

FAIR OAKS LANE TRAFFIC and SAFETY

Transportation Committee Meeting

May 13, 2014

By

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Background/History

- 1985 Petition with 100 resident signatures to:
 - Make Fair Oaks Lane a “Local” Street
 - Enforce 25 mph speed limit. Results: Can’t be done
- 1996 - 2007: Various Actions
 - Police Chief Cader speed ticket counts by officer. Result: Huge ticket count, then discontinued
 - Heavy truck through traffic restrictions. Result: Little enforcement
- 2007 - 2008 Major effort by residents to install speed humps.
 - Fair Oaks Lane traffic study approved by Council. Never done.
- 2012: June 29, Council directs staff to evaluate preparation of Town Traffic Calming Policy. Nothing done.
- **Conclusion: Town gives our traffic concerns low priority.**

Fair Oaks Lane Unique Features

- Atherton's only curving "Collector" street
- Second highest Collector street traffic – After (straight & wide) Atherton Ave.
- Many blind driveways and feeder streets
- Part of fastest route (with Atherton Ave) between 101 and 280
- Most vehicles are through-traffic by non-residents
- High truck traffic including construction & gardeners to/from Non Fair-Oaks Lane neighborhood places

Neighborhood Traffic

Source	Homes	Entry Points
Fair Oaks Lane - direct access (Driveways)	20	20
Fair Oaks Lane - 3 Cul-de-Sacs, 1 Private Lane	18	4
Feeder streets (Virginia, McCormick, Mt. Vernon)	31	3
Lloyden Drive – From Lloyden Park	82	1
Station Lane – From Walnut, Maple, Ashfield	85	1
Total	236	29

Fair Oaks Lane 2007 Speed Survey

Vehicles per Day (Wednesday 10/24/07)

	0 -15 mph	15 – 30 mph	30 – 45 mph	Over 45 mph	Total Vehicles Per Day
Eastbound	648	625	644	620	2,537
Westbound	607	648	659	684	2,598
Total	1,255 24.4%	1,273 24.8%	1,303 25.4%	1,304 25.4%	5,135 100%

Weekday Peak Hour Vehicle Counts* (Fair Oaks Lane @ El Camino)

	A M Peak 7:45-8:45	P M Peak 4:00-5:00	Average Peak
Eastbound – From El Camino	333 per hr	313 per hr	323 per hr
Westbound – To El Camino	376 per hr	233 per hr	304 per hr
Total	709 per hr	546 per hr	627 per hr
Time between vehicles	12 seconds	9 seconds	10.5 seconds

Average vehicles per weekday 4,800 (Excludes traffic accessing East of El Camino)

*Based on 10/29/13 study for Civic Center Master Plan

Fair Oaks Lane Traffic Calming Survey

March, 2008

	TOTAL	Fair Oaks Lane East	Fair Oaks Lane West	Virginia Lane	McCormick Lane	Mt Vernon Lane
Number Surveys Sent	77	20	20	8	15	14
Number Returned	40	10	10	6	7	7
Not in favor	11	2	5	1	2	1
3 way stop Virginia Yes	14	3	2	3	3	3
3 way stop Virginia No	0	0	0	0	0	0
Speed Humps Yes	19	7	3	4	2	3
Speed Humps No	1	0	1	0	0	0
Police Enforce Yes	12	5	3	3	1	0
Police Enforce No	0	0	0	0	0	0
Other - 3 way stop Mt Vernon	1					1
Total Items checked	58	17	14	11	8	8

Speed Humps and Emergency Response Time

- Emergency services oppose speed humps. Claim response time delay.
- Reality: Assume Fair Oaks Lane is 0.7 miles long
 - With speed humps: Time to travel 0.7 miles @ 25 mph = 1.68 min.
 - No speed humps: Time to travel 0.7 miles @ 40 mph = 1.05 min.
 - Maximum Speed hump delay = 0.63 min = 38 seconds
- Fair Oaks Lane fire route is via Palmer Lane. Chicanes in County section slow all vehicles to way under 25 mph
- Atherton police response time is under 2 minutes.
 - 38 sec may be significant. But, 40 mph on Fair Oaks Lane? Danger!!
- Conclusion: Speed humps have little affect on F.O.L. response time.

Current Resident Concerns

Concern	Alternatives	Pros	Cons	Preference
Traffic Speed and Volume	Stop Signs Speed Humps Speed Limit Enforcement	Low Cost Self Enforces speed limit	All must stop Capital Cost Cost, ill will	Speed Humps
Heavy Trucks	Exclude to/from W. Atherton Speed humps	Fewer F.O.L. Big Trucks May some	Hard to enforce	Exclude W Athrtn Speed Humps
Road Edge Drop-off	Don't resurface, Rebuild Fill adjoining land	Best for Long Term Low Cost	Cost, Disruptions Drainage Probs	Rebuild with edge like Atherton Ave. Seek Funding

Recommended Next Steps

- Prepare Traffic Calming/Speed Hump Policy (Copy/modify, don't reinvent)
- Reactivate 2008 consultant traffic study. Focus on speed humps.
- Evaluate excluding heavy trucks to/from West Atherton.
- Develop long term plan for rebuilding F.O.L. roadway. Don't add more resurfacing layers.