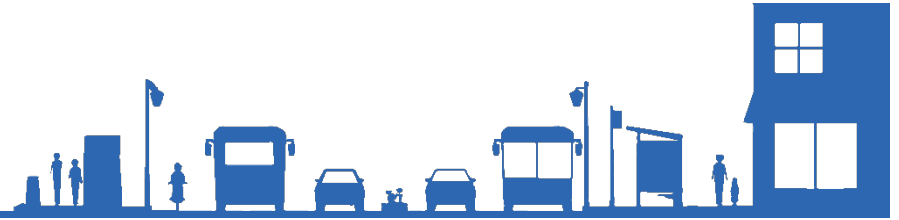
- Very Unlikely
- Unlikely
- Neutral
- Likely
- Very Likely

Concept 3

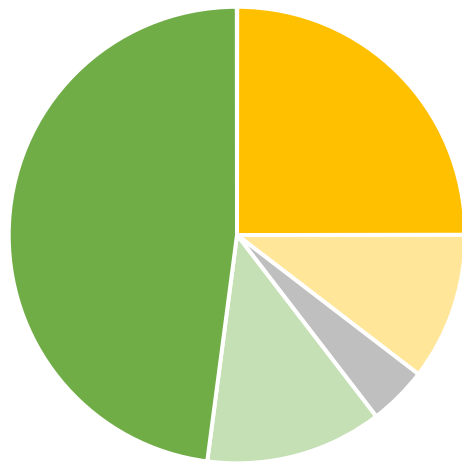


- 4 Travel Lanes, Two-way Frontage
- 4 New Pedestrian Crossings
- Sidewalk Enhancements
- Protected Bikeways on Fair Oaks Blvd
- Major Changes to Traffic Patterns
- Sierra Intersection Modifications

Concept 3

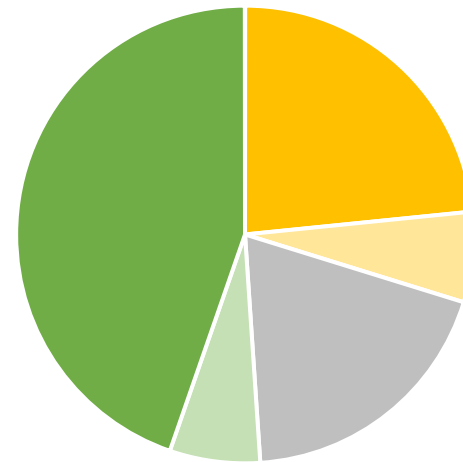


Do you support **Concept 3**
(4 lanes, signals at Fulton and
University, protected
bikeways, improved walks)?



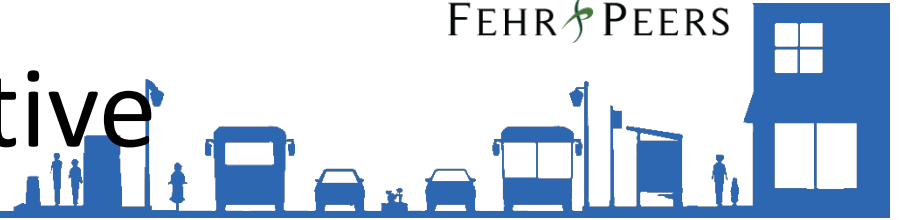
- Do Not Support
- Little Support
- Neutral
- Support
- Strongly Support

Would you consider replacing
auto trips with walking or
riding a bike with **Concept 3**?

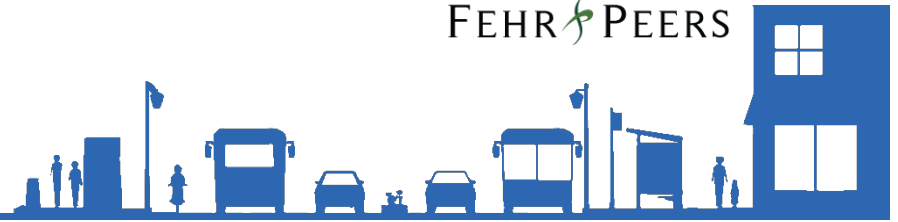


- Very Unlikely
- Unlikely
- Neutral
- Likely
- Very Likely

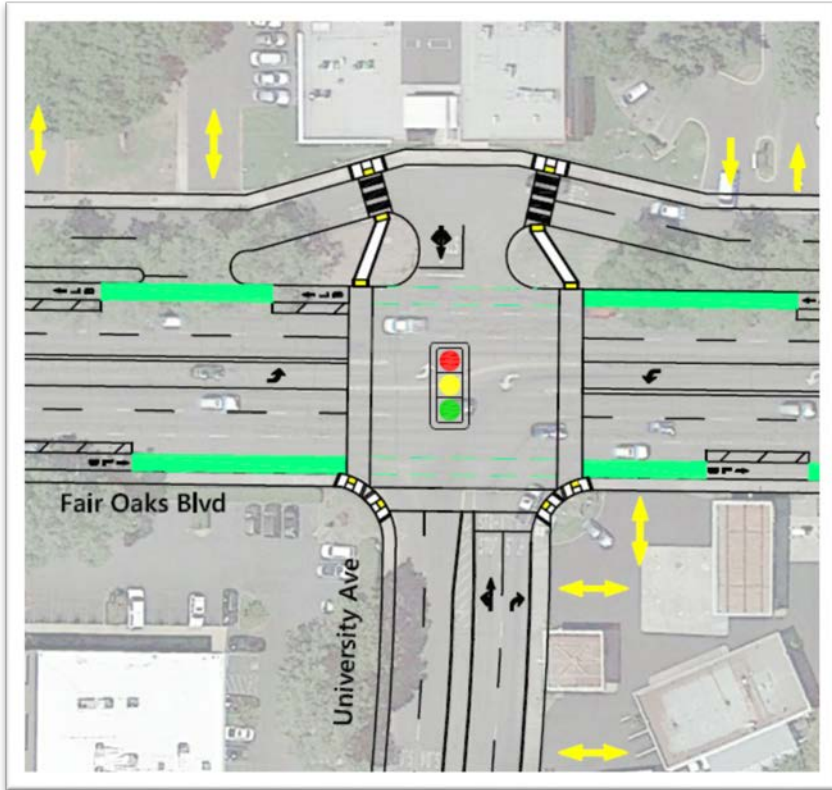
Preferred Alternative



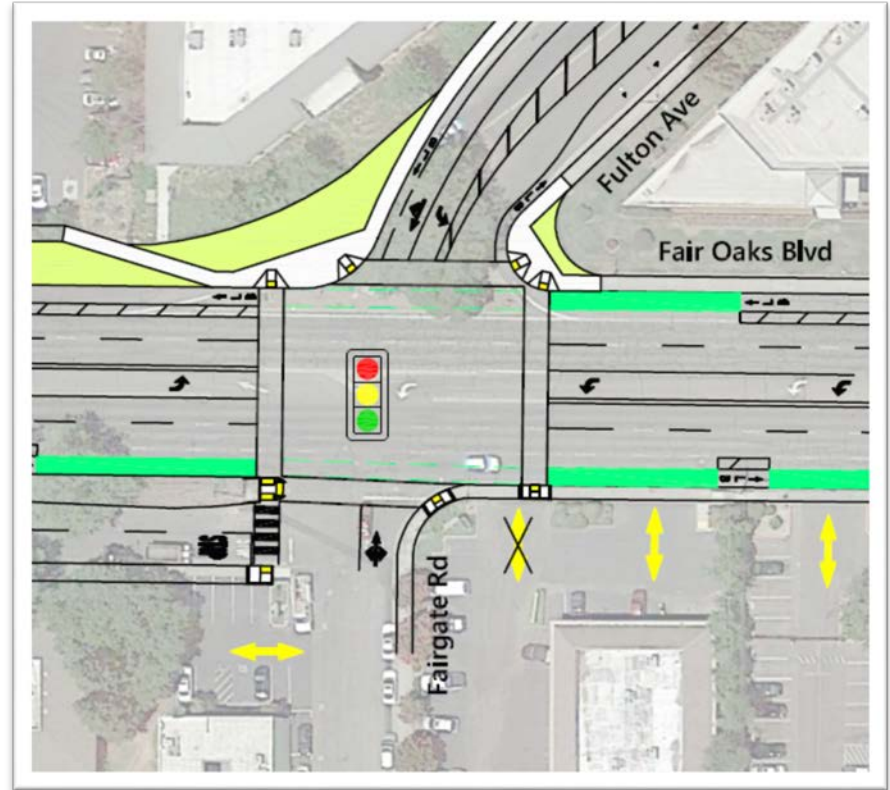
- Enhanced pedestrian environment
- Two signalized pedestrian crossings
- Two new all mode traffic signals
 - University Ave and Fulton Ave
- Modified Sierra Blvd signal (Alt 3B)
- Two-way frontage roads
- 4 lanes on FOB with protected bikeway
- Additional landscaping and trees



Traffic Signals

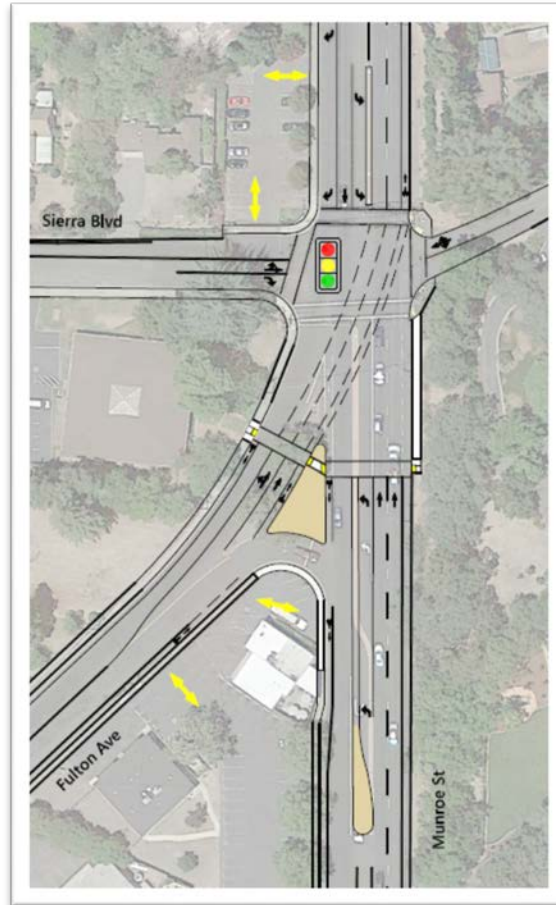
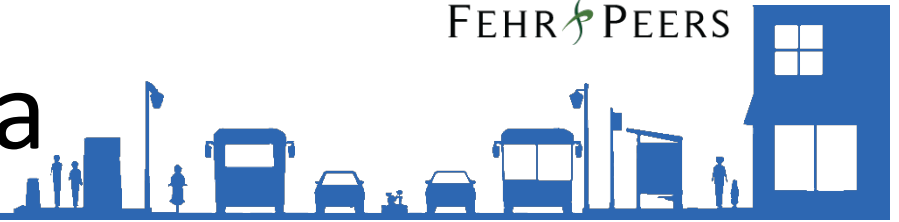


Fair Oaks Blvd / University Ave



Fair Oaks Blvd / Fulton Ave / Fairgate Rd

Munroe and Sierra



Improved 5-legged Intersection

Protected Bikeway

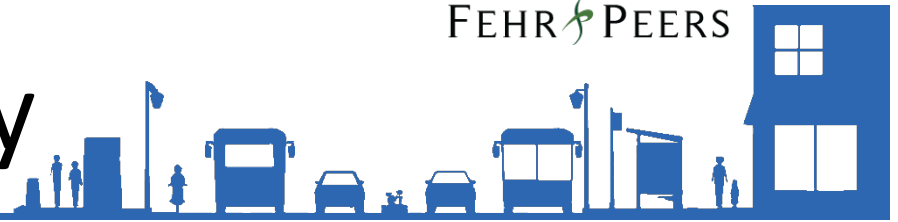
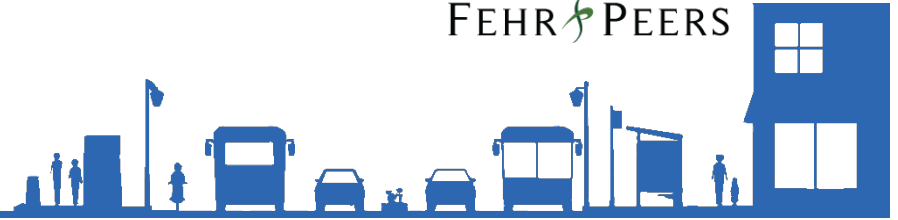


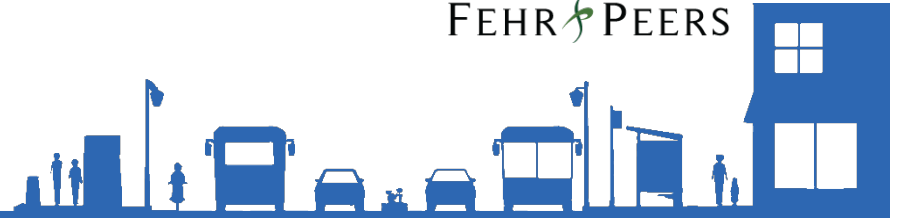
Photo: Nick Falbo

Preferred Alt.



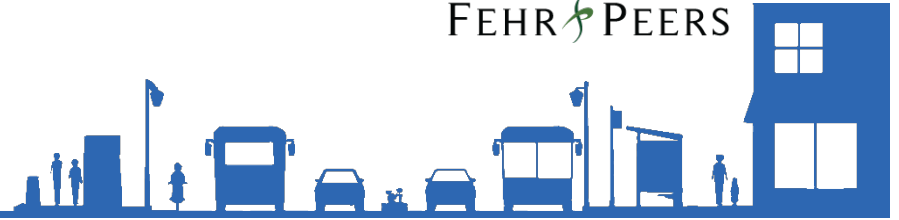
	Non-Peak Condition	Peak Conditions		
Performance Measure	Existing	Existing	Phase 1	Preferred Alternative
Average Travel Time	1.5 minutes	2.1 minutes	2.7 minutes	3.3 minutes
Travel Speed	45 mph	33 mph	22 – 33 mph	20 mph

Outside of FOB

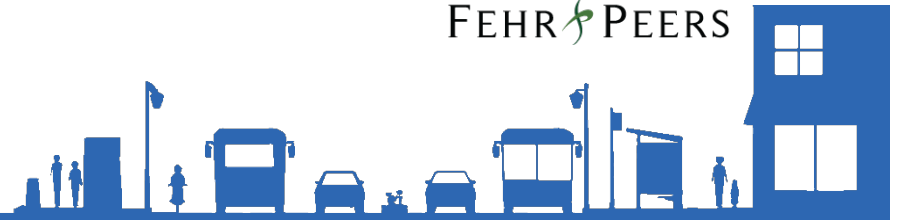


- Sidewalk improvements along FOB east of Munroe St.
- Fill sidewalk gaps on Sierra Blvd
- Bicycle Connections to American River Parkway
- Pedestrian crossing on Fulton Ave
- Collaborate with City for pedestrian crossing of Munroe St. near Latham Drive

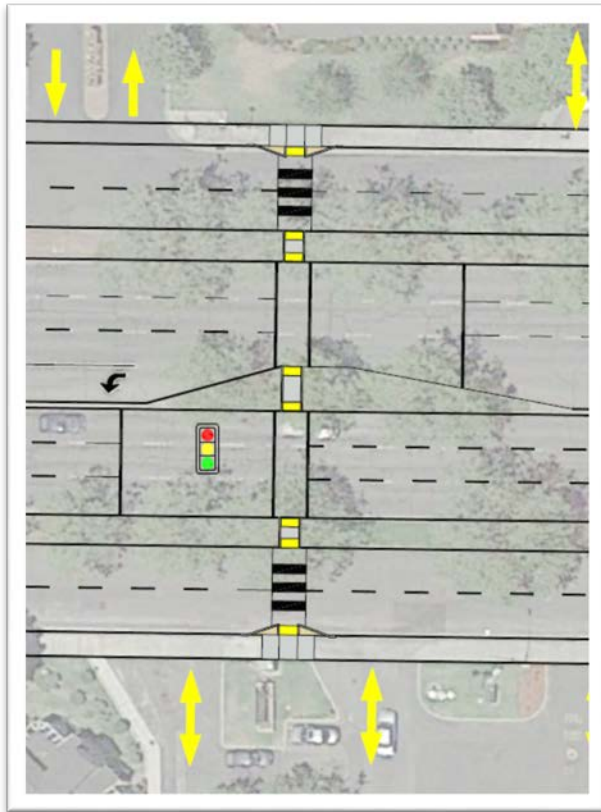
Phase 1



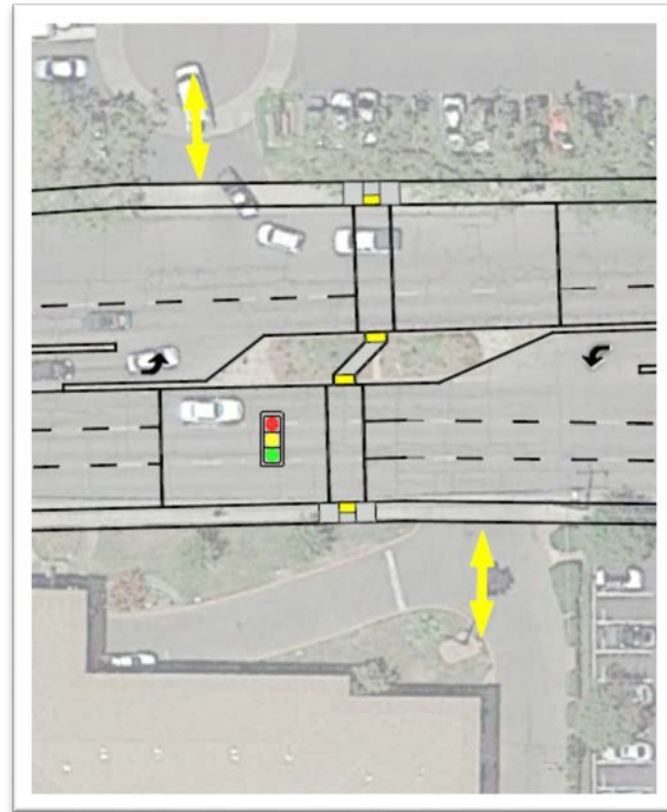
- Two new pedestrian crossings
 - Loehmann’s Plaza & Pavilions
 - Traditional signal heads (interim)
 - High visibility markings and bulb outs on frontage roads
 - Maintain existing median openings and evaluate operations



Phase 1

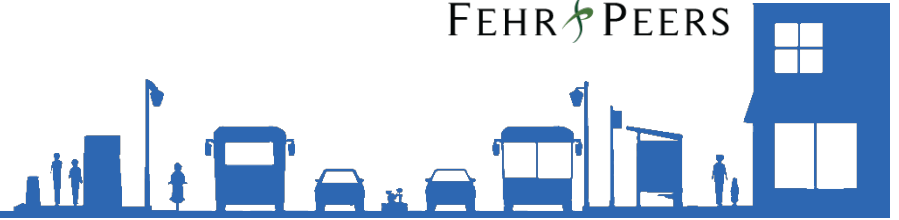


Near Talbotts and
McDonalds



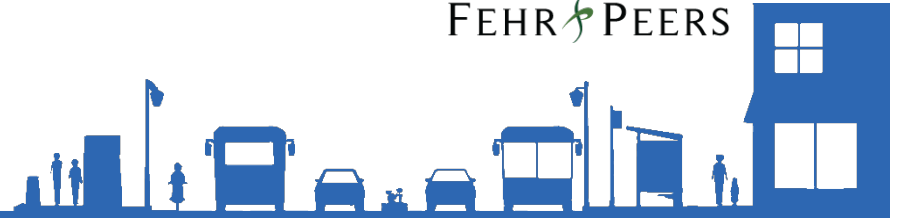
Near Loehmann's Plaza
and Sierra Fair Apts

Costs



- Phase 1 – Two new pedestrian signals with related curb and sidewalk enhancements
\$700,000
- Preferred Alternative – Pedestrian enhancements, two new signals, protected bikeway, Trees and median improvements
\$6,500,000 - \$8,000,000

Next Steps



- Finalize Draft of Master Plan
- Environmental Clearance
- Preliminary Engineering of Phase 1
- Planning Commission and/or CPAC
- Board of Supervisors