

FREEPORT BOULEVARD TRANSPORTATION PLAN

Adopted February 2023



ACKNOWLEDGMENTS

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1. INTRODUCTION

IN THIS CHAPTER

- PROJECT BACKGROUND
- SAFETY
- PURPOSE AND GOALS
- RECENT AND CONCURRENT PLANNING PROCESSES
- COMMUNITY PLANNING PROCESS
- COMMUNITY ENGAGEMENT METHODS
- PROJECT SCHEDULE

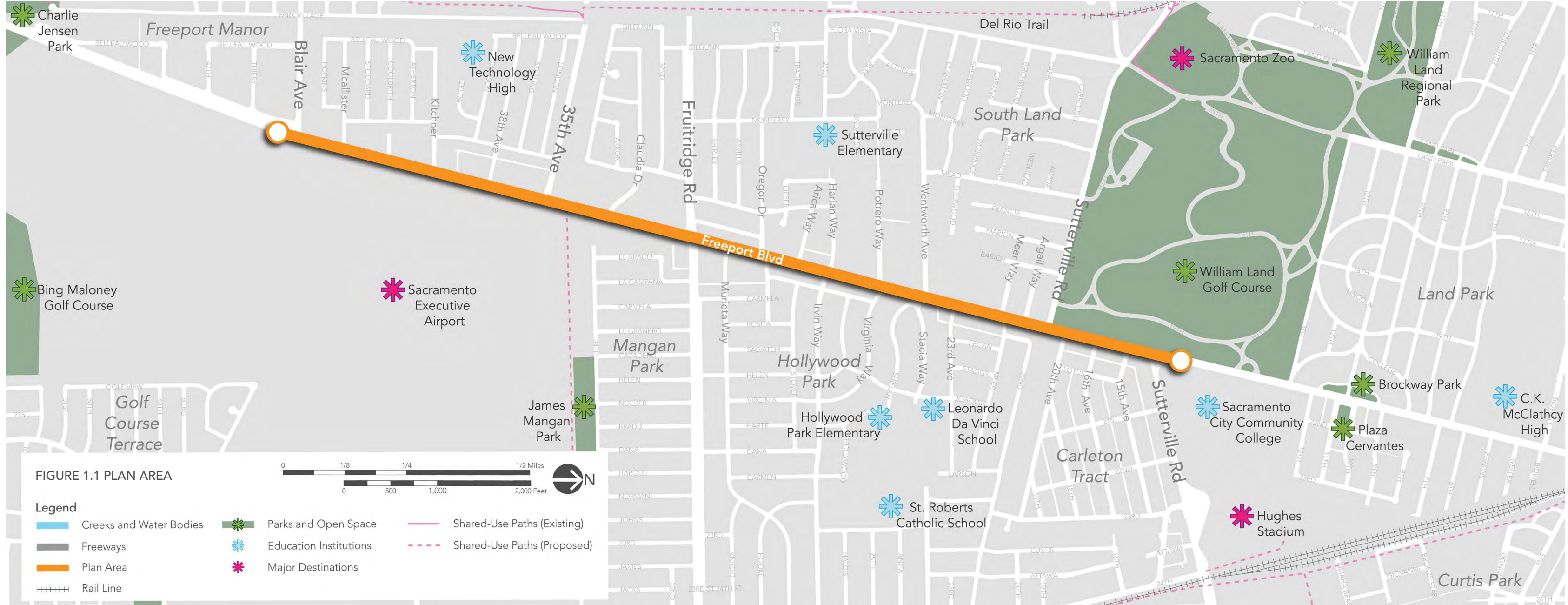
PROJECT BACKGROUND

The **Freeport Boulevard Transportation Plan** was conceived in response to community interest in improving transportation safety and mobility on Freeport Boulevard. Located on the Vision Zero High Injury Network (HIN), Freeport Boulevard is a commercial corridor with frequent crash patterns identified in the Vision Zero Action Plan. The corridor provides access to a mix of retail, restaurant, and community services and has a rich diversity of Hispanic and Asian residents and businesses. Multiple community groups have self-organized to give voice to the transportation, mobility, and safety concerns of the corridor that have culminated in the new designs, strategies, and concepts included in this plan.

Plan Area

The Plan Area for Freeport Boulevard spans 1.7 miles from Sutterville Road in the North to Blair Avenue in the South. The Plan Area is surrounded by a mix of neighborhoods with a variety of housing types, vibrant and diverse businesses, a range of community services, and has connections to various parks, open spaces, and trails, as shown in **Figure 1.1**. This includes Sacramento City College, William Land Regional Park and Golf Course, schools, and the Sacramento Executive Airport.

(Note: due to the length of the Plan Area and the need to clearly present information, all figures in this plan orient Freeport Boulevard so north is facing to the right of the page).



SAFETY

The priority objectives of this project are to improve transportation **safety** and **mobility** on Freeport Boulevard for all users of the street.

In 2018, the City of Sacramento developed a Vision Zero Action Plan to prioritize safety improvements and make progress toward eliminating all traffic fatalities. The Action Plan identified a city-wide High Injury Network (HIN), representing corridors with the **highest numbers of fatal and serious crashes** involving those walking, bicycling, and driving. **Freeport Boulevard was classified as a High Injury Network street** (see **Figure 1.2**). The Vision Zero Action Plan found that 79% of collisions resulting in death or serious injury occurred on 14% of the street network.

Freeport Boulevard also intersects with other HIN corridors. From January 2016 to December 2020, **70 crashes** occurred along Freeport Boulevard from Sutterville Road to Blair Avenue. Of all crashes along Freeport Boulevard, the proportion of crashes involving people driving has **steadily increased** since 2017, and the proportion of crashes involving people walking has **increased** 200% from 2017 to 2019. See Appendix A - Technical Analysis for more details on crash data.

The Vision Zero Action Plan identified a disproportionate number of crashes occurring on commercial corridors, and includes a crash typology and a series of countermeasures to reduce those crashes. Countermeasures tackle crash reduction from multiple angles: street design, enforcement, and education.

The Vision Zero Action Plan outlines short-term and long-term actions to reach desired Vision Zero outcomes including the following strategies:

- » Incorporate Vision Zero safety principles into all future City plans and design documents.
- » Provide ongoing safety-related training and support to City staff responsible for street design and enforcement activities.
- » Continue building the enhanced bikeway network consistent with the Bicycle Master Plan.

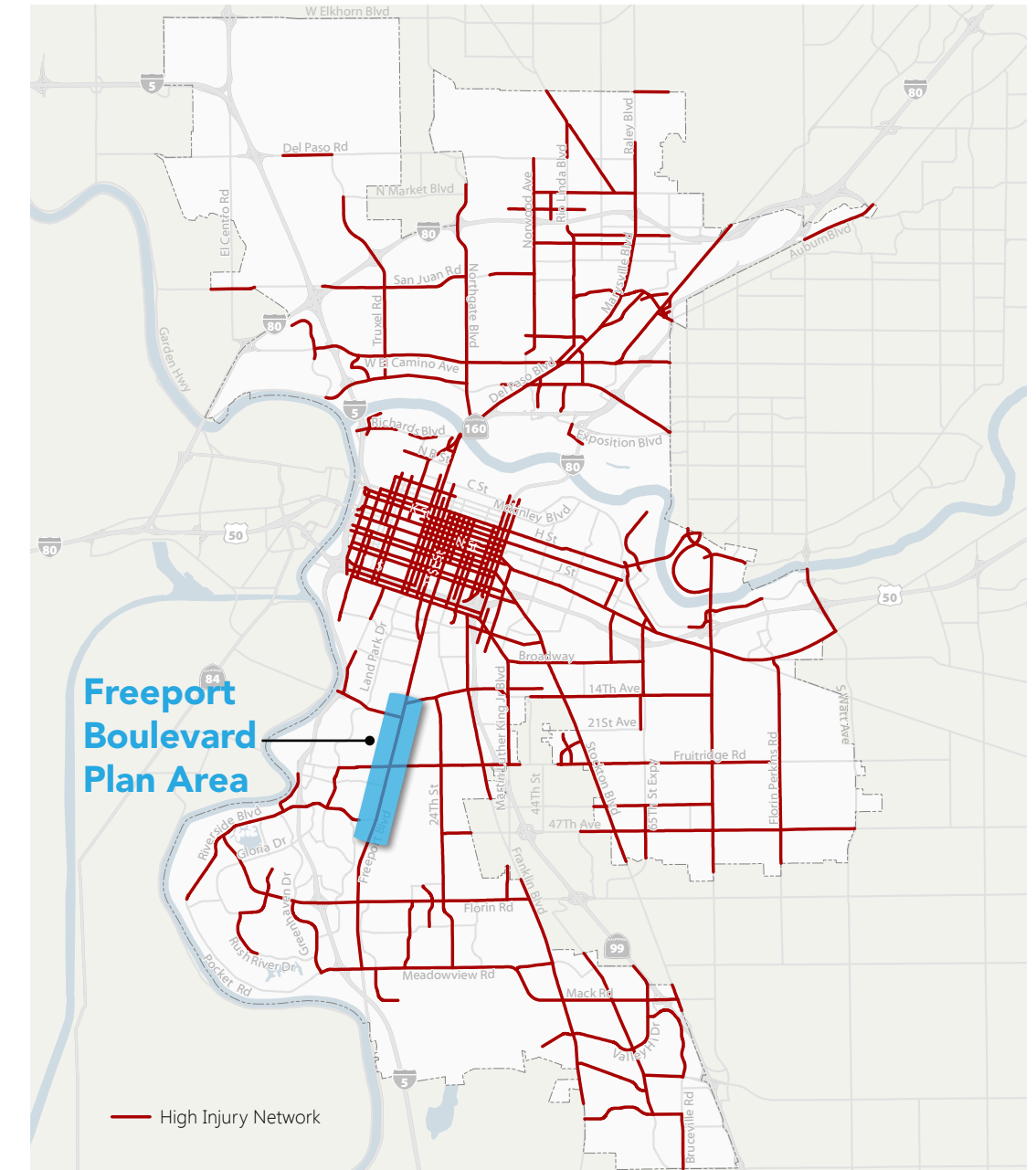


FIGURE 1.2 HIGH INJURY NETWORK AS IDENTIFIED IN THE VISION ZERO ACTION PLAN

PURPOSE AND GOALS

The City of Sacramento (City) launched a comprehensive, community-focused planning effort in early 2021. This planning effort resulted in a series of community-supported conceptual street designs for Freeport Boulevard. Design concepts are organized by planning level design concepts and cost estimates. This will help the City and partner agencies pursue funding to implement street improvements. To achieve these outcomes, the City has identified the following six overarching project goals shown on the right.



Goal A
Safety for all users



Goal B
Multi-modal mobility for people who walk, bike, take transit, and drive



Goal C
Community identity



Goal D
Meaningful and equitable community and stakeholder engagement



Goal E
Develop conceptual designs for short- and long-term improvements



Goal F
Coordinate and build upon previous and concurrent studies and initiatives

RECENT AND CONCURRENT PLANNING PROCESSES

Numerous previous and current planning projects are informing the Freeport Boulevard Transportation Plan. These efforts include a combination of citywide planning efforts, community efforts, and corridor plans (for a more comprehensive list of plans, see Appendix A):

- » **Sacramento General Plan 2035:** The General Plan’s Mobility Chapter addresses the current infrastructure and service needs of various modes of transport. The Plan calls for the creation of a balanced, multi-modal network that meets the needs of all road users, complete in Spring 2022.
- » **Land Park Community Plan, 2015:** The Plan provides information about Community opportunity areas and neighborhood level investments. According to the Plan, Freeport Boulevard is identified as a Commercial Corridor Revitalization opportunity area.
- » **Freeport Boulevard Walk Audit Report, WALK Sacramento, 2019:** The Freeport Boulevard Transportation Safety Committee partnered with WALK Sacramento to conduct a community Walk Audit. The walk Audit identified a range of current issues and opportunities to improve Freeport Boulevard.

COMMUNITY PLANNING PROCESS

The Freeport Boulevard Transportation Plan underwent an extensive community engagement process, which included a variety of engagement methods and activities (see Community Engagement Methods section) that encouraged City residents who live, work, or visit Freeport Boulevard to actively participate in the planning process.

Community engagement for the project was designed to:

- » Create community awareness of the project,
- » Listen to and understand community needs,
- » Utilize a variety of tools to record community feedback,
- » Gather input reflecting the diversity of the project area population,
- » Result in design recommendations that reflect community priorities, preferences and values, and
- » Build consensus and community buy-in to support future plan adoptions and implementations.

The project's three milestones were:

- » **Milestone #1 Community Vision:** Understand existing conditions and develop community vision.
- » **Milestone #2 Emerging Design Concepts:** Develop design concepts based on community feedback.
- » **Milestone #3 Public Draft Design Concepts:** Confirm design concepts based on community feedback.



The Freeport Boulevard Transportation Plan included an extensive community engagement process, which included a variety of engagement tools and activities.

COMMUNITY ENGAGEMENT METHODS

The City used a variety of engagement methods to share information and solicit meaningful feedback from the community. This ensured community members were able to conveniently and authentically contribute to the Plan.

Project Webpage

The City launched a project webpage that included all project information and electronic materials such as flyers, maps, and surveys, and provided opportunities for sharing comments.

Flyers

Multi-lingual (English, Spanish, and Chinese) electronic and paper flyers were developed with hyperlinks to the project webpage. Electronic flyers were posted on the project webpage and shared by neighborhood associations, schools, and other community partners. Paper flyers were placed at key destinations such as busy retail complexes and schools in the project area, and shared directly in person with business owners.

Community Walking Workshop

The project team hosted a 1-mile community walking workshop between Oregon Drive and Sutterville Road. This workshop allowed for a discussion of key issues and opportunities. See Appendix C for Walking Workshop summary.

Business Owner Engagement

Business owners in and around the project area were identified to solicit their feedback and participation in the outreach campaign. This included meeting in person with business owners along the Plan Area and encouraging them to participate in engagement and outreach activities to get their feedback on the corridor. This engagement was done in English, Spanish, Mandarin, and Cantonese.

Interactive Surveys

A map-based community survey was administered to gather feedback on potential road design changes for the first two milestones of the project. The survey asked for input about general areas in need of attention, as well as the preferred palette of improvements for different modes of travel. See Appendix C for survey details and results. The survey was conducted in English, Spanish and Chinese. It was also available online and in print.

Virtual Community Workshops

Virtual community workshops were held for all three phases of the project. For the **Community Vision** workshop, the purpose was to develop an overall vision for the corridor and gave an opportunity for the project team to brief the public on the project and to identify key improvements that would help develop concepts for different corridor segments.

Key findings from the Existing Conditions Report were also shared in this workshop. The purpose of the **Emerging Design Concepts** workshop was to allow people to become familiar with the emerging design framework and provide feedback on specific roadway designs. Lastly, the **Public Draft Design Concepts** workshop allowed people to affirm the designs and provide final input. Workshop summaries were prepared after each workshop to provide an overview of the comments and questions received from the public. See Appendix B for all Virtual Community Workshop summaries.

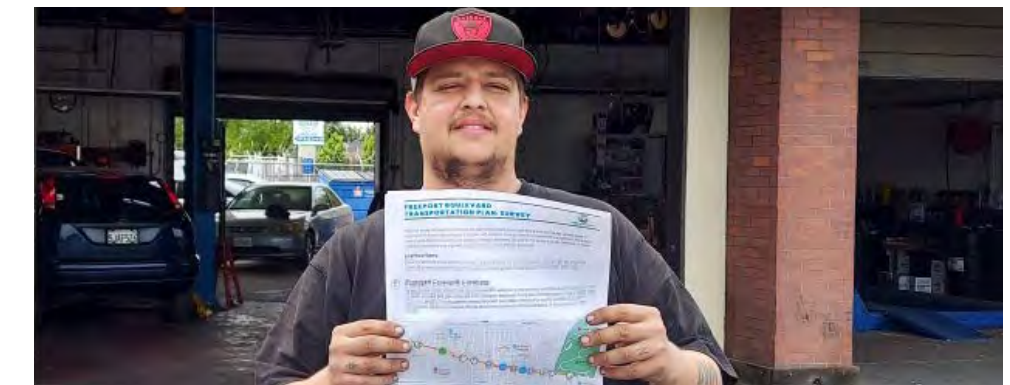
In addition to community engagement, the project team met with the Technical Advisory Group (TAG) at all key milestones of the project. The TAG consisted of key representatives of different City departments including transportation design review, city design, traffic operations, and parking service.

Open House

The project team held an in-person Open House that provided an opportunity for the community to review and confirm the preferred design concepts. See Appendix B for Open House summary.

Active Transportation Commission

The project team met with the Active Transportation Commission at all three milestones of the project to share community feedback, design concepts, and preferred concepts.

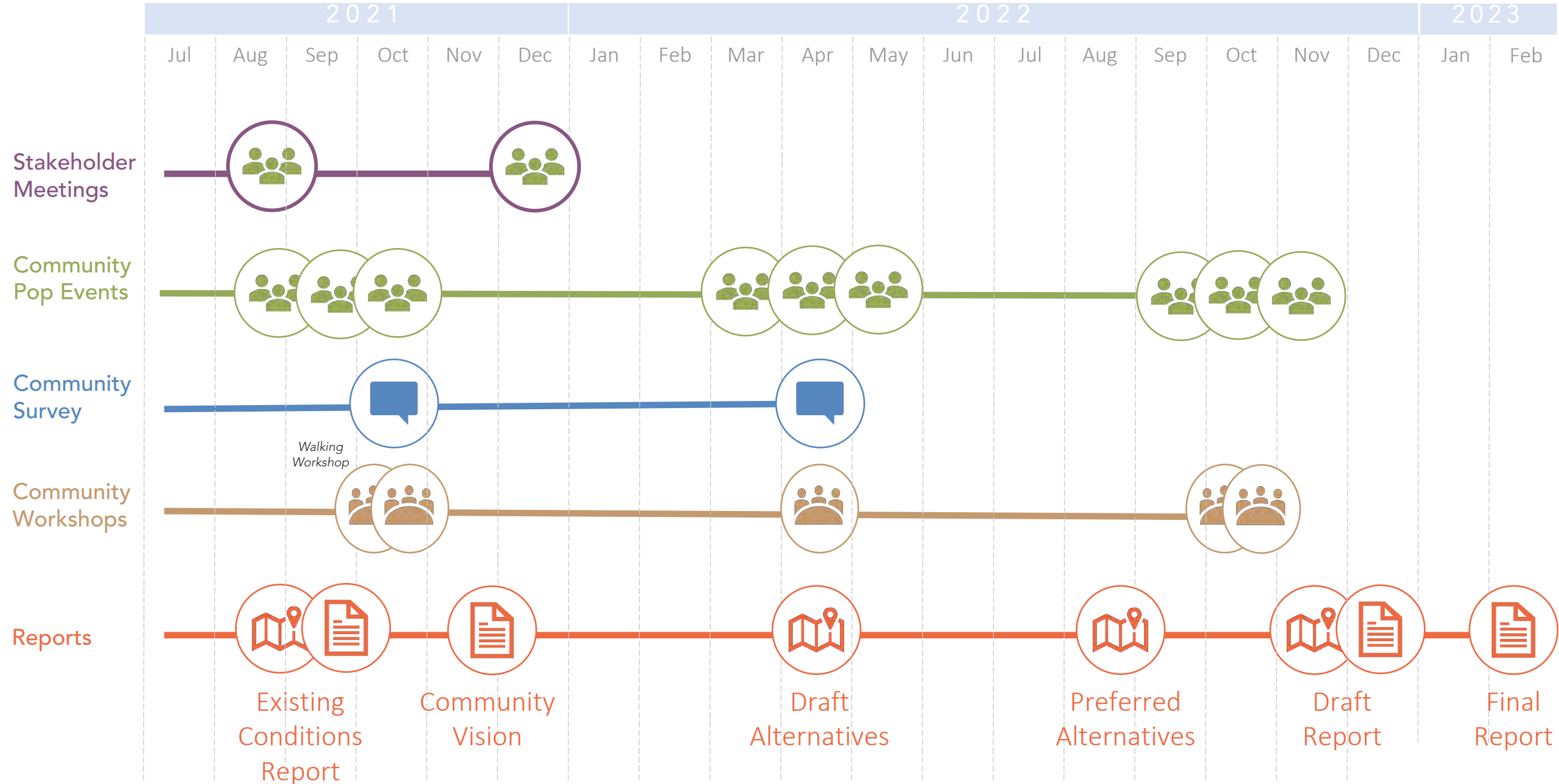


Engagement activities included a community walking workshop, interactive surveys, and community workshops and an open house

PROJECT SCHEDULE

The Freeport Boulevard Transportation Plan was prepared over approximately one and a half years. Since this was a community-driven project, the City developed an approach to ensure the local community was heavily involved and had opportunities to provide input during all stages of the project. The graphic to the right provides an overview of the project schedule. Major stages included:

1. Project Kick-Off, July 2021
2. Milestone #1 Community Vision, August 2021 - November 2021
3. Milestone #2 Emerging Design Concepts, March 2022 - May 2022
4. Milestone #3 Public Draft Design Concepts, September 2022 - November 2022
5. Public Review Draft, December 2022
6. Final Report, February 2023



2. EXISTING CONDITIONS AND OPPORTUNITIES

IN THIS CHAPTER

COMMUNITY DESTINATIONS

WELL ESTABLISHED NEIGHBORHOODS

COMMUNITY INVESTMENTS

FUTURE DEVELOPMENT PROJECTS

DISTINCT CORRIDOR SEGMENTS

SAFETY

DRIVING

WALKING

BICYCLING

TRANSIT

Freeport Boulevard is a five-lane, north-south-oriented roadway that provides mobility for those walking, bicycling, using transit, and driving. The autocentric design stems from its previous designation as State Route 160, which was developed to move drivers through the corridor, and not to destinations along it. The corridor also has a wide variety of residential, commercial, civic, and recreational adjacent land uses. Given the variety of development, the curb-to-curb width, unprotected and disconnected bikeways, and narrow and obstructed sidewalks, mobility for people walking, biking, and using wheelchairs is compromised along Freeport Boulevard. However, the public right-of-way, the roadway and sidewalk space owned and managed by the City, provides an important opportunity to reconfigure the street to incorporate safety improvements and create a more safe and enjoyable multi-modal corridor that meets the needs of all mobility users.

A key first step toward identifying potential opportunities for the Plan Area is understanding the existing conditions and community vision. The following section summarizes key information and key findings related to the existing physical conditions along the corridor, and initial feedback from community members during Milestone #1. The project team also prepared a series of technical studies that provide additional detail and information. Following the existing conditions analysis is a summary of emerging opportunities developed from the community outreach process (see **Appendices A through E** for technical data and community input from the various forums).

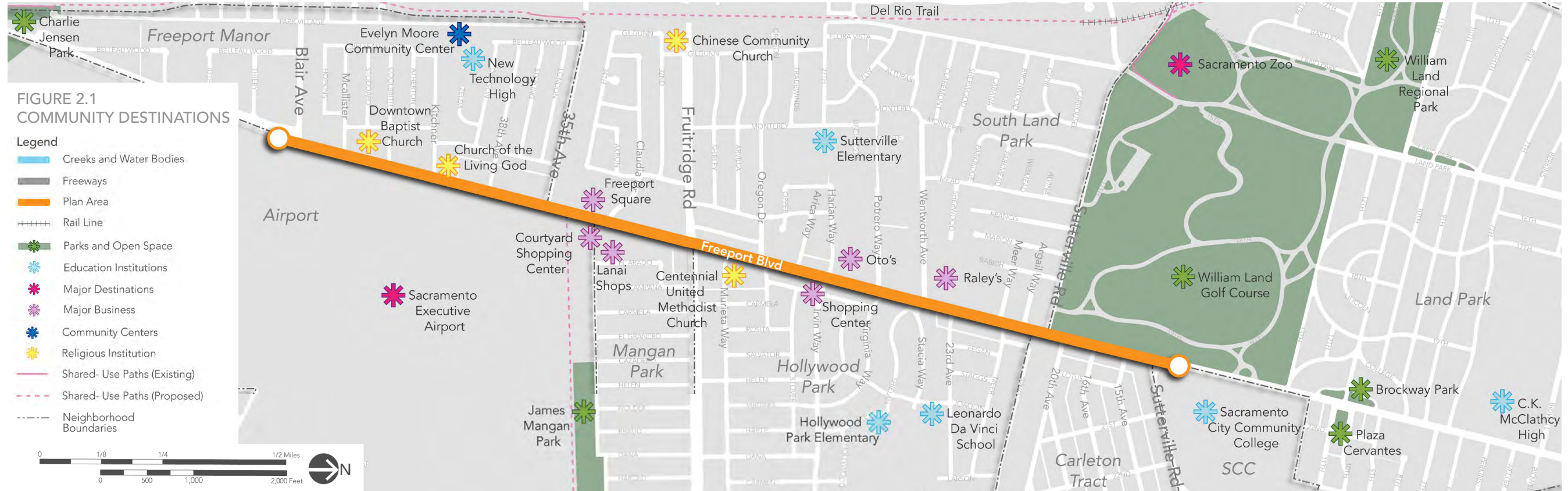
COMMUNITY DESTINATIONS

There are many destinations that attract people to Freeport Boulevard, as identified on **Figure 2.1**. This includes key assets that serve many needs for both the local and regional community, such as larger shopping centers, business parks, public schools, religious establishments, parks, and community open spaces. Additionally, these destinations serve diverse communities, including Asian American residents. Specifically, these destinations include Sacramento City College, William Land Regional Park and Golf Course, Raley's, and the Sacramento Executive Airport.

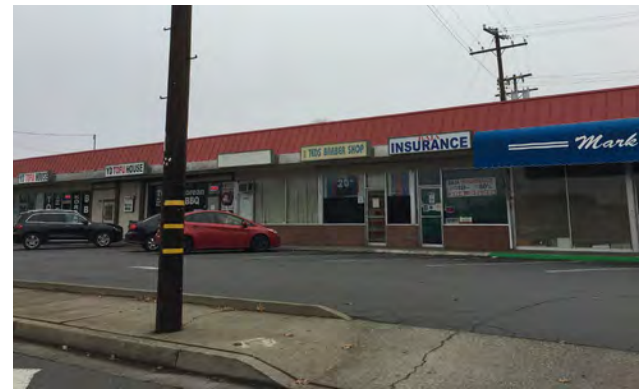
Many locally-owned stores and businesses along Freeport Boulevard have been owned and operated by the same families for generations and are a key part of the corridor's character. This includes smaller stores, restaurants, auto repair shops, grocery stores, and many other businesses.

WELL ESTABLISHED NEIGHBORHOODS

Major neighborhoods abutting the corridor include Land Park, South Land Park, Freeport Manor, Sacramento City College, Hollywood Park, Mangan Park and the Airport, all of which have been around for a number of decades and have longstanding history and intergenerational families. These neighborhoods are close to public parks such as the James Mangan Park and William Land Regional Park, and include a number of schools such as Sutterville Elementary, Hollywood Park, and New Technology High.



Freeport has a variety of DESTINATIONS that serve a number of WELL ESTABLISHED neighborhoods



Commercial uses and community destinations on Freeport Boulevard

COMMUNITY INVESTMENTS

In addition to the physical assets along Freeport Boulevard, there is also significant community investment in the area. Community members identified the need for streetscape improvements through various processes, including the **WALK Sacramento Walk Audit**. This Plan incorporates and builds on the work completed by previous efforts.

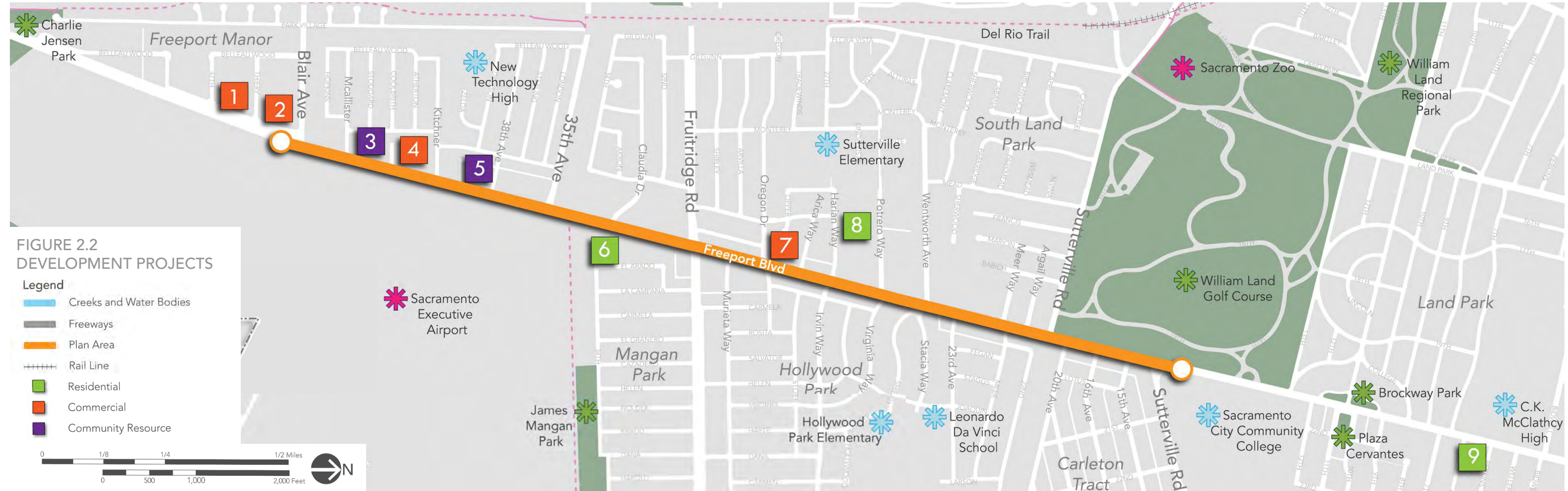
Along with the community's investment in Freeport Boulevard, the City hopes to seek short- and long-term improvements along the corridor. Elected and appointed officials, City staff, and community groups are invested in finding design solutions that meet the needs of the community, provide for multi-modal transportation, and are financially feasible and implementable.

FUTURE DEVELOPMENT PROJECTS

Future developments were examined to understand the planning context and potential for increased activity and influence demand for travel to and through Freeport Boulevard (see **Figure 2.2**).


Development permits and types of development as of December 2021 are shown in the map on the right. There will be a total of **37 new residential units** in the Freeport Boulevard area, including a mix of single-family, apartments, and multifamily residences.

Most developments will occur in the south end of Freeport Boulevard. Some of these developments are **auto-centric**, such as the ARCO gas station on site 2 and the drive-thru car wash on site 7, which could increase in-and-out traffic.



- | | | | |
|--|---|---|--|
| <p>1 Cannabis Production and Delivery-Only Dispensary: In two previously-existing buildings
6384 Freeport Blvd.</p> <p>2 ARCO Gasoline and AM/PM with Car-wash: Eight total fuel dispensers
6240 Freeport Blvd.</p> <p>3 Downtown Church: In existing multi-tenant office building
6130 Freeport Blvd.</p> | <p>4 Cannabis Production and Delivery-Only Dispensary: In existing 5,419 sq. ft. building
6020 Freeport Blvd.</p> <p>5 Ambulance Transportation Dispatch and Fish Market Restaurant: On a 0.63-acre vacant parcel
5936 Freeport Blvd.</p> | <p>6 14 One-Bedroom and 8 Two-Bedroom Apartments: Remodel of vacant structures
5713 Freeport Blvd.</p> <p>7 Drive-Thru Car Wash: 0.76 acres, includes demo of old full-service car wash
5150 Freeport Blvd.</p> | <p>8 14 Single-Family Homes: 2.76-acre parcel into 16 plots, including shared greenspace
1900 Potrero Way</p> <p>9 Detached Accessory Dwelling Unit: On single unit dwelling lot
3085 Freeport Blvd.</p> |
|--|---|---|--|

37+



As of December 2021, 37 NEW RESIDENTIAL UNITS are planned along Freeport

DISTINCT CORRIDOR SEGMENTS

- » The plan identifies two distinct segments based on character and available right-of-way (see **Figure 2.3**):
- » **North Segment** – Sutterville N. to Sutterville S.
- » **South Segment** – Sutterville S. to Blair Ave.

NORTH SEGMENT

This segment has a curb-to-curb distance of 66 feet with four travel lanes (two in either direction), bikeways on both sides of the street, and parking on the east side.

Street Size and Lanes

78 - 80 foot right-of-way with four lanes and parking on the east side of the street.

Mobility Facilities

- Travel Lanes: 12 feet wide
- Transit: Route 62 and 11
- Bikeways: 5 feet wide
- Sidewalks: 6 - 7 feet wide

SOUTH SEGMENT

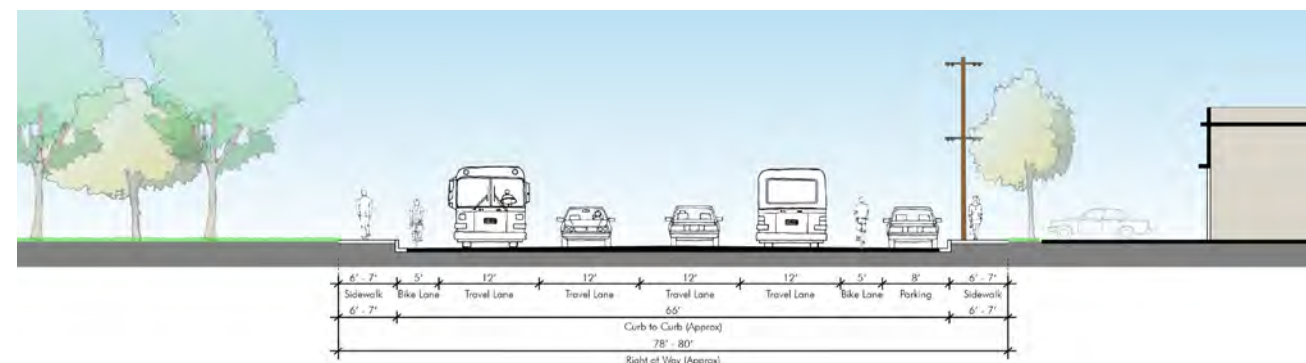
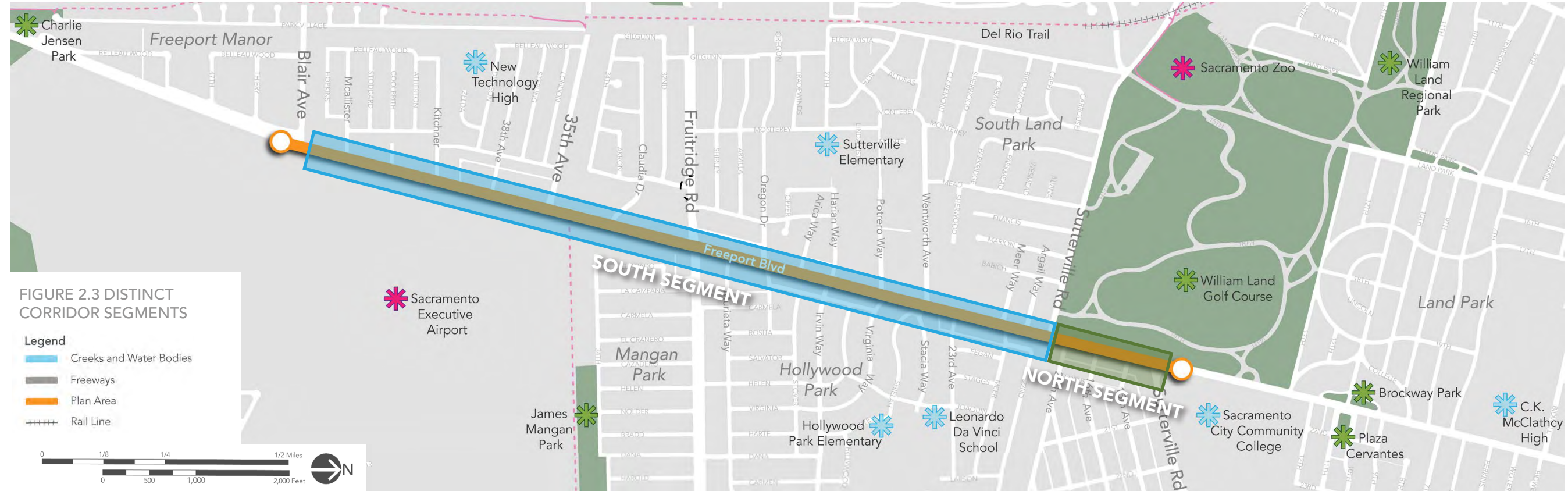
This segment accounts for most of the corridor. The curb-to-curb distance is consistently 86 feet with two lanes in either direction, a center turn lane, bikeways, and parking on both sides of the street.

Street Size and Lanes

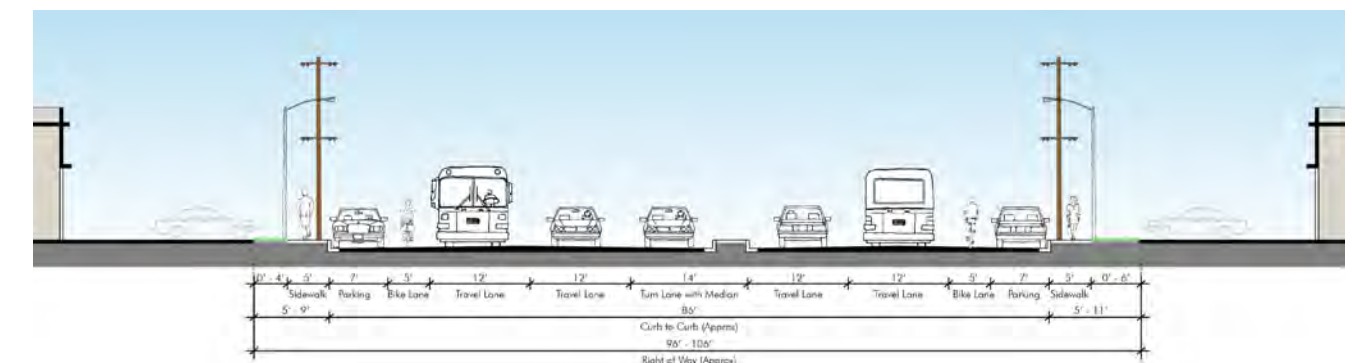
96 -106 foot right-of-way with four travel lanes and a center turn lane and parking on both sides of the street.

Mobility Facilities

- Travel Lanes: 12 - 14 feet wide
- Transit: Route 62
- Bikeways: 5 feet wide
- Sidewalks: 5 - 11 feet wide



North Segment - Existing prototypical section



South Segment - Existing prototypical section

SAFETY

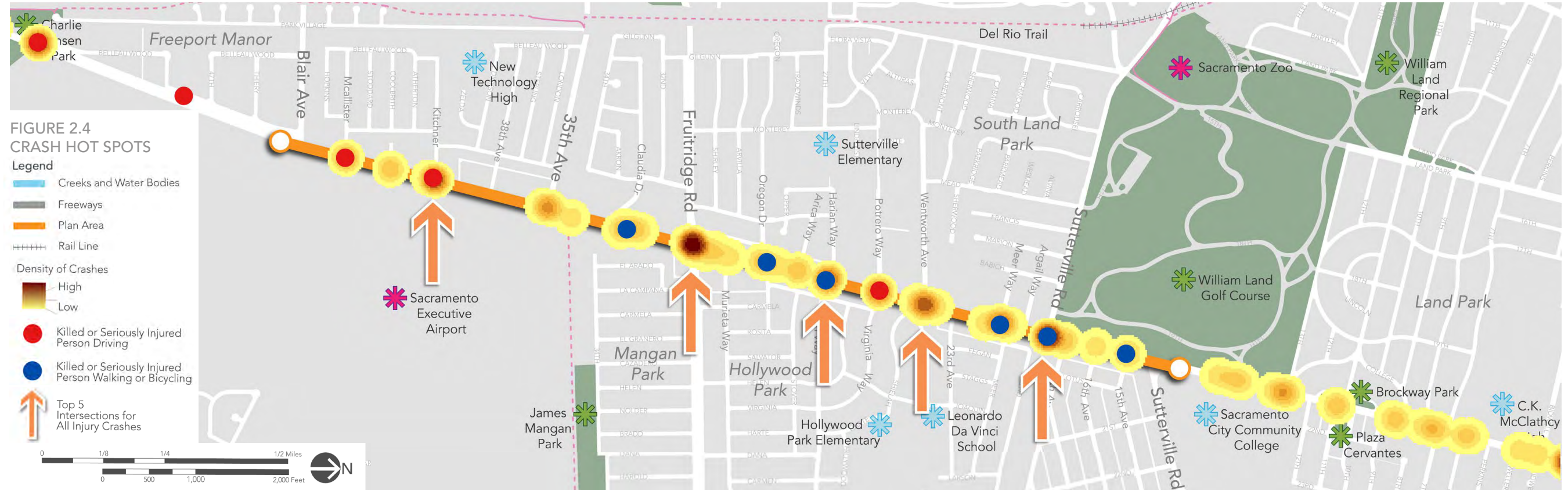
Improving safety is a goal of this plan. The top five intersections on Freeport Boulevard for all injury crashes between January 2016 and December 2020 were:


- » Fruitridge Rd.
- » Sutterville Rd. (W)
- » Kitchner Rd.
- » Harian Way
- » Wentworth Avenue

These intersections are listed by the highest density of crashes and noted with orange arrows on **Figure 2.4**.

During this same period, Killed or Seriously Injured (KSI) crashes involving people bicycling or walking occurred at Claudia Drive, Oregon Drive, Harian Way, Meer Way and Sutterville Road. (E and W) (shown in blue circles on **Figure 2.4**).


Sutterville Road (W) and Harian Way were both high-crash locations and places where people walking or bicycling were killed or seriously injured. For more safety information, reference **Appendix A**.





200%

Increase in crashes involving people walking from 2017 to 2019

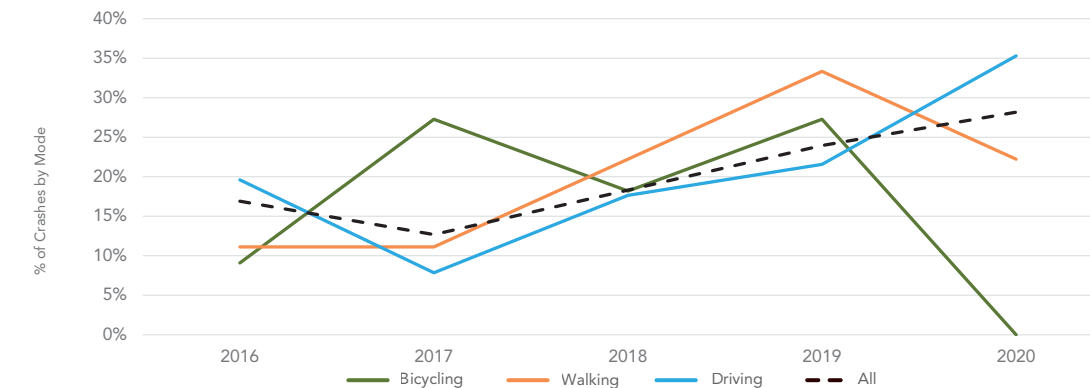


70 Crashes

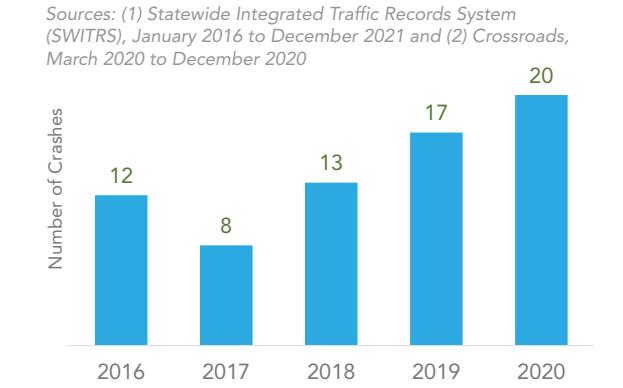
Between January 2016 and January 2020



Fruitridge Intersection



Crashes by type of user on Freeport Boulevard from Sutterville Road to Blair Avenue



Total crashes per year on Freeport Boulevard from Sutterville Road to Blair Avenue

WALKING

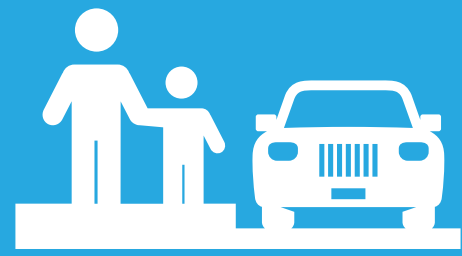
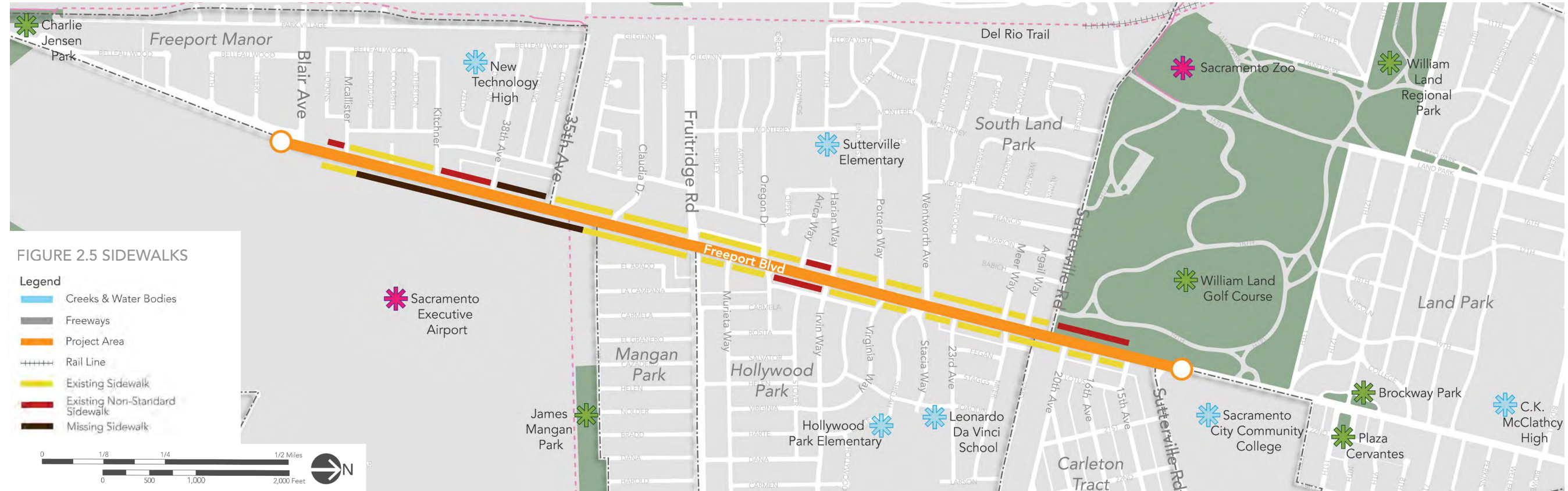
Sidewalks

Sidewalks are a critical part of the street and, when well designed, provide convenience, safety, and a comfortable environment. While some portions of the Plan Area include sidewalks, there are locations that lack infrastructure or have infrastructure that does not meet current standards and/or community needs (see **Figure 2.5**). This includes **missing sidewalks, wide driveways, a lack of landscape strips and trees, and no pedestrian lighting.**

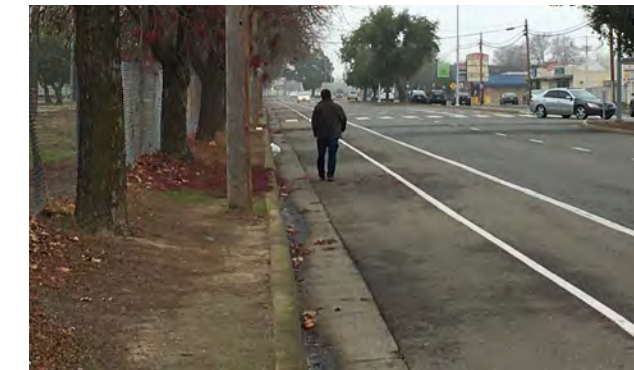
Mobility for people with disabilities is a priority for the City. Older sidewalks built before the Americans with Disabilities Act (ADA) and gaps in the sidewalk network make it challenging for people with disabilities to travel along this corridor.

In addition, the engagement process revealed that people want to walk more along Freeport Boulevard. As a result, the following sidewalk improvements were recommended by the community to make walking along Freeport Boulevard more comfortable (see **Appendix B and C** for more sidewalk information):

- » Street and pedestrian lighting
- » Wider and unobstructed sidewalks
- » Streets trees and shade
- » Improved driveway crossings



Portions of the Plan Area **LACK SIDEWALK INFRASTRUCTURE** or do not meet current standards and community needs



Sidewalks - Existing conditions

Crosswalks

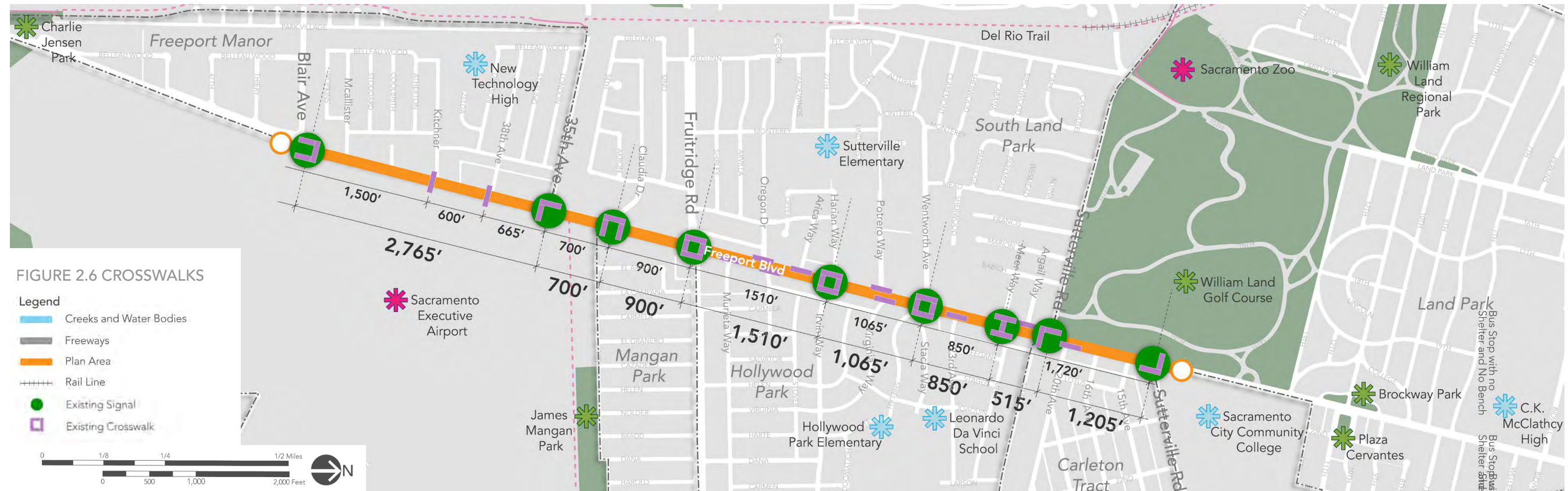
Crosswalks provide opportunities for people walking and bicycling to cross a street. They also serve as a visual representation to drivers that vulnerable road users are in the area and may be using the space. Currently, there are excessive distances between marked crosswalks that **do not meet adopted guidance of 1,200 feet or less** on the High Injury Network (HIN) and **within 100 feet of a transit stop** (see **Figure 2.6**). Crosswalk features that increase the likelihood and severity of pedestrian collisions include marked crosswalks missing enhancements such as high visibility markings, pedestrian crosswalks ranging from **75 feet to 100 feet in length**, and no curb extensions or refuge islands.

In addition, the engagement process revealed that the community would like to visit destinations on both sides of the street

and expressed interest in the following improvements to make crossing more convenient: **improvements to existing crosswalks, new crosswalks for frequent crossings, textured surfaces to increase visibility, enhanced lead times to cross street, and better traffic control.**

The following intersections were identified by the community as hotspots for priority location improvements (see **Appendix B and C** for more crosswalk information):

- » Blair Ave.
- » McAllister Ave.
- » Kitchner Rd.
- » 38th Ave.
- » 35th Ave.
- » Claudia Dr.
- » Fruitridge Rd.
- » Oregon Dr.
- » Arica Way
- » Harian Way
- » Potrero Way
- » Wentworth Ave.
- » Meer Way
- » Argail Way
- » Sutterville Rd. West
- » Sutterville Rd. East

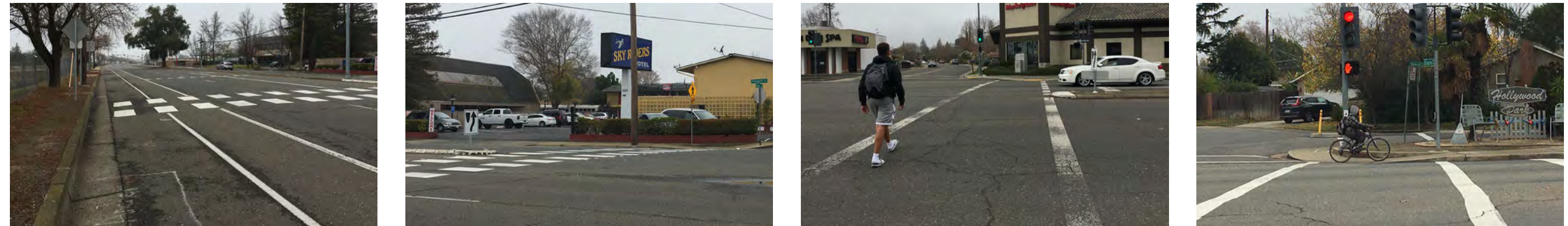


75' - 100'

Length of pedestrian crosswalks

1,500'

Longest distance between crosswalks



Crosswalks - Existing conditions

BICYCLING

Bikeways

Currently, bike lanes exist along Freeport Boulevard with gaps mostly near intersections and where bus stops occur along the corridor (see **Figure 2.7**). Existing bikeways **do not currently meet the City's bikeway selection guidelines**. Bikeways also **do not offer sufficient separation** from vehicle traffic for a low-stress and comfortable experience.

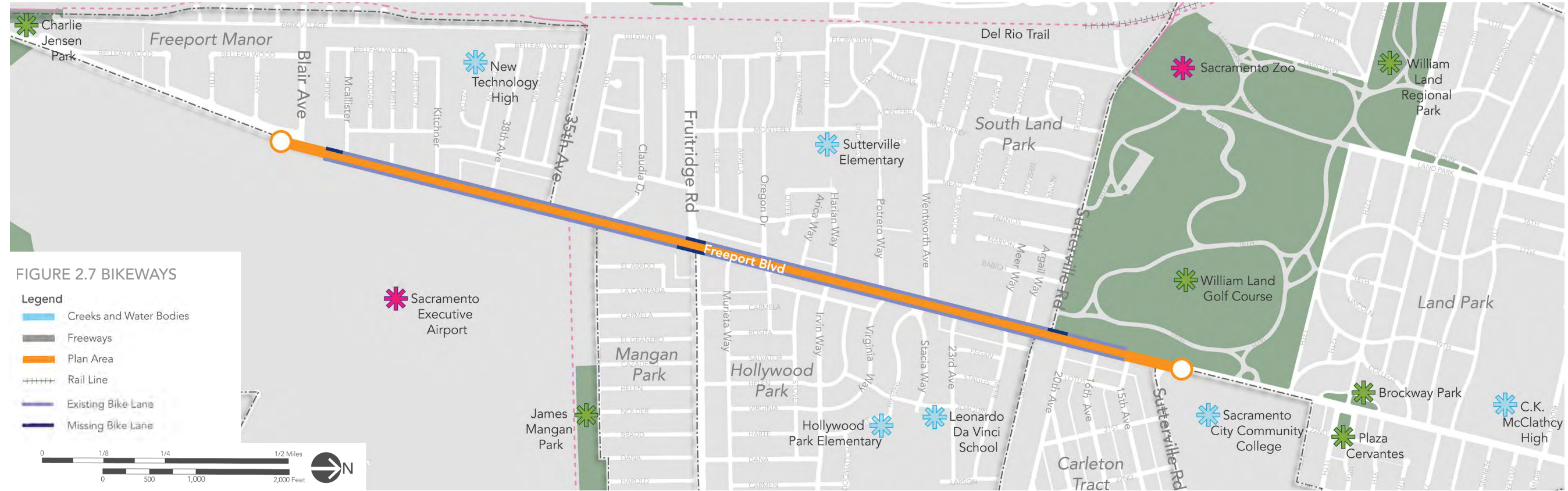
According to the Bikeway Facility Selection Guidelines in the Bicycle Master Plan, Freeport **should have separated bikeways** due to vehicle volumes and speeds. Similarly, there are opportunities to provide **bike boxes, green markings at conflict points, or bikeway markings** through intersections along this corridor.

Bike Parking


There are only **11 bike parking spaces** along the corridor at two locations. Lack of adequate bike parking can discourage people bicycling to businesses along Freeport Boulevard.

Currently, participants do not feel comfortable bicycling along Freeport Boulevard. However, the engagement process revealed a huge community desire to enhance bike facilities for people of all ages. The following bikeway improvements were suggested to make bicycling more comfortable for all users (see **Appendix B and C** for more bicycling information):

- » Improved bicycling connections to destinations
- » Separated bikeways with vertical protection
- » Continuous bikeways through intersections
- » Enhanced lines of sight
- » Secured bike parking at destinations



Bikeways - Existing conditions



According to Bicycle Master Plan, Freeport Boulevard should have **SEPARATED** bikeways



There are **ONLY 11** bike parking spaces along the corridor

TRANSIT

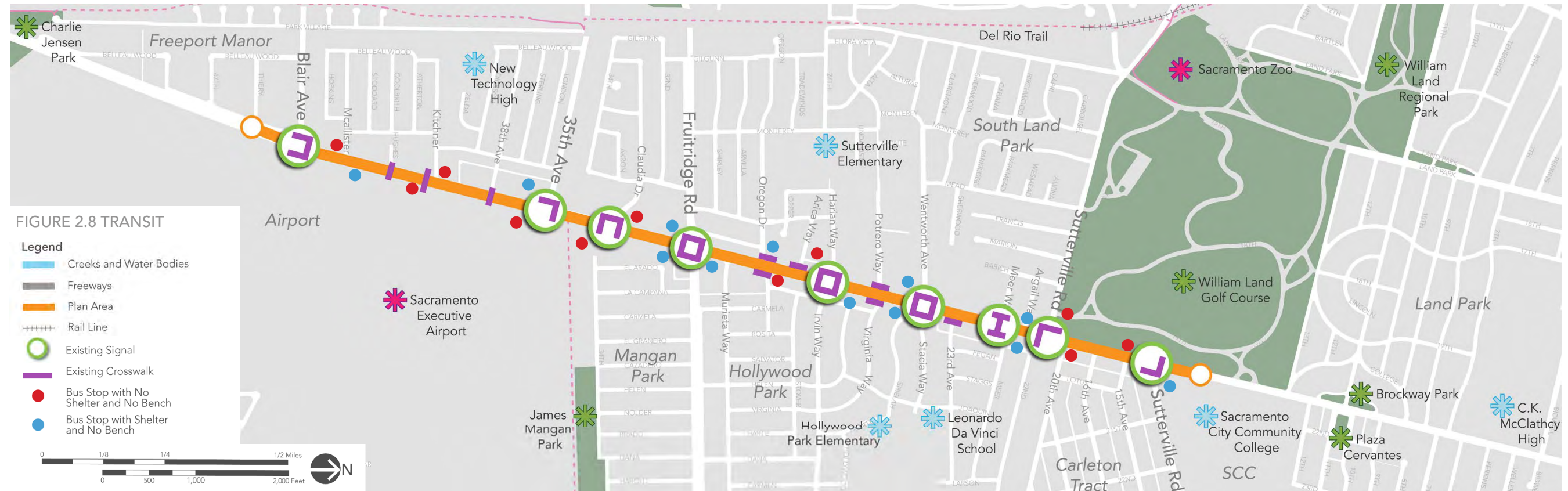
Bus routes 62 and 11 are the two bus routes that travel along the corridor and connect to key destinations in the city. SacRT operates buses, but the City owns the streets upon which buses run. According to survey respondents, transit is the **least used mode of travel** along the corridor. There are **22 bus stops** along the corridor, with only three stops having a shelter and 12 stops having seating (see **Figure 2.8**). Physical conditions that contribute to low transit use include missing segments or gaps in the sidewalks, few and unprotected crosswalks, lack of bus stop shelters, and lack of curb extensions and refuge islands (see **Appendix B** for more technical details).

In addition, the engagement process revealed that people want to improve transit facilities and convenience along Freeport Boulevard. Even though specific

transit improvements are outside this project's scope of work, responses showed support for: improved existing bus stops with shelters, additional bus stops with shelters, bus route location and frequency improvements, placing bus stops near intersection, and reducing walking distances to bus stops.

The following intersections were identified by the community as hotspots for priority location improvements (see **Appendix B and C** for more transit information):

- » Blair Ave.
- » Kitchner Rd.
- » 35th Ave.
- » Fruitridge Rd.
- » Harian Way
- » Wentworth Ave.
- » Meer Way
- » Sutterville Rd. West
- » Sutterville Rd. East

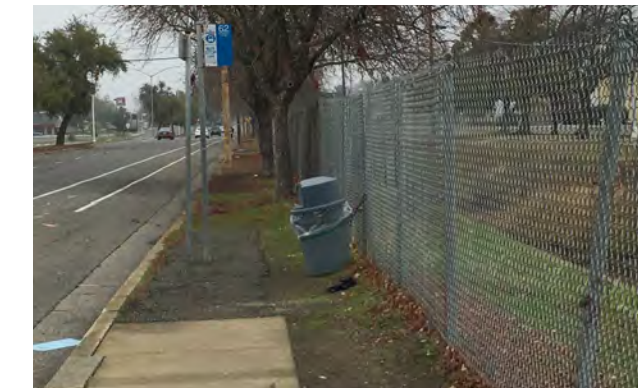


22

Number of bus stops along the corridor

316

Boardings per day occur along the Plan Area



Transit Facilities - Existing conditions

DRIVING

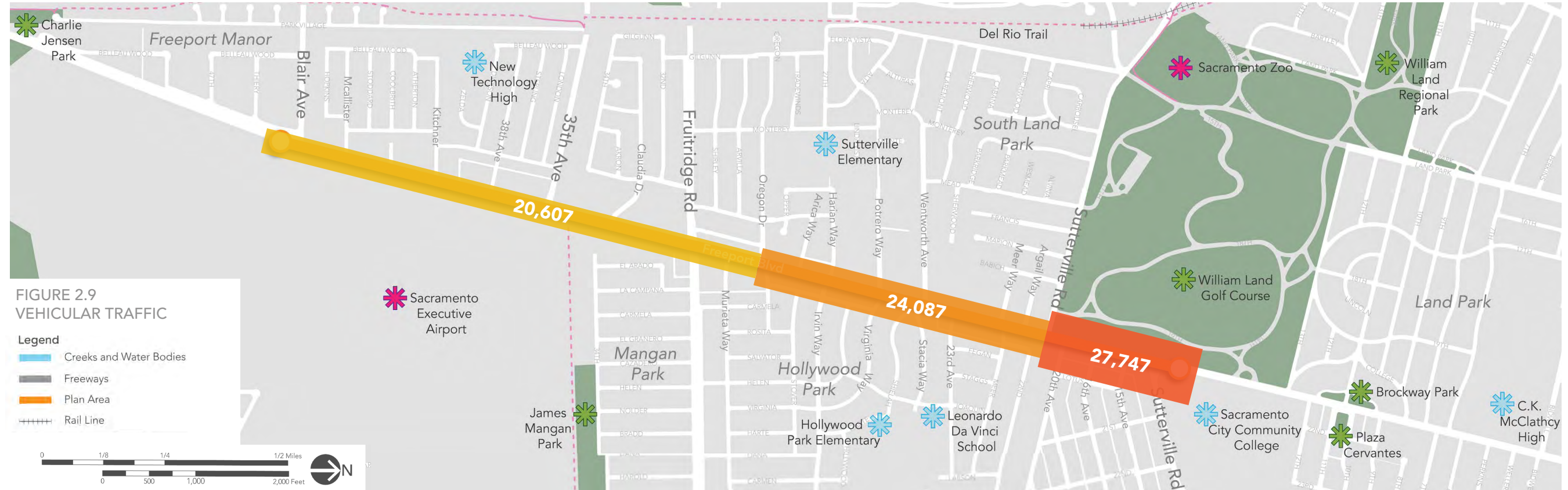
Streets

Freeport Boulevard is a five-lane corridor that was designed to freeway standards but has always served local communities, businesses, and residents. Specific design features that contribute to people driving at high speeds and/or increase the likelihood and severity of collisions include wide curb radii, long crossing distance, and wide travel lanes. Vehicle counts revealed a strong directional peaking pattern of high northbound morning volumes and high southbound evening volumes (see **Figure 2.9**). Vehicle counts were **highest near Sutterville Road** and **lowest from Fruitridge to Blair Roads**. See **Appendix A** for more information on vehicle counts.

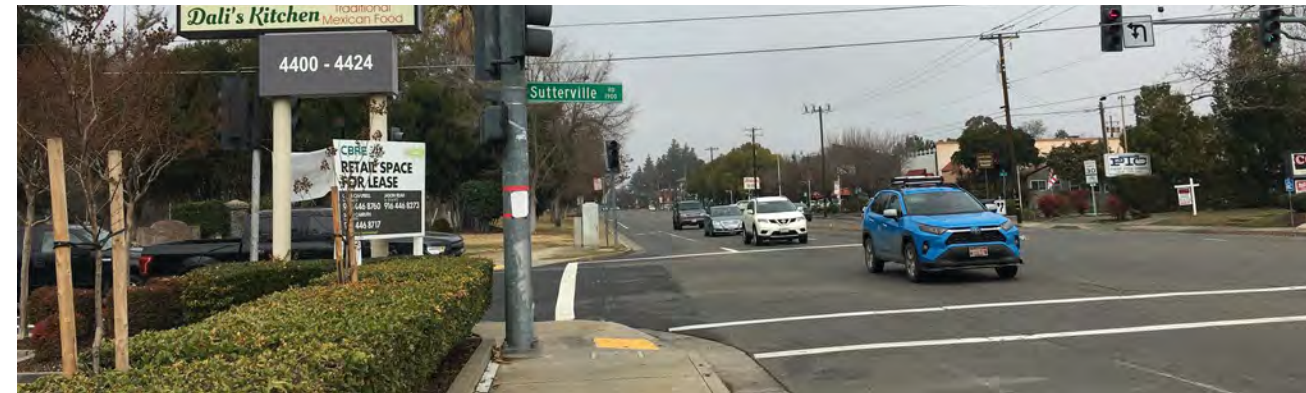
In addition, the engagement process revealed that people want to see more driving efficiency through the following improvements: **synchronized existing traffic signals, managed traffic speed for safety, managed traffic flow with medians, narrow travel lanes, roundabout at Sutterville/Land Park, and minimized conflict at driveways**.

The following intersections were identified as hotspots for priority location improvements by the community (see **Appendix B and C**):

- » Blair Ave.
- » 35th Ave.
- » Fruitridge Rd.
- » Oregon Dr.
- » Harian Way
- » Potrero Way
- » Sutterville Rd. West
- » Sutterville Rd. East



High northbound MORNING vehicle counts and high southbound EVENING vehicle counts



Driving - Existing conditions



Parking

On-street parking (parking along the curb) is present on both sides of the street for nearly the entire length of the Plan Area. In total, there are a total of 37 block faces on Freeport Boulevard and a total supply of **36 parking spaces**. The parking spaces are mostly unregulated, meaning anyone can park anytime, for an unrestricted length of time, and have no parking requirements. However, four block faces have a time restriction:

- » Potrero Way to Harian Way, west side - 30 Min Parking 8am-6pm
- » 23rd Ave to Meer Way, east side – 15 Min Zone
- » 20th Ave to 16th Ave, east side - 1 Hr Parking 8am-6pm except Sat & Sun
- » 16th Ave to 15th Ave - 1 Hr Parking 8am-6pm except Sat & Sun

Of the block faces studied, **59% had zero occupancy** during morning and afternoon peaks, with parking being **utilized more during PM peak** compared to AM peak (see **Figure 2.10**). On average in the morning, 3% of parking spaces were parked in. On average in the afternoon, 10% of parking spaces were parked in.


Segments with utilization rates higher than 60%, and adjacent to **commercial strip malls** with off-street parking, include:

- » Oregon Dr and Irvin Way (east side) - 68 to 74% throughout PM peak
- » Meer Way and 20th Ave (east side) - 60 to 80% through PM peak

Stakeholders and the community voiced concerns about the physical safety of using these narrow parking areas. See **Appendix A** for more parking information.



Parking - Existing conditions

59% 
Zero Occupancy
of parking during morning and afternoon peaks



3

3. COMMUNITY VISION

IN THIS CHAPTER

COMMUNITY VISION

COMMON DESIGN ELEMENTS

The vision for the area included in the Freeport Boulevard Transportation Plan was developed through input from the engagement events and tools outlined in Chapter 1. By sharing their experiences navigating the corridor, and responding to a series of emerging design concepts, the Freeport Boulevard community has developed a unique, context-specific vision that addresses multi-modal mobility and safety issues along the corridor. This chapter summarizes the community vision and common community design elements.

COMMUNITY VISION

The Freeport community and City have developed a bold vision for the Plan Area. Building upon extensive community input, Vision Elements were identified, and guided the development of Plan concepts and design options. These Vision Elements are important for incorporating community desires into all future improvements (see **Appendix B and C** for more community input details).



1. SAFETY

Promote safety through new and improved crosswalks and bicycle facilities, and ensure the corridor meets current standards and is accessible for all users



2. BETTER WALKING/BIKING CONNECTIONS

Promote comfortable and aesthetically-pleasing walking and bicycling experiences and increase connections to adjoining neighborhoods and destinations



3. TRANSIT EFFICIENCY

Improve transit service by enhancing bus stop amenities and relocating stops to more efficient locations



4. IMPROVE SHADE AND COMFORT

Enhance the walking and bicycling experience along the corridor by integrating street trees to provide shade and comfort from the sun and rain



5. ENHANCE THE NATURAL ENVIRONMENT

Along with landscape improvements, incorporate sustainability improvements to enhance the natural environment



6. NEIGHBORHOOD IDENTITY

Celebrate the unique history and characteristics of Freeport Boulevard through gateway elements and public art



7. BUSINESS AND ECONOMIC DEVELOPMENT

Encourage multi-modal access to existing destinations and attract new private investment through proposed physical improvements



8. REDUCE TRAFFIC CONGESTION

Improve the driving experience by delivering roadway designs and signal improvements that improve traffic flow and balance the needs of other transportation modes

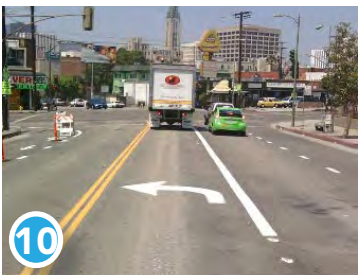
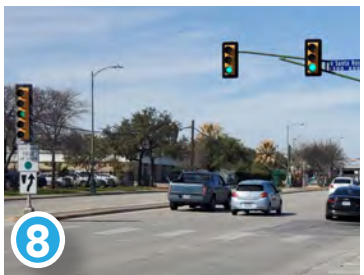
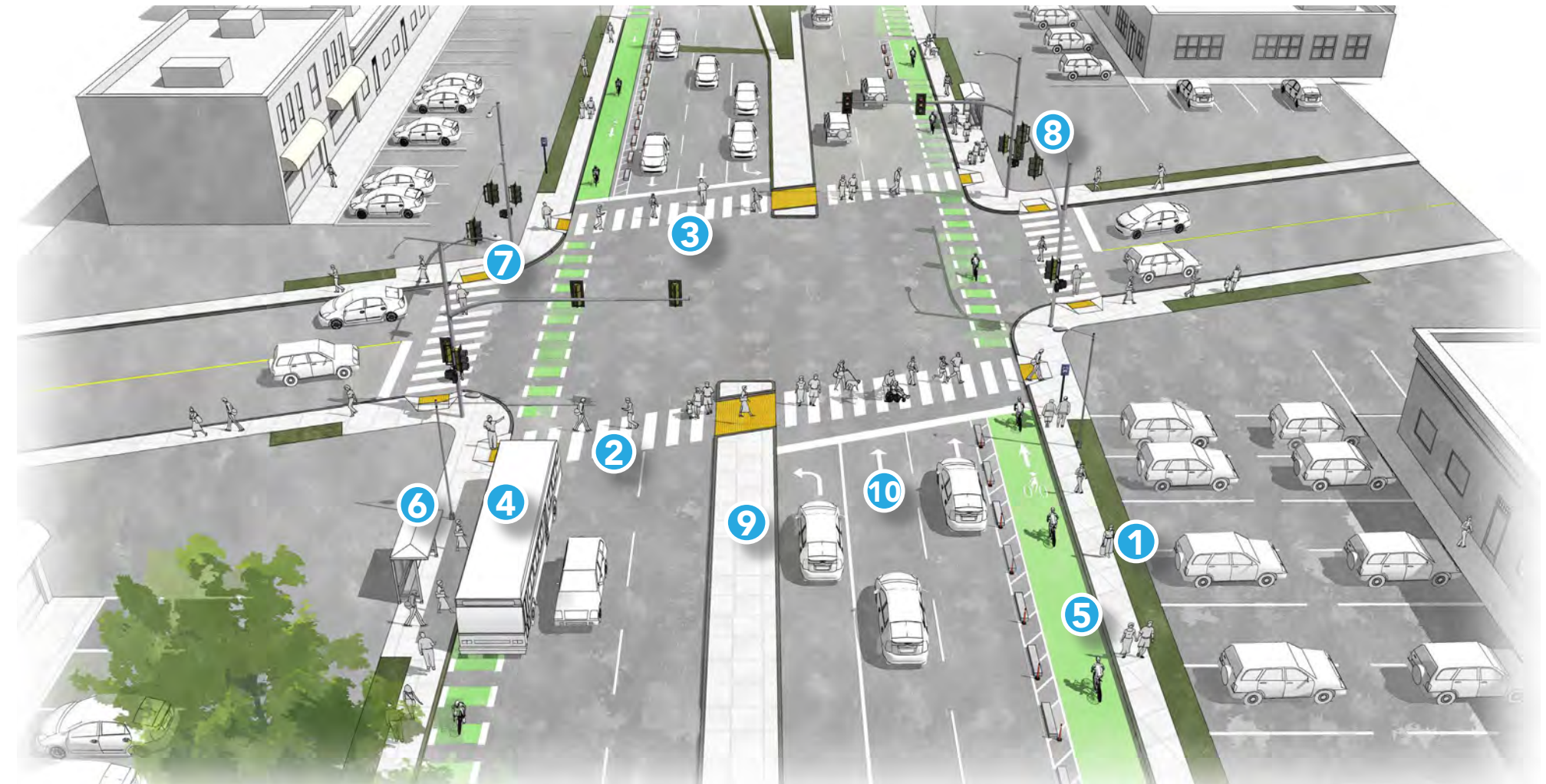
COMMON DESIGN ELEMENTS

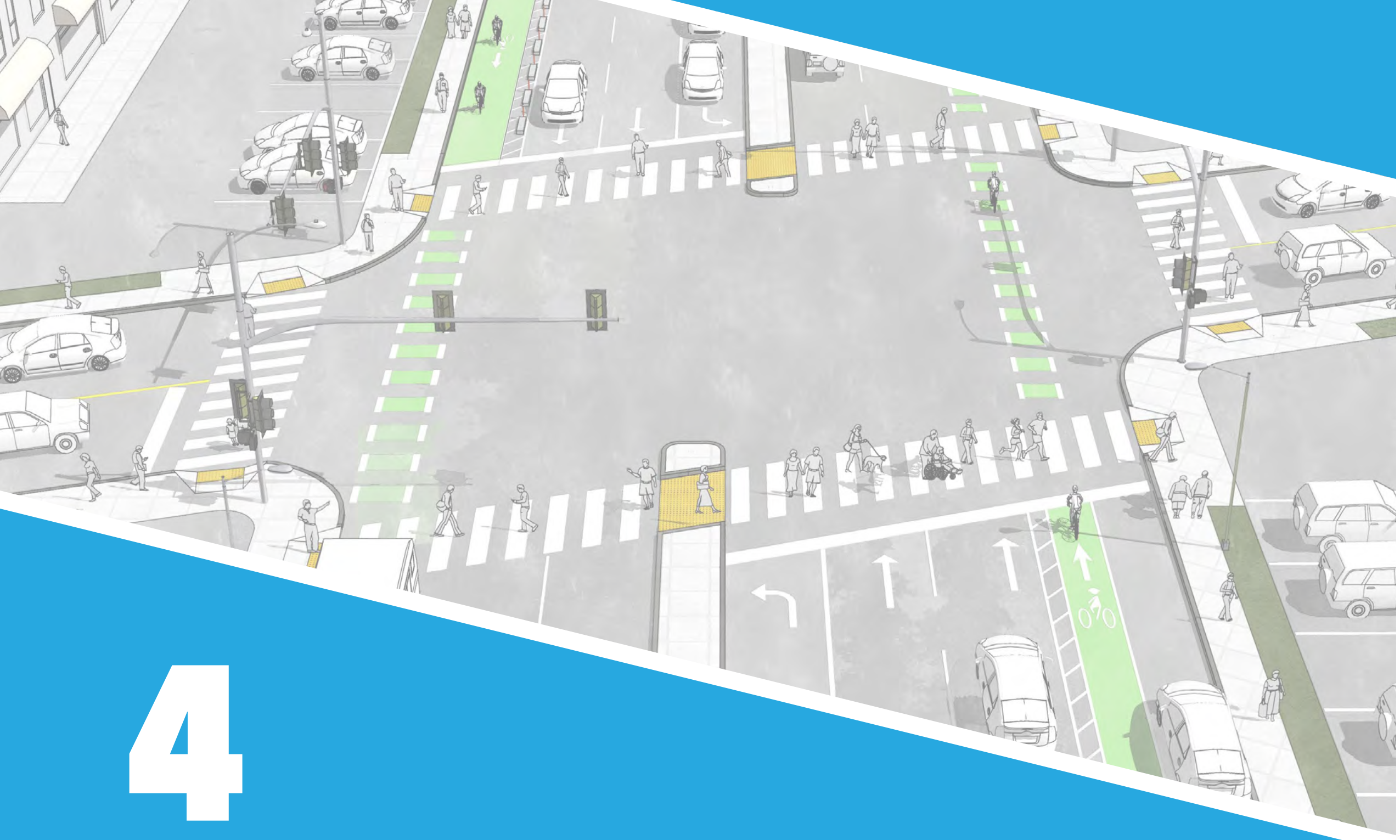
Part of identifying the Vision Elements and developing the design concepts involved gauging community interest in specific design elements. The following section outlines and describes the preferred design elements that have been incorporated into the emerging design concepts.

- 1 Continuous and comfortable sidewalks:** Existing sidewalk networks are widened where feasible and made continuous by adding new sidewalks where there gaps exist to allow people of all ages and abilities to comfortably walk.
- 2 Enhanced existing crosswalks:** Existing crosswalks are improved with enhanced striping and directional ramps for ADA accessibility, improving crossing safety for all people who are walking. Enhanced crossings also include pedestrian refuge islands and reduced crossing distances.

- 3 New crosswalks:** Proposed crosswalks along the corridor will enhance accessibility with new pedestrian signals and provide additional and safe opportunities for people to cross the street.
- 4 Minimized bus and bike conflicts:** Bike lanes are enhanced with better signage and striping to ensure bus drivers and people bicycling are aware of conflict zones.
- 5 Separated bike facilities/buffered bike facilities:** Bike facilities are enhanced by providing wide bike lanes buffered by striping from moving traffic, with sections that include vertical protection where adequate space exists, to provide additional safety and separation from vehicles.
- 6 Enhanced bus stops:** Bus stops are improved by ensuring ADA compliance, adding amenities like shelters and seating to provide comfort and protect from the rain and sun and co-locating transit stops and pedestrian crossings.

- 7 Additional pedestrian signals:** New pedestrian signals improve safety and traffic flow by providing better traffic control for people to cross the street and minimize pedestrian and car conflicts.
- 8 Synchronized existing signals:** Signal times are improved to synchronize with people who are driving to alleviate congestion.
- 9 Managed traffic flow with medians:** Medians enhance traffic flow and safety by providing separation between opposing travel lanes as well as a refuge for people walking across the road.
- 10 Maintained necessary travel lanes, turn lanes, and parking:** Maintaining travel lanes and turn lanes ensures that drivers traveling along the corridor will not be compromised, and preserving parking spaces where the utilization is higher so it serves better adjoining businesses.





4. CORRIDOR DESIGN CONCEPTS

IN THIS CHAPTER

- DESIGN FRAMEWORK
- NORTHERN SEGMENT
- SOUTH SEGMENT

DESIGN FRAMEWORK

Freeport Boulevard is poised for significant improvements to make the roadway feel safer and more functional and efficient for the local community and the broader region, regardless of mode of travel. The coordination, timing, and implementation of these improvements will be critical to ensure changes are made efficiently and address core community needs. Community ideas and desires collected throughout the duration of the project were used to develop a Development Framework for Freeport Boulevard (see **Figures 4.1 - 4.5**). This framework provides a common set of design improvements that will be incorporated into each segment along the corridor. Building from the Community Vision and Design Framework, the following chapter identifies specific improvements envisioned for each of the corridor segments. For the complete design concept, please see **Appendix F**.

Existing and Planned Signals

Excessive distances of up to **2,000 feet** currently exist between signals on Freeport Boulevard, making it extremely difficult and dangerous to cross the street. Existing crosswalks on Freeport Boulevard will be supported by a planned **new signal at Kitchner that will be complete in 2023**. See **Figure 4.1**.

Proposed Pedestrian Signals

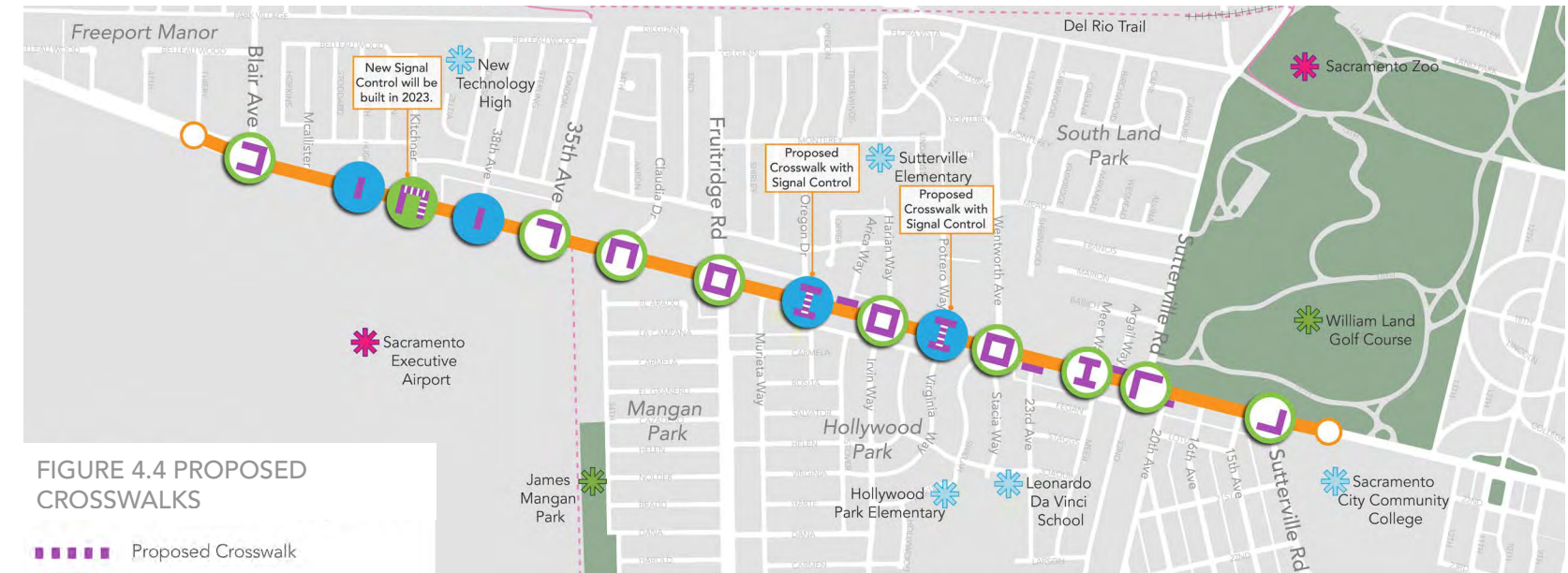
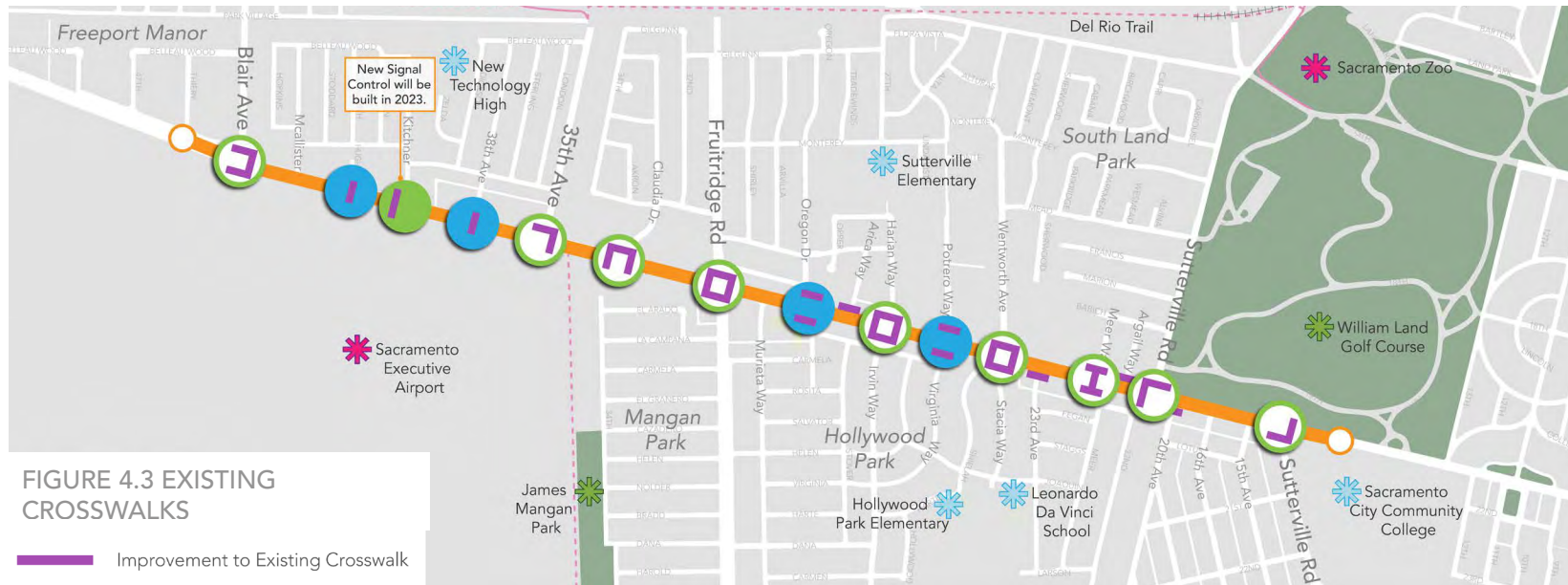
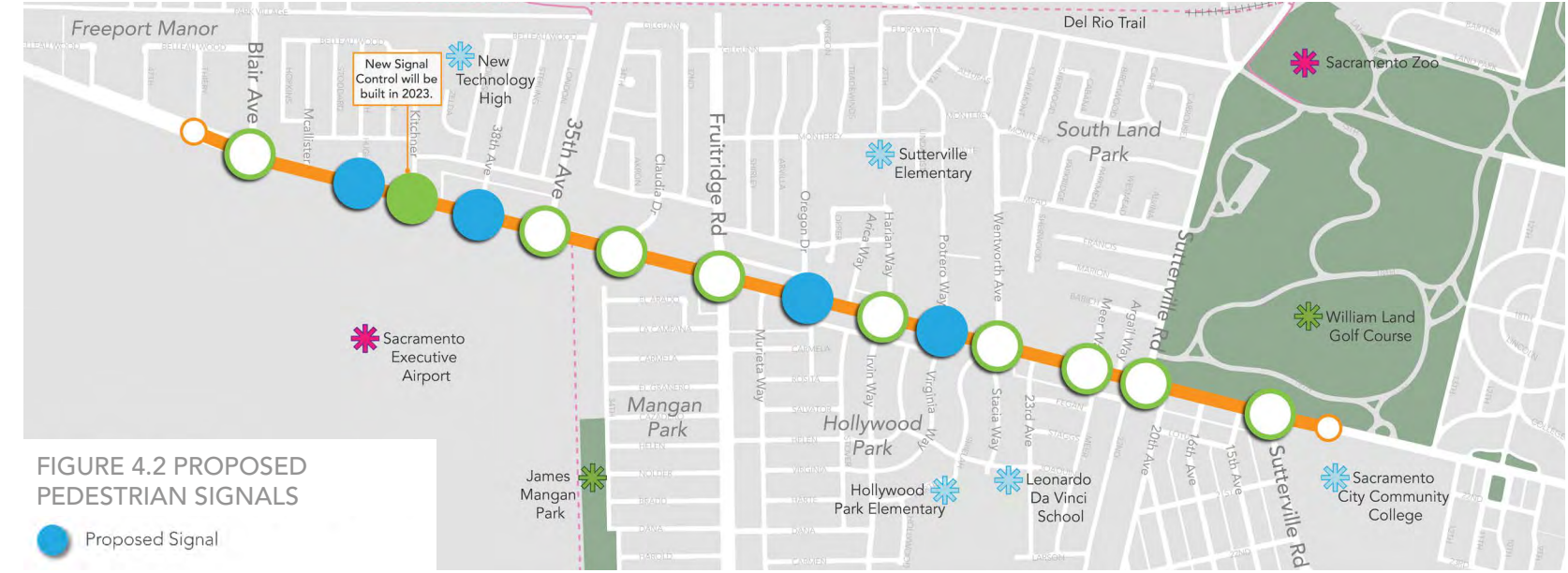
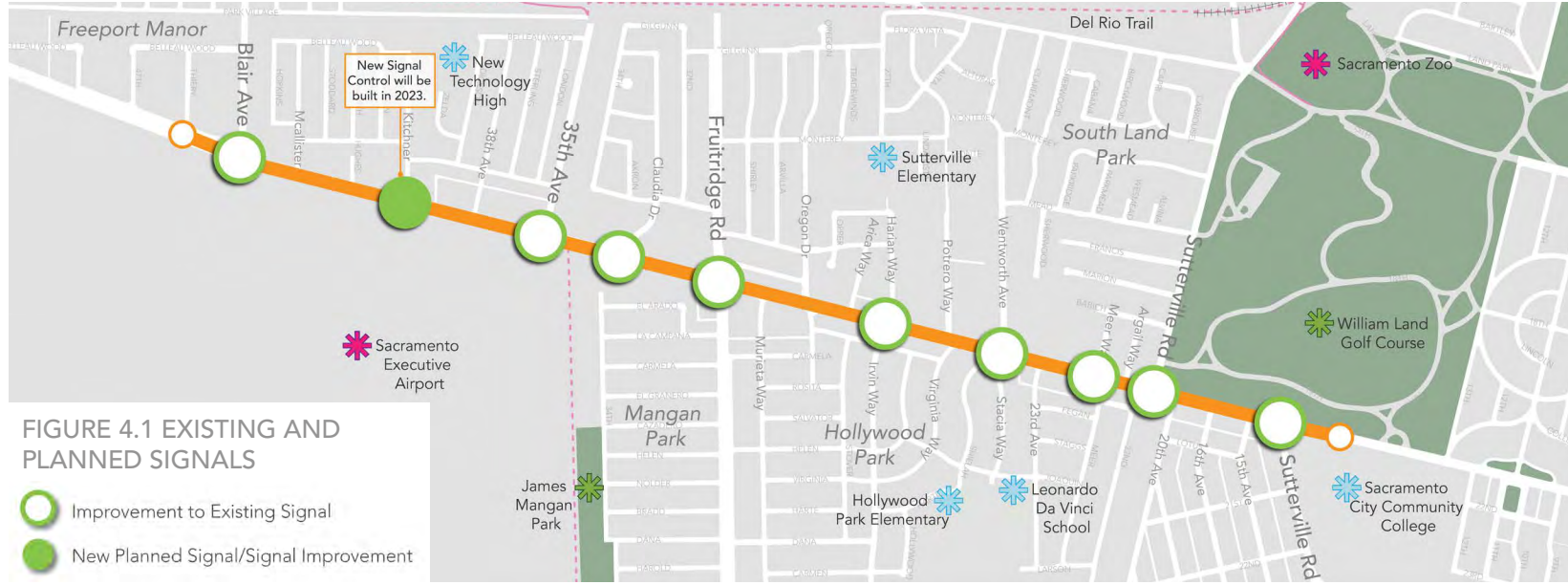
Based on traffic analysis and community feedback, **four new signals** are being proposed. The new planned and proposed signals will increase the total number of signals in the area from 9 to 14 - **a 55% increase**. See **Figure 4.2**.

Existing Crosswalks

Existing crosswalks will be improved with better signage and striping, and will be updated to **ADA compliance and standards**. See **Figure 4.3**.

Proposed Crosswalks

For all of the proposed signals, a crosswalk is also proposed. This will **increase the number of crosswalks** along Freeport Boulevard and **decrease excessive distances** needed to travel to cross the street. See **Figure 4.4**.



Transit Stops

Some transit stops are improved by moving to the far side of the intersection to make it safer, more convenient, and will improve overall traffic flow. The addition of new signals and crosswalks and amenities will also serve improved transit stops. See **Figure 4.5**.

Vehicle Design

Goods movement and access supports the local economy as well as community needs. Proposed concepts ensure large vehicles have the ability to make right turns into and out of local streets and commercial centers. This allows:

- » Accommodating CA-Legal (65' truck) at major arterials and specific commercial parcels where large vehicles are used, based on community feedback
- » Designing for 40' buses at all other intersections

This accommodation means that drivers of extra large vehicles may make their turns utilizing all available pavement. This provides access to service local businesses, buses, emergency vehicles and freight, while still ensuring the design meets the desire for better safety on the corridor.



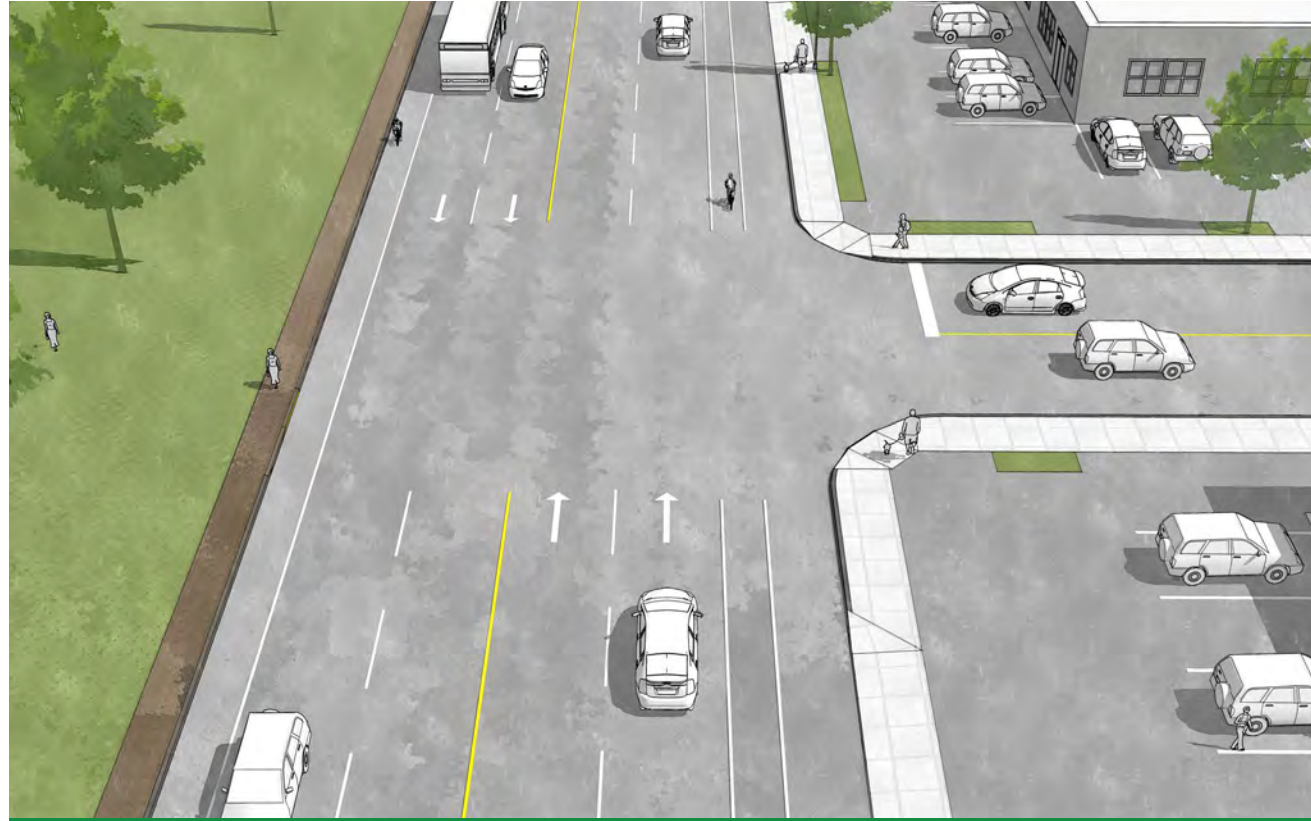
NORTH SEGMENT

Proposed Design Concept

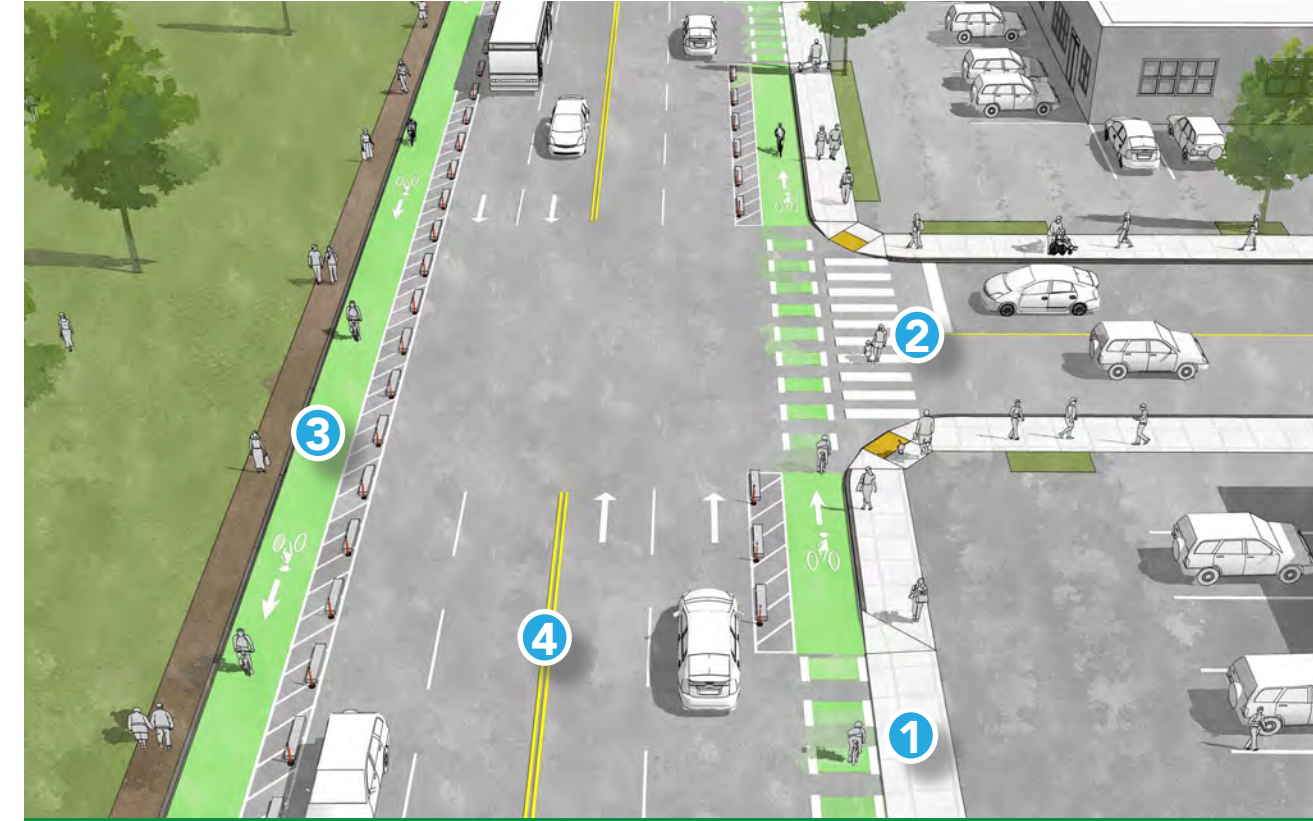
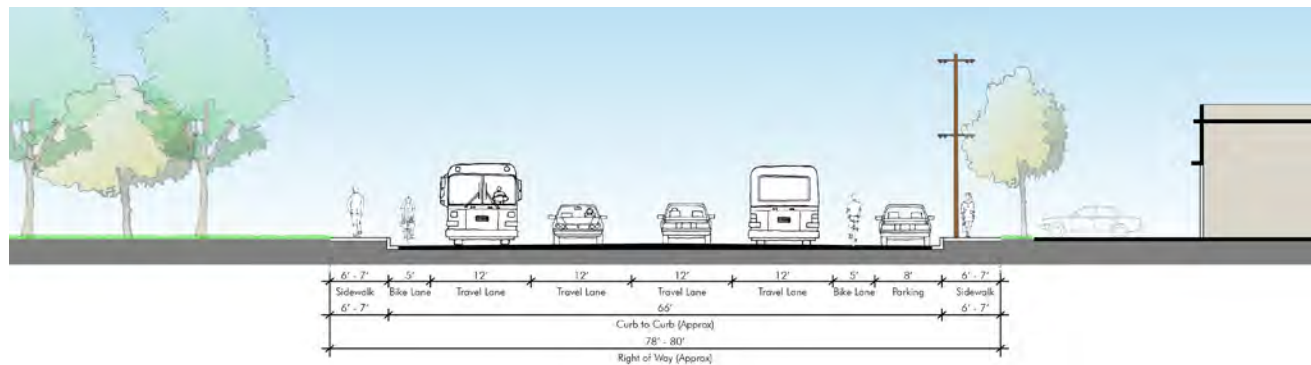
Sutterville N. to Sutterville S.

The roadway lanes are reconfigured to 11-foot standard width that can accommodate buses, creates space for new separated bike lanes on both sides of the street that further improve connectivity to adjacent neighborhoods, and allows for continuous sidewalks. The pathway on the west side of the street is maintained for joggers as recommended by the community. All transit stops are improved with bus shelters and other supportive amenities and existing signal times are also improved to synchronize with vehicle traffic. Due to the right-of-way constraints, a portion of this segment has a reduced bike lane of 10-feet without vertical protection, but majority of the segment is separated with some form of vertical protection.

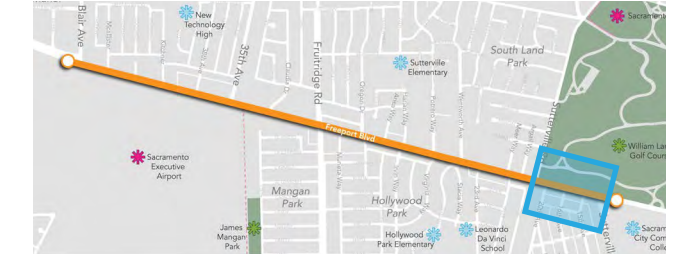
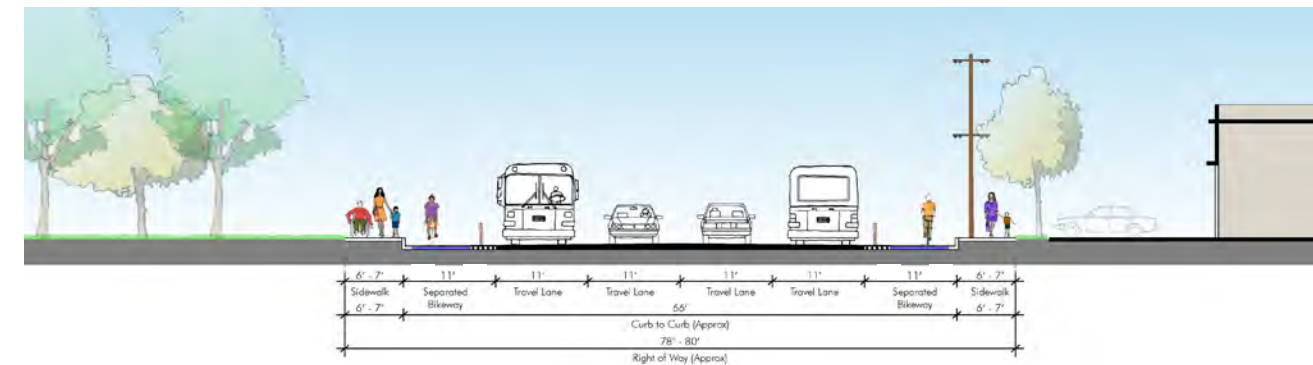
- 1 New continuous sidewalks
- 2 New crosswalks
- 3 New separated bikeways
- 4 2 travel lanes in each direction



Existing Prototypical Condition



Proposed Prototypical Concept



Key map - North Segment



Two travel lanes



Separated bikeways

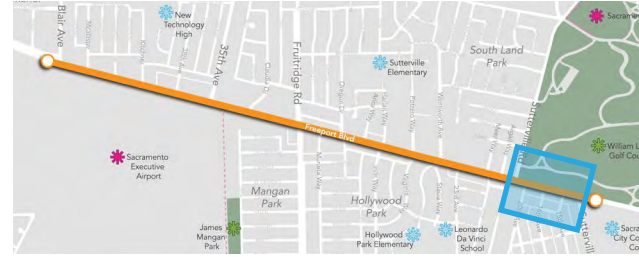


Improved existing and new crosswalks

Sutterville Intersection

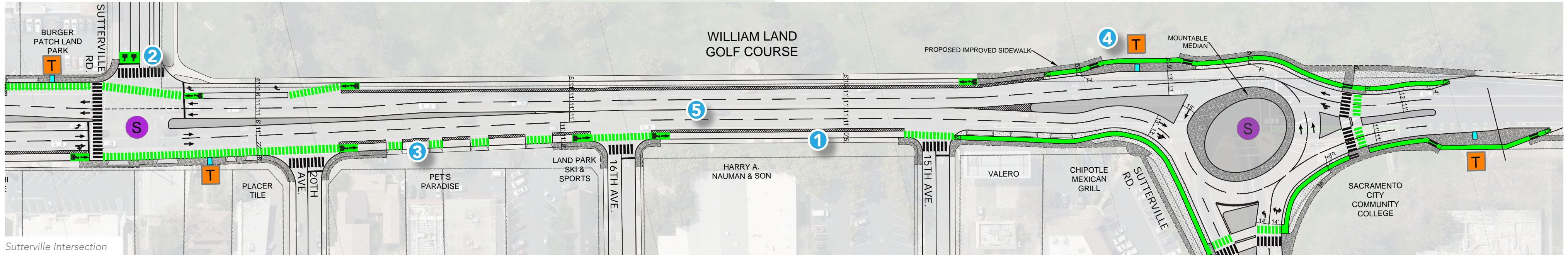
The new concept proposes a roundabout design that will improve the overall flow of traffic, allow for wider and improved sidewalks, provide room for separated bike lanes at sidewalk grade, and create a gateway feature to Freeport neighborhoods, Land Park, and the variety of businesses along the corridor. Additionally, the concept includes an improved crosswalk with better signage and striping and reduced crossing distances for people walking and biking on the north side of the intersection. The design also incorporates turning movements for larger vehicles.

It is essential to work with the Parks Department to maintain the character of Land Park and ensure it remains a regional destination. This will be achieved by maintaining existing trees and the pathway adjacent to the road, and adding improved transit stops at the roundabout. Community feedback also made evident the desire for an additional crosswalk on the south leg of Sutterville. As designs get refined and progress further, the feasibility of this additional crosswalk will be evaluated. Additional funding will also be required to evaluate this roundabout concept at an engineering level.



Key map - Sutterville Intersection

- 1 New continuous sidewalks
- 2 Improved existing signals and crosswalks
- 3 New separated bikeways
- 4 Enhanced transit facilities
- 5 2 travel lanes in each direction



Sutterville Intersection

SOUTH SEGMENT

Proposed Design Concept - Separated Bikeway

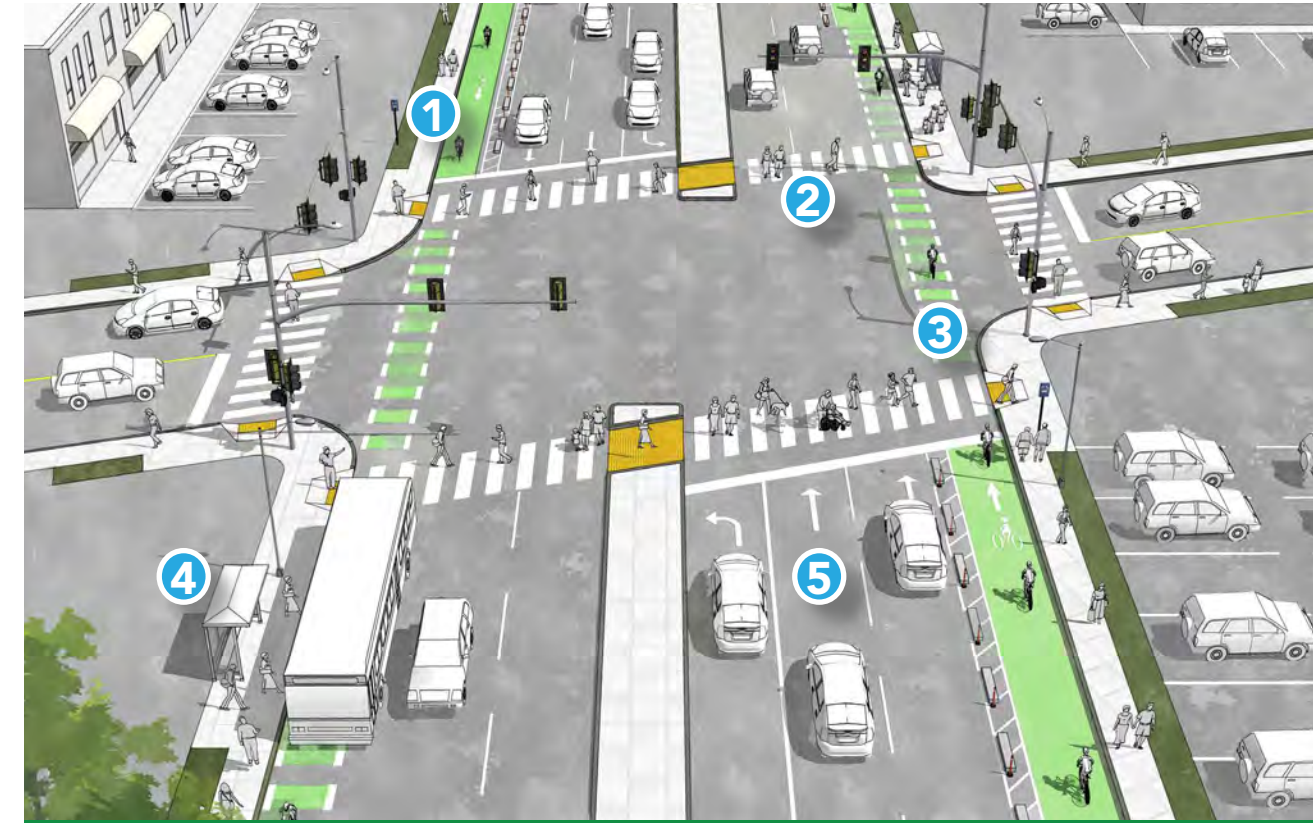
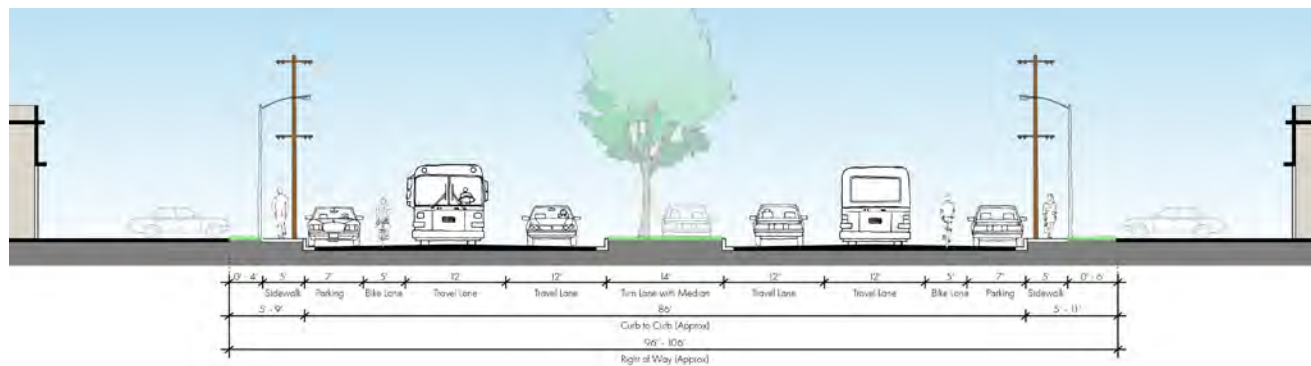
Between Sutterville S. and Harian Way, and Between Oregon Dr. and Blair Ave.

The roadway lanes are reconfigured to 11-foot standard width travel lanes that can accommodate buses, removes parking on both sides of the block, and creates space for separated bikeways on both sides of the street to further improve connectivity with adjacent neighborhoods. The reconfiguration also allows for a wider physical median in the center of the road. Sidewalks are widened to ADA compliance, and all gaps are filled with new sidewalks. Transit stops are improved with bus shelters, adequate sidewalk space for ADA compliance, and other supportive amenities. Four new signals with crosswalk are added in this segment, along with improved existing signal times that are synchronized with vehicle traffic.

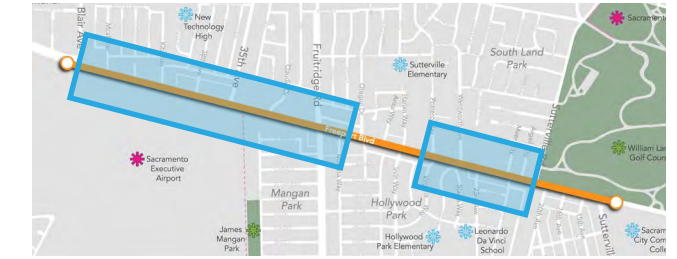
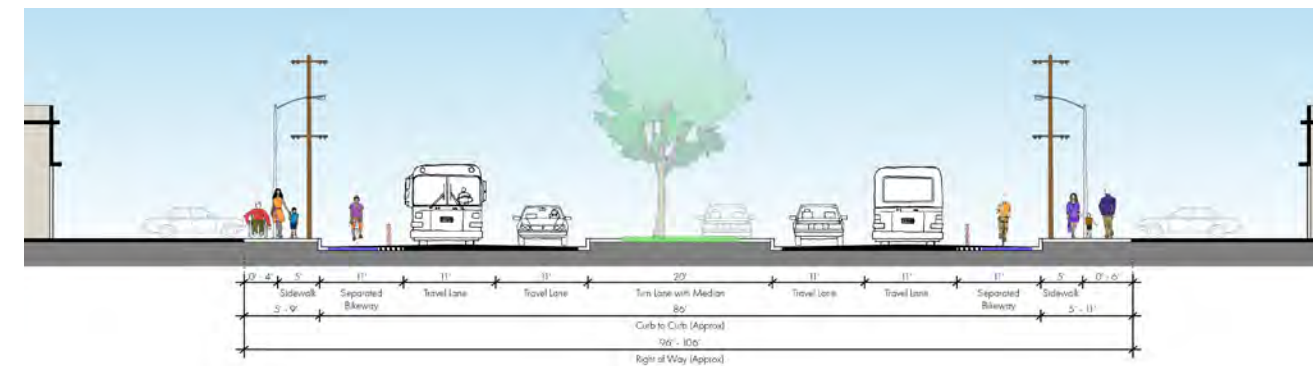
- 1 Continuous sidewalks
- 2 New crosswalks with pedestrian signal and pedestrian refuge at Oregon Dr. and Potrero Way
- 3 New separated bikeways
- 4 Enhanced transit facilities
- 5 2 travel lanes in each direction and maintained turn lanes



Existing Prototypical Condition



Proposed Prototypical Concept



Key map - Between Sutterville S. and Harian Way, and Between Oregon Dr. and Blair Ave.



Enhanced transit facilities



Continuous sidewalks



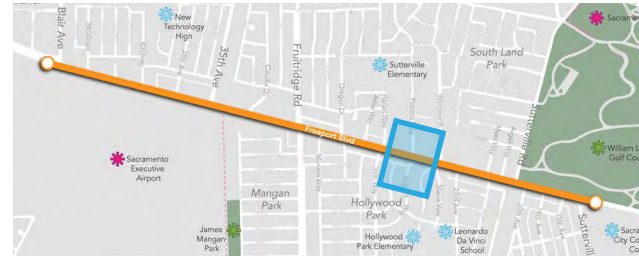
Separated bikeway

Potrero Way

A new pedestrian signal with an enhanced crosswalk is proposed at Potrero Way to address the history of crashes at this intersection, and to provide better access to Sutterville Elementary and the Del Rio Trail up north. The wide median design creates a pedestrian refuge island that also allows people biking to walk their bikes safely across the street. The design concept also includes new continuous and ADA compliant sidewalks on both sides of the street. For areas where there are gaps in the sidewalks, new sidewalks will be added.

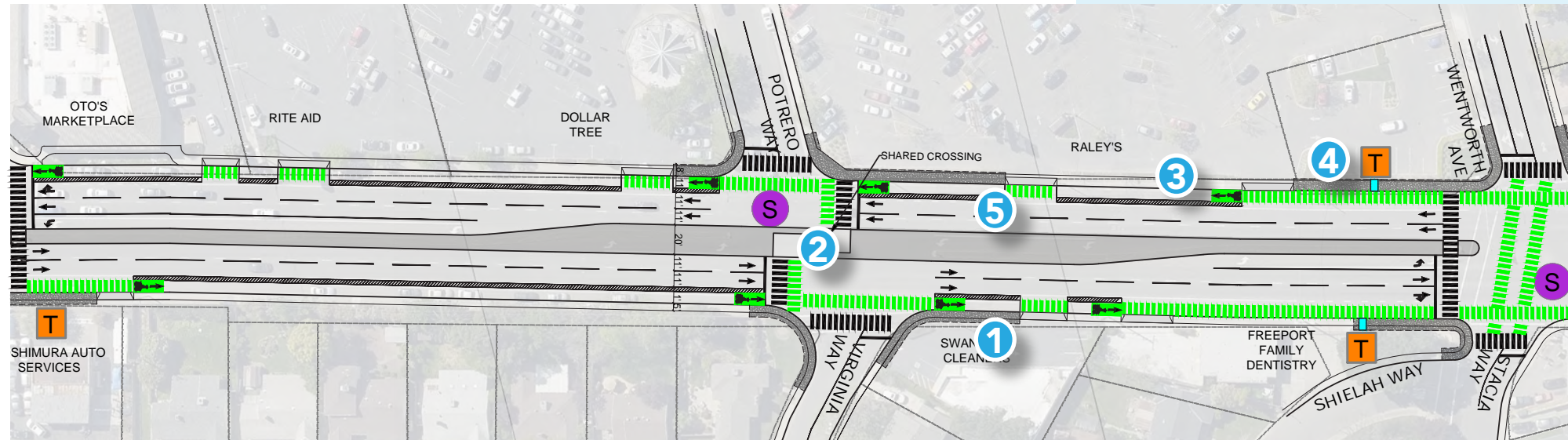
The parking analysis referenced in chapter two showed low utilization of parking, which allows for a reconfiguration of parking lanes for new separated bikeways that extend through the intersections.

Additional proposed improvements include enhanced transit facilities with new amenities such as shelters and seating, wider medians with opportunities for future landscaping improvements, and two maintained travel lanes and turn lanes.



Key map - Potrero Way

- 1 New continuous sidewalks
- 2 New crosswalks with pedestrian signal
- 3 New separated bikeways
- 4 Enhanced transit facilities
- 5 2 travel lanes in each direction



Potrero Way

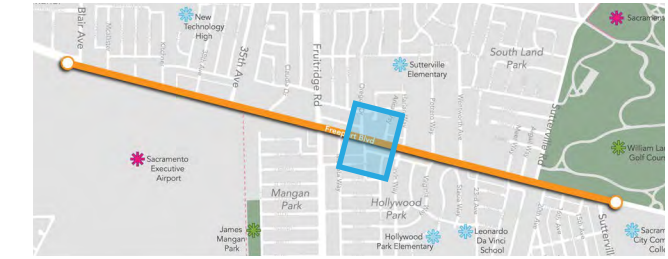


Oregon Dr.

A new pedestrian signal with another staggered crosswalk is proposed at Oregon Drive to provide an additional, safe option for residents and users to cross Freeport Boulevard. This is allowed by a wide median design that creates a pedestrian refuge island. Where the new pedestrian signal is proposed, the design concept also includes new continuous and ADA compliant sidewalks on both sides of the street. New sidewalks will also be added where gaps exist.

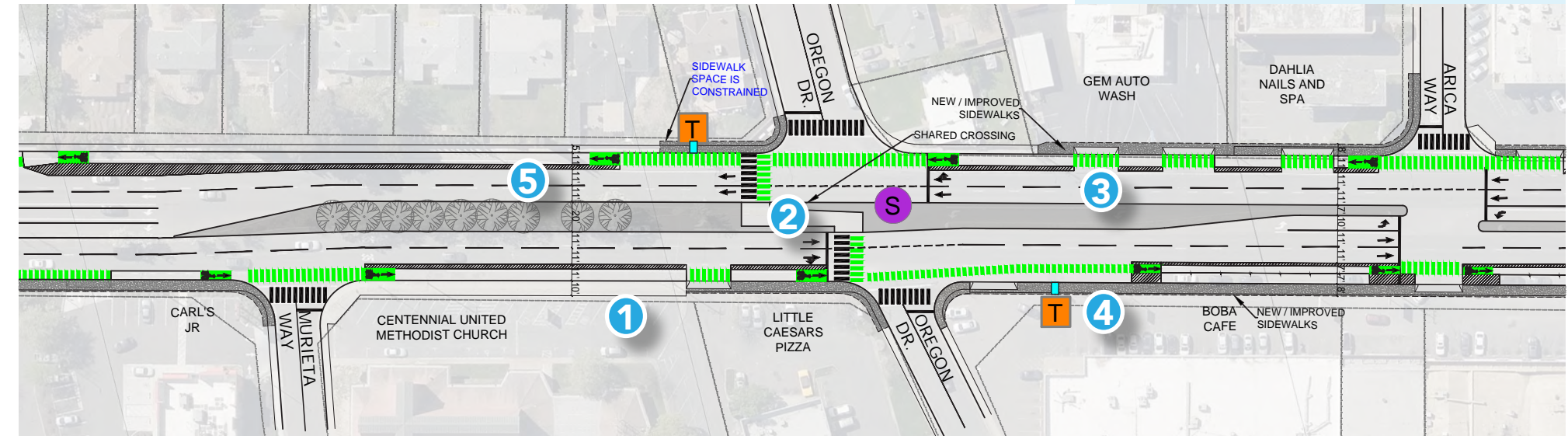
Similar to Protero, a low utilization of parking was found near this intersection, which allows for a reconfiguration of parking lanes for new separated bikeways that extend through the intersections.

Additional proposed improvements include two maintained travel lanes and turn lanes, enhanced transit facilities with new amenities such as shelters and seating, and opportunities for future landscaping improvements in the median. The design also incorporates proper turning movements for larger vehicles.



Key map - Oregon Drive

- 1 New continuous sidewalks
- 2 New crosswalks with pedestrian signal
- 3 New separated bikeways
- 4 Enhanced transit facilities
- 5 2 travel lanes in each direction



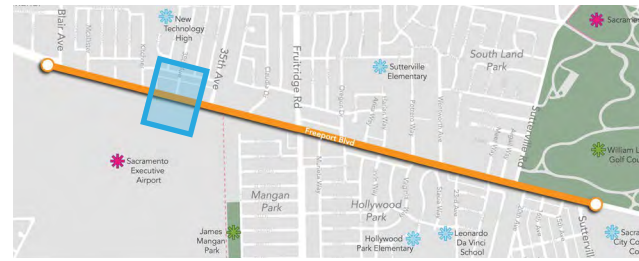
Oregon Dr.



38th Ave.

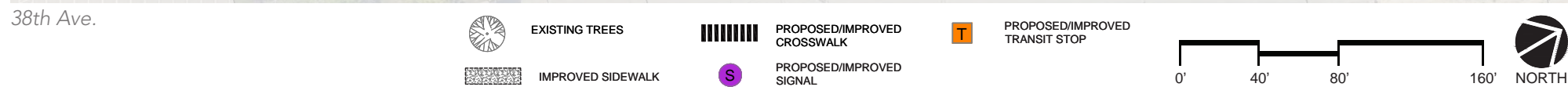
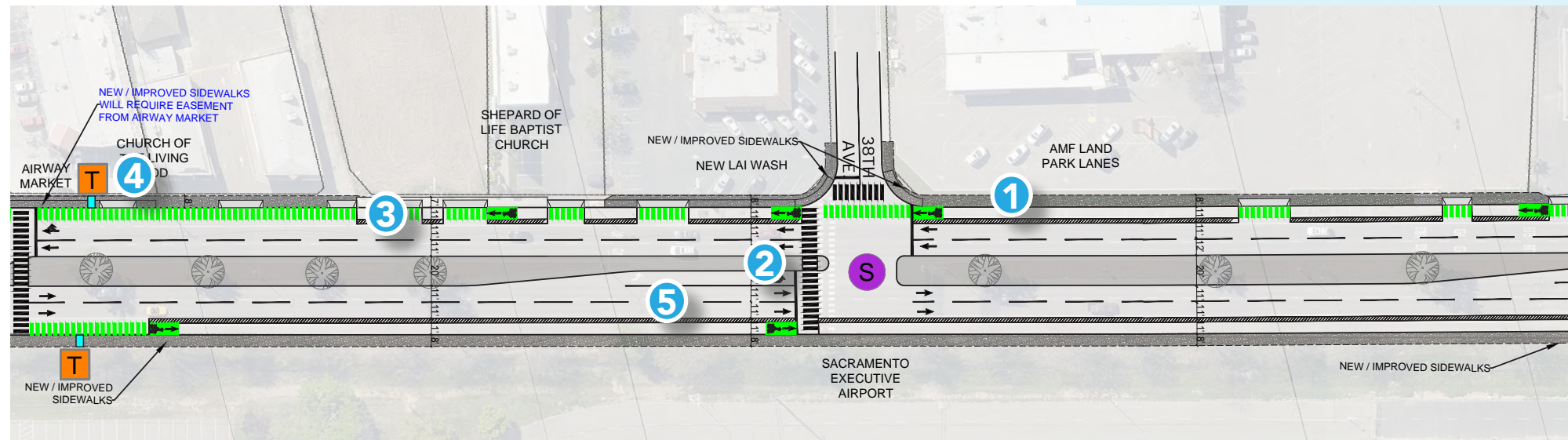
A new pedestrian signal at 38th Avenue that will enhance the existing crosswalk and allow for safer crossings. The wide median design will provide a safer pedestrian refuge island, and allow for future landscaping improvements. The lack of sidewalks at 38th Avenue near the intersection is addressed in the design concept by incorporating new, continuous, ADA compliant sidewalks on both sides of the street, allowing for better access to establishments such as the Airway Market and Shepard of Life Baptist Church.

Additional proposed improvements include enhanced transit facilities with new amenities such as shelters and seating, and two maintained travel lanes and turn lanes. Low utilization of parking near this intersection also allows for a reconfiguration of parking lanes for new separated bikeways that extend through the intersections.



Key map - 38th Avenue

- 1 New continuous sidewalks
- 2 New crosswalks with pedestrian signal
- 3 New separated bikeways
- 4 Enhanced transit facilities
- 5 2 travel lanes in each direction and maintained turn lanes

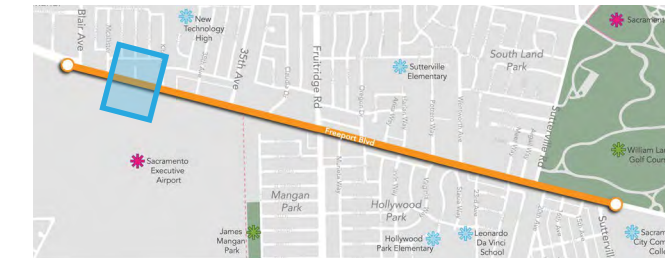


Hughes Ave.

The lack of sidewalks at Hughes on the east side adjacent to the Sacramento Executive Airport is addressed in the design concept by incorporating new, continuous, ADA compliant sidewalk on both sides of the street. The existing crosswalk at Hughes Avenue is enhanced by a proposed new pedestrian signal that will allow for safer crossings for people accessing commercial uses on the west side of Freeport. The wide median design will provide a safer pedestrian refuge island.

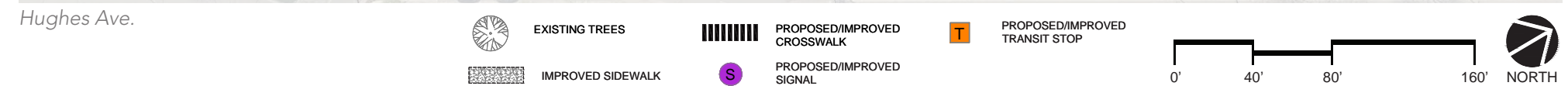
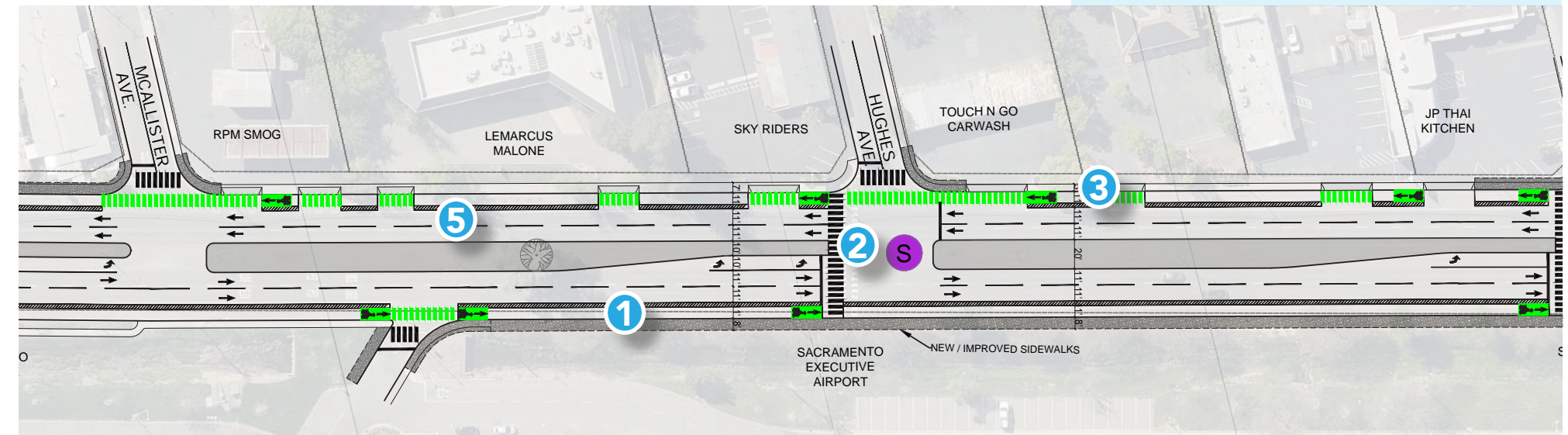
The parking analysis referenced in chapter two showed low utilization of parking, which allows for a reconfiguration of parking lanes for new separated bikeways that extend through the intersections.

Additional proposed improvements include two maintained travel lanes and turn lanes, enhanced transit facilities with new amenities such as shelters and seating, and wider medians with opportunities for future landscaping improvements. The design also incorporates proper turning movements for larger vehicles.



Key map - Hughes Avenue

- 1 New continuous sidewalks
- 2 New crosswalks with pedestrian signal
- 3 New separated bikeways
- 4 2 travel lanes in each direction and maintained turn lanes



Proposed Design Concept - Buffered Bike Lane

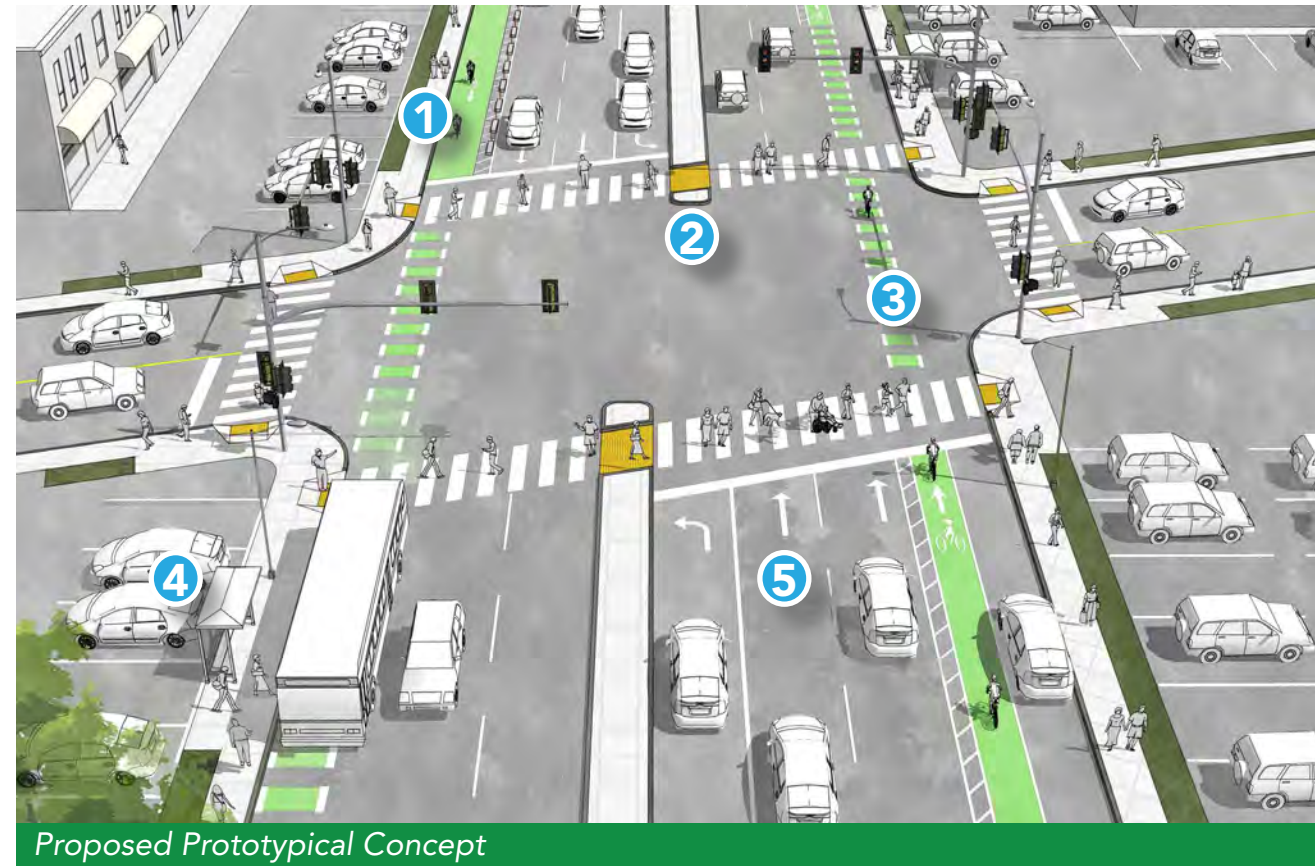
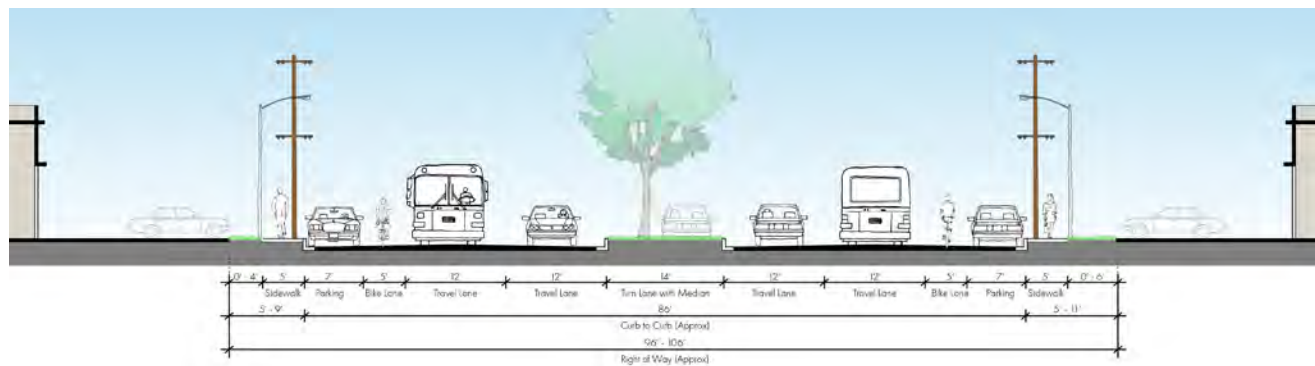
Between Harian Way and Oregon Dr.

Parking is maintained on the east side to ensure drivers can still access businesses between Harian Way and Oregon Drive, which requires this segment to transition from a separated bike lane to a buffered lane. The roadway lanes are reconfigured to 11-foot standard width that can accommodate buses, create space for buffered bike lanes on both sides of the street to further improve connectivity with adjacent neighborhoods, and allows for wider sidewalks. Transit stops are improved with bus shelters, adequate sidewalk space for ADA compliance, and other supportive amenities. Additionally, existing signal times are improved to synchronize with vehicle traffic.

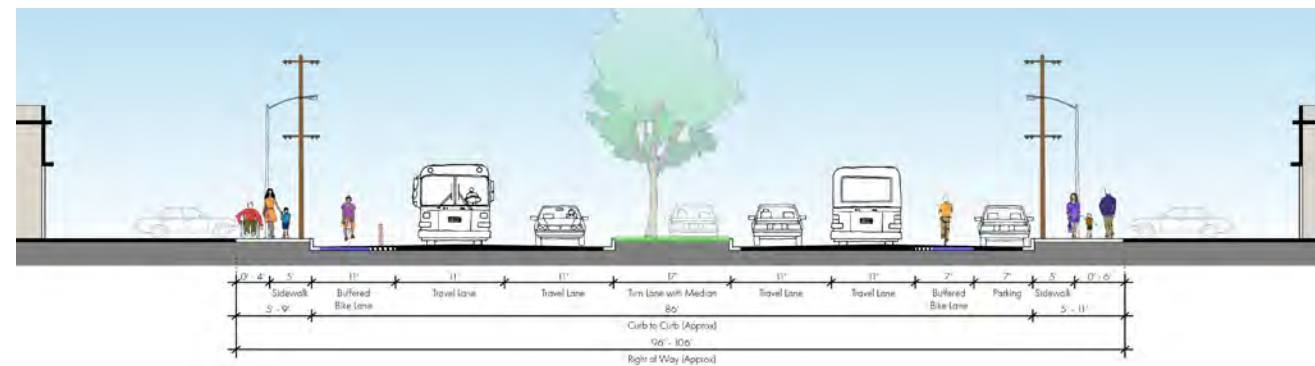
- 1 New continuous sidewalks
- 2 New crosswalks with a pedestrian signal at Oregon Dr.
- 3 New buffered bikeways through the intersection
- 4 Enhanced transit facilities
- 5 2 travel lanes in each direction and maintained turn lanes and parking



Existing Prototypical Condition



Proposed Prototypical Concept



Key map - Between Harian Way and Oregon Dr.



Continuous sidewalks



Improved existing and new crosswalks

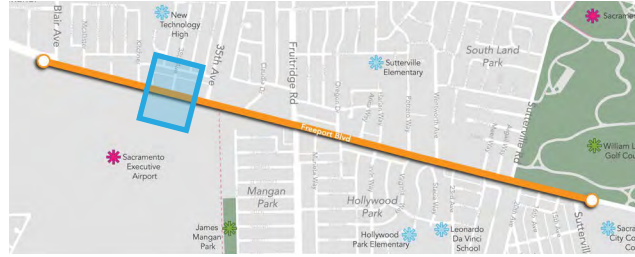


Buffered bikeway

The concept proposes new buffered bikeways that allow for parking to be maintained in the east side and extend through the intersections. Parking is removed on the west side where it is less utilized and can be accommodated by existing surface parking lots on adjacent properties. Continuous sidewalks are constructed on both sides of the street, and new crosswalks with pedestrian signals are installed at Oregon Drive. This allows people walking to safely access the diversity of businesses on both sides of the corridor.

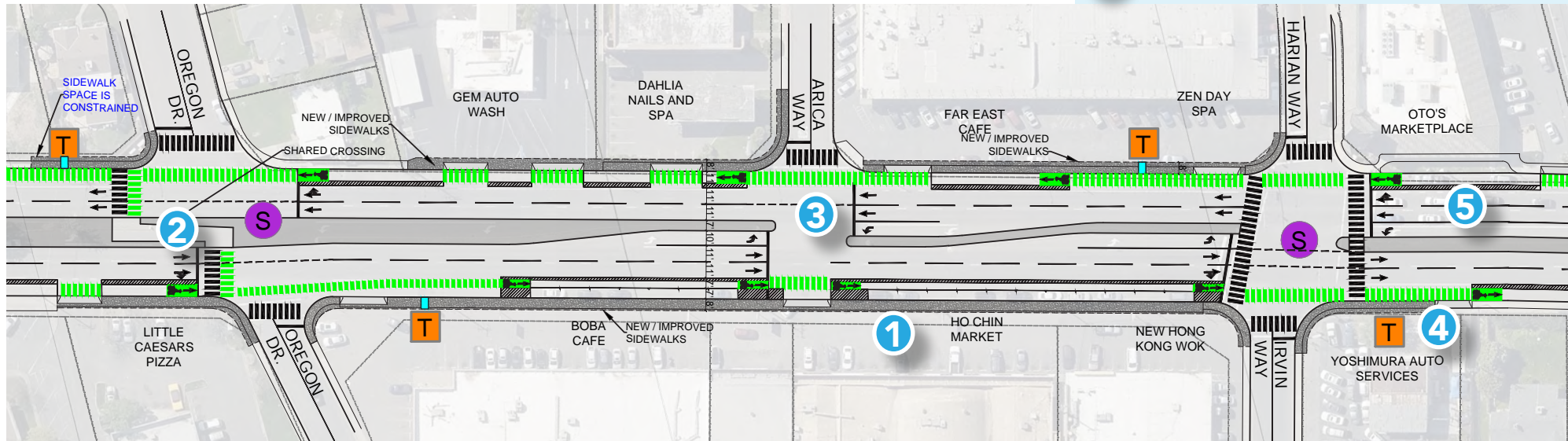
Additionally, transit facilities are enhanced and the existing two travel lanes and turn lanes are maintained, ensuring that people who are taking transit and driving are also accommodated.

The parking study found that the blocks between Harian Way and Oregon Drive have better parking utilization as compared to the entire corridor, which justifies the proposed hybrid design of maintaining parking on the east side of the block in addition to providing a buffered bike lane.



Key map - Between Harian Way and Oregon Dr.

- 1 New continuous sidewalks
- 2 New pedestrian signal with crosswalks at Oregon Dr.
- 3 New buffered bikeways
- 4 Enhanced transit facilities
- 5 2 travel lanes in each direction and maintained turn lanes and parking



Oregon Drive to Harian Way





5

5. IMPLEMENTATION

IN THIS CHAPTER

PROJECT COST

MAJOR COST CATEGORIES

IMPLEMENTATION PATH

PROJECT COST

To bring a project of this magnitude from concept to reality will cost a significant amount of money. Projects like Freeport Boulevard rely on local funds and grants from the state and federal government to take this concept further. There are many grant sources available, but competition is strong and grants still require matching local funds.

State and federal funds are made available through competitive funding rounds which are typically announced every two to three years. Typical awards for corridor improvements range from three to nine million dollars, depending on the administering agency. When the grant programs become available, the City will identify a segment for which to request funding based on the program and its typical award amounts. For this planning document, the corridor has been described as three different segments, but the actual implementation phasing may occur differently based on the funding being pursued.

Construction

The construction cost of \$36,810,000 was estimated based on the preliminary design concepts and recent construction bid unit costs with an escalation factor to account for future construction. Major cost items include roadway, bike, and sidewalk improvement, as well as new traffic signals. A contingency factor was included to account for refinement of project design, changes in project details, or unforeseen changes in construction costs.

Actual project costs will be determined by surveyed base mapping, geotechnical reports, concept refinement, environmental reviews, right of way availability, project phasing, and bid conditions at the time of advertisement. Project costs would be reviewed prior to any grant application or initiation of a Capital Improvement Project to revalidate and update the assumptions in this study as necessary.

Right-of-Way

In addition to construction costs, right of way costs were assumed that include temporary construction easements for items such driveway modifications, curb ramps reconstruction, signal equipment poles and cabinets. It is assumed that the project be constructed almost exclusively within the roadway prism and right of way acquisition would not be needed along the entire project frontage. Further refinement in subsequent phases of design will more accurately identify specific right of way needs.

Delivery

Project delivery costs are included in the estimates provided in this study. These costs encompass all of the work to complete subsequent phases including preliminary engineering, environmental documentation, final design, right of way engineering, and construction oversight. These costs have been based on an analysis of historical delivery costs.

MAJOR COST CATEGORIES

Preliminary Design and Environmental Clearance

- » Conducts public and stakeholder engagement to refine the proposed concepts developed from the planning study, and ensure it meets the community and stakeholder needs.
- » Advances the engineering and design of the project to a 30% level of completion. Better defines project solutions, footprint, feasibility and costs.
- » Identifies a project’s potential impacts and mitigates significant impacts on the community and the environment.
- » Determines implementation pathways, including how the project will be phased and built.

Final Design Documentation

- » Advances the engineering and design of the project to a 60%, 90% and 100% level of design.
- » Public and stakeholder engagement continues during the final design phase, to inform the community of the proposed project and what to anticipate during construction.
- » Obtains necessary rights of way and permissions and permits to construct the project.

Construction, Inspection and Certification

- » Includes hiring contractors and building the work to city standards.
- » Includes opportunities for local contractors and businesses to work on the proposed project and what to anticipate during construction.

IMPLEMENTATION PATH

The City will continue to engage with the community in the future phases of design and implementation and ensure their vision for Freeport Boulevard continues to advance. **Figure 5.1** outlines the implementation path that will allow for the delivery of improvements that the community deserves.

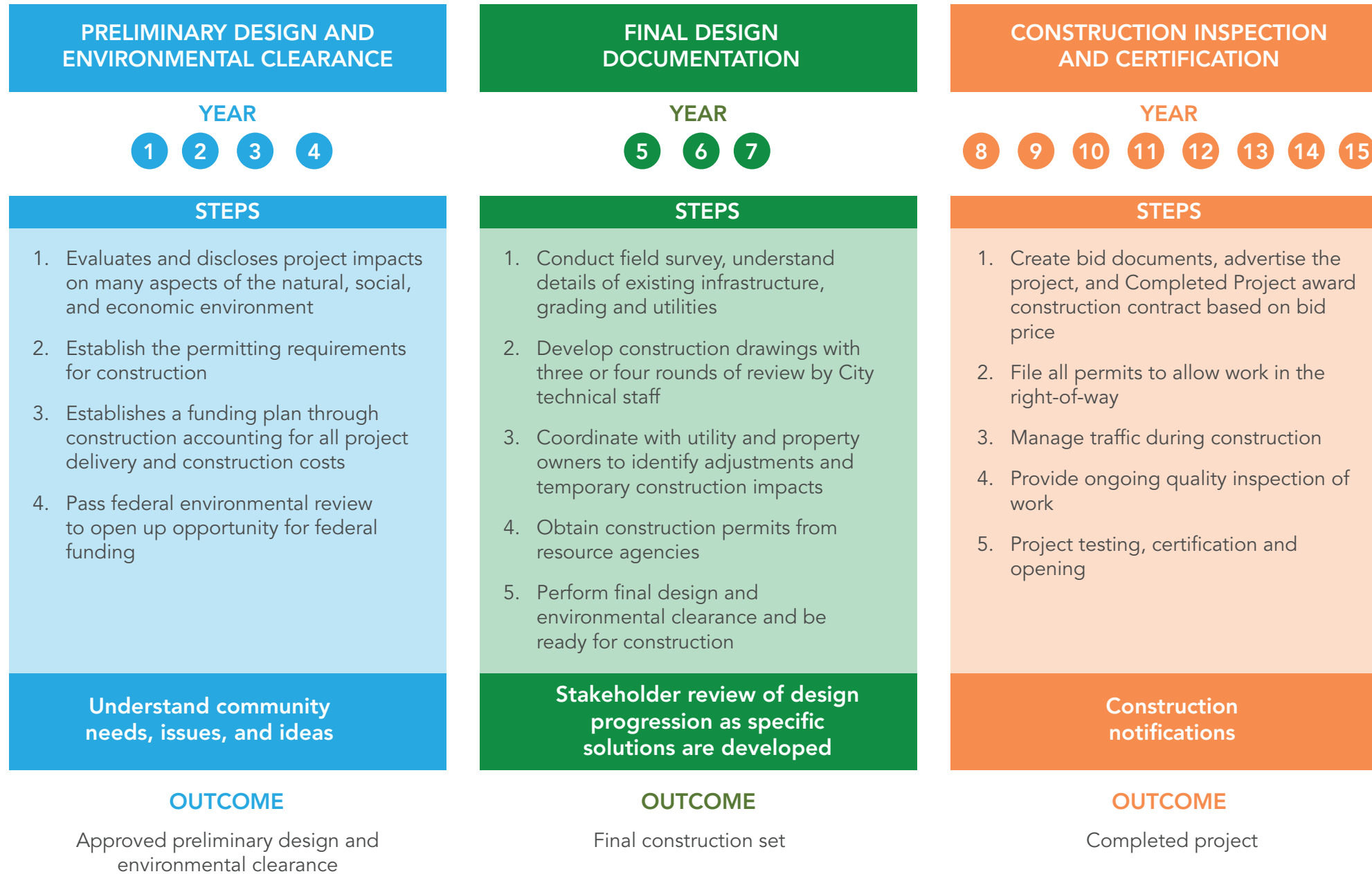


FIGURE 5.1 IMPLEMENTATION PATH

APPENDIX A



TECHNICAL ANALYSIS

SUMMARY



FREEPORT BLVD
SAFETY • MOBILITY • COMMUNITY

City of
SACRAMENTO

**FREEPORT BOULEVARD
TRANSPORTATION PLAN**

INTRODUCTION

RECENT AND CONCURRENT PLANNING PROCESSES

Numerous previous and current planning projects are being used to inform the Freeport Boulevard Transportation Plan. These efforts include citywide planning efforts as well as visions created by the community. Refer to Appendix A for a complete summary of all recent and concurrent planning processes. Key efforts reviewed include:

Citywide Plans

- Sacramento General Plan 2035, City of Sacramento, 2015
- Land Park Community Plan, 2015 (part of General Plan)
- Vision Zero Sacramento Action Plan, City of Sacramento, 2018
- City of Sacramento Bicycle Master Plan, City of Sacramento, 2018
- Pedestrian Crossing Guidelines, 2021
- Sacramento General Plan Update 2040, City of Sacramento, Ongoing

Partner Agency Plan

- SacRT Forward Alternatives Report, 2018
- Freeport Boulevard Walk Audit Report, WALK Sacramento, 2019

Sacramento General Plan 2035, City of Sacramento, 2015

The General Plan's Mobility Chapter addresses the infrastructure and service needs of various modes of transport. The plan calls for the creation of a balanced, multimodal network that meets the needs of all road users.

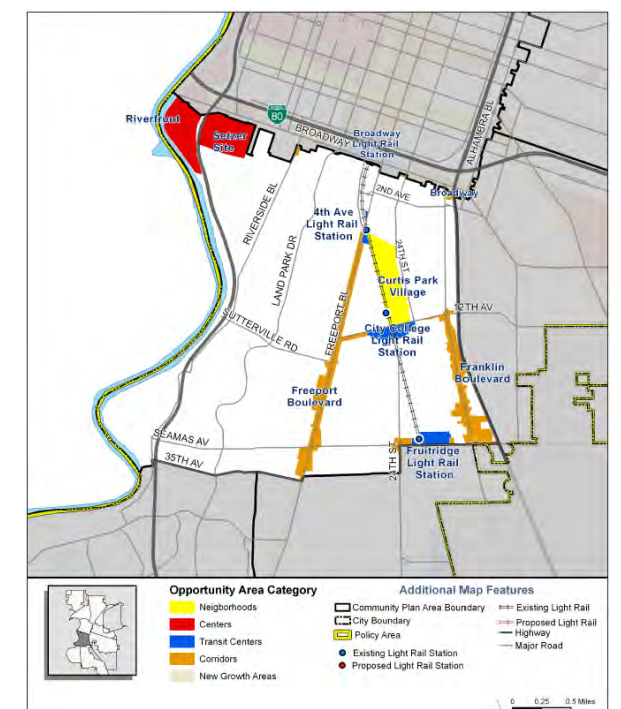
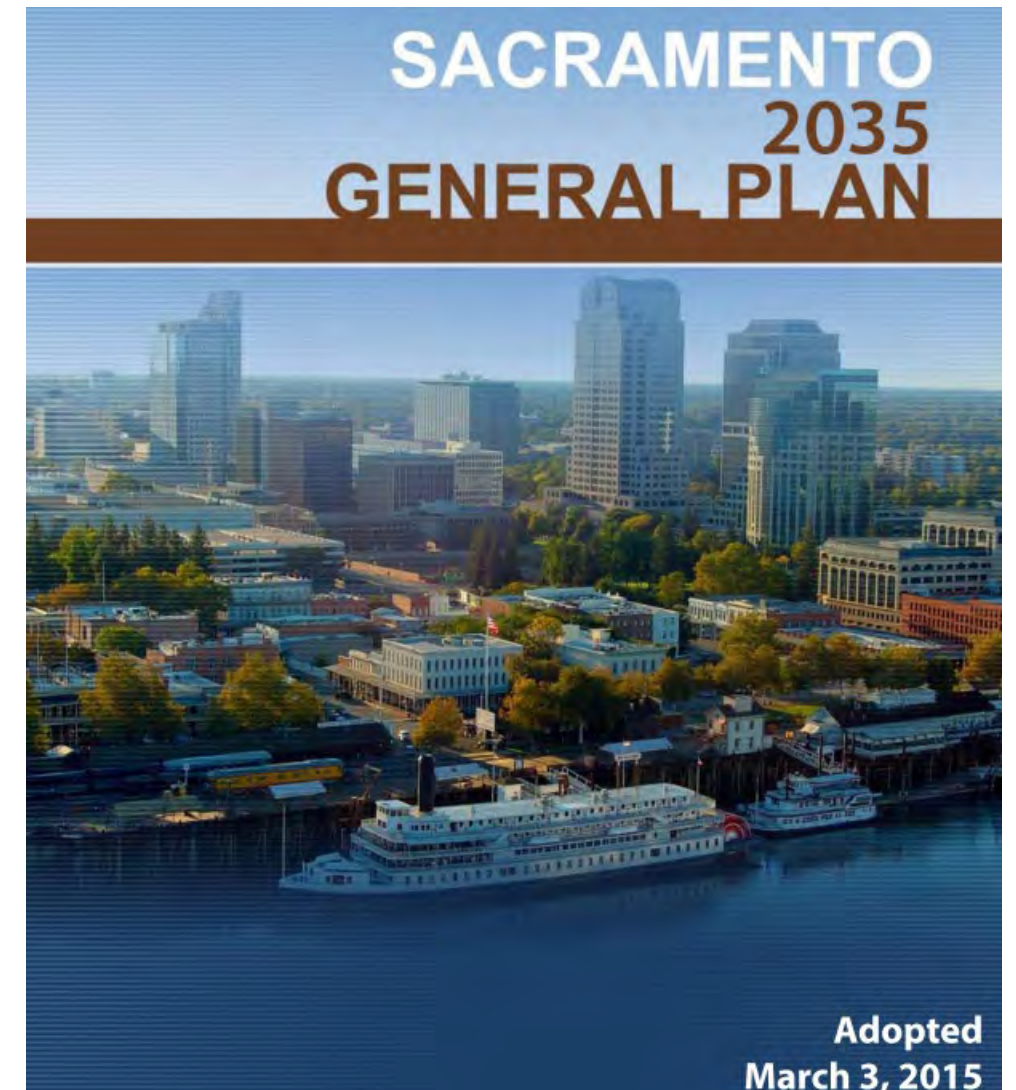
Relevant Goals:

- Provide a multimodal transportation system that supports the social, economic and environmental vision, goals, and objectives of the City.
- Increase multimodal accessibility throughout the city and region with an emphasis on walking, bicycling, and riding transit.
- Improve accessibility and system connectivity by removing physical and operational barriers to safe travel
- Design, construct, and maintain a universally accessible, safe, convenient, integrated and well-connected pedestrian system that promotes walking.
- The City shall plan, design, operate and maintain all streets and roadways to accommodate and promote safe and convenient travel for all users.

Land Park Community Plan, 2015

The Land Park Community Plan provides an overview of the community's development and planning history

The Plan provides information about opportunity areas. Freeport Boulevard is a Commercial Corridor Revitalization opportunity area.



INTRODUCTION

Vision Zero Sacramento Action Plan, City of Sacramento, 2018

The City of Sacramento developed a Vision Zero Action Plan to prioritize safety improvements and make progress toward eliminating all traffic fatalities. The Action Plan found that 79% of collisions resulting in death or serious injury occurred on 14% of the street network. Freeport Boulevard was classified as a High Injury Network street.

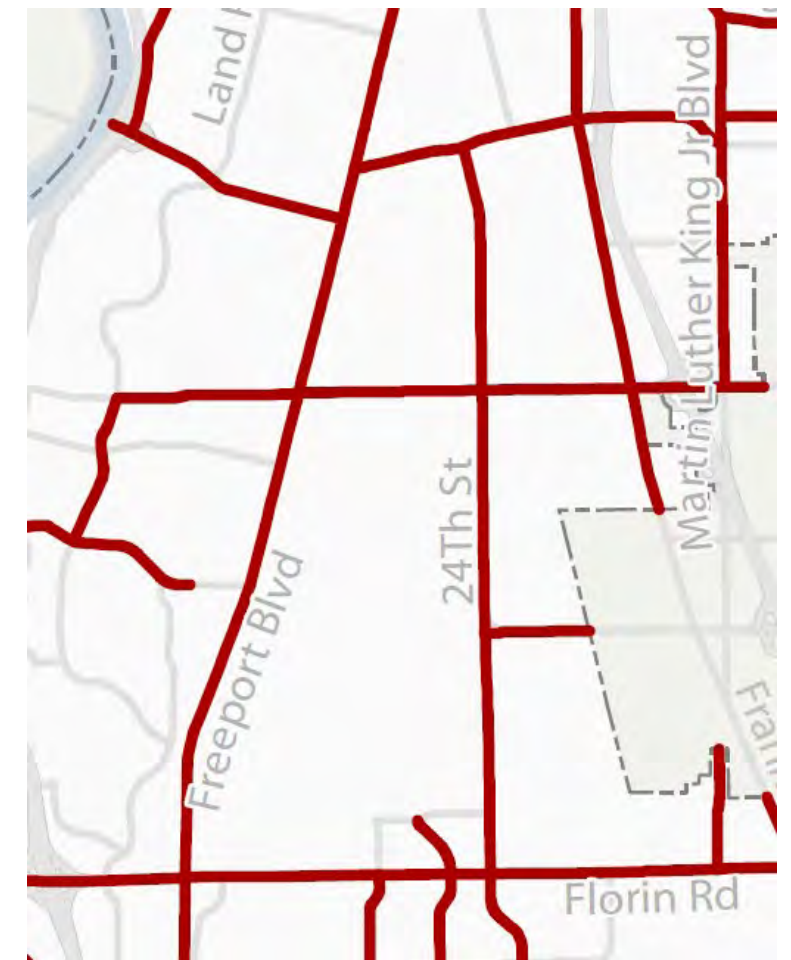
The Action Plan includes a crash typology and a series of countermeasures to reduce those crashes. Countermeasures tackle crash reduction from multiple angles: street design, enforcement, and education.

The Action Plan outlines short-term and long-term actions to reach desired Vision Zero outcomes including the following strategies:

- Incorporate Vision Zero safety principles into all future City plans and design documents.
- Provide ongoing safety-related training and support to City staff responsible for street design and enforcement activities.
- Enhance street lighting to improve visibility throughout the HIN.
- Revisit pedestrian crossing guidelines for signalized and unsignalized intersections.
- Continue building the enhanced bikeway network consistent with the Bicycle Master Plan.

Key Findings:

- Crash victims who walk are **10 times more likely** to be killed or seriously injured in Sacramento than crash victims who drive.
- Between 2009 and 2015, collisions where someone was killed or seriously injured while biking or walking **increased 63%**.
- Unsafe speed is the leading cause of crashes. **2/3 of fatal crashes** occur on streets with a posted speed of 40 mph or higher.
- **About 44% of fatal crashes** and half of pedestrian KSI crashes occur in the City's Disadvantaged Communities, which account for only 25% of the roadway network.



*High Injury Network (HIN)
Freeport Boulevard is part of the High Injury Network*

INTRODUCTION

City of Sacramento Bicycle Master Plan, City of Sacramento, 2018

The City of Sacramento's Bicycle Master Plan provides a blueprint for developing a bicycle network that is safe and accessible for residents of all ages and abilities.

Goals:

- **Increase Ridership:** 7% bicycle mode share for commuting by 2020
- **Increase Safety:** Zero bicyclist fatalities by 2020
- **Increase Connectivity:** Double the percentage of residents that can conveniently reach a continuous low-traffic-stress bikeway network* by 2025
- **Increase Equity :** Equitable investments in bicycling facilities and programs for all neighborhoods by 2020

The Bicycle Master Plan does not recommend changes to Freeport Boulevard's existing bike lanes; however, the plan's bikeway facility selection guidelines show a separated bikeway is warranted based on traffic volumes and the posted speed limit.

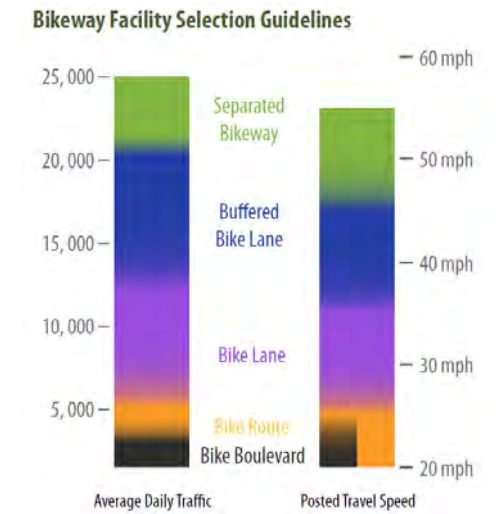
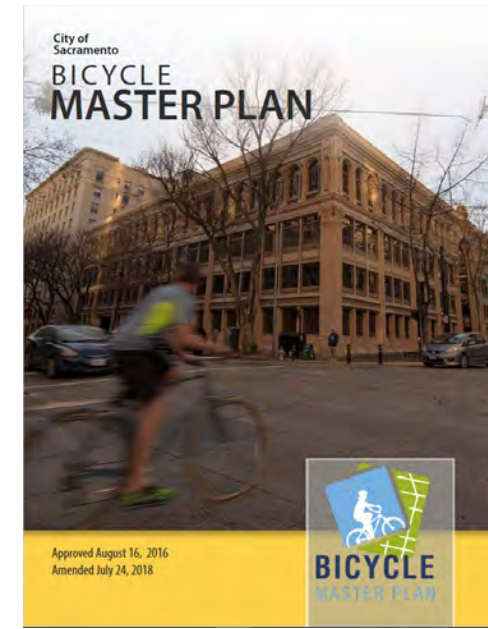
Pedestrian Crossing Guidelines, City of Sacramento 2021

The City of Sacramento's Pedestrian Crossing Guidelines provide information on the siting and design of crossings.

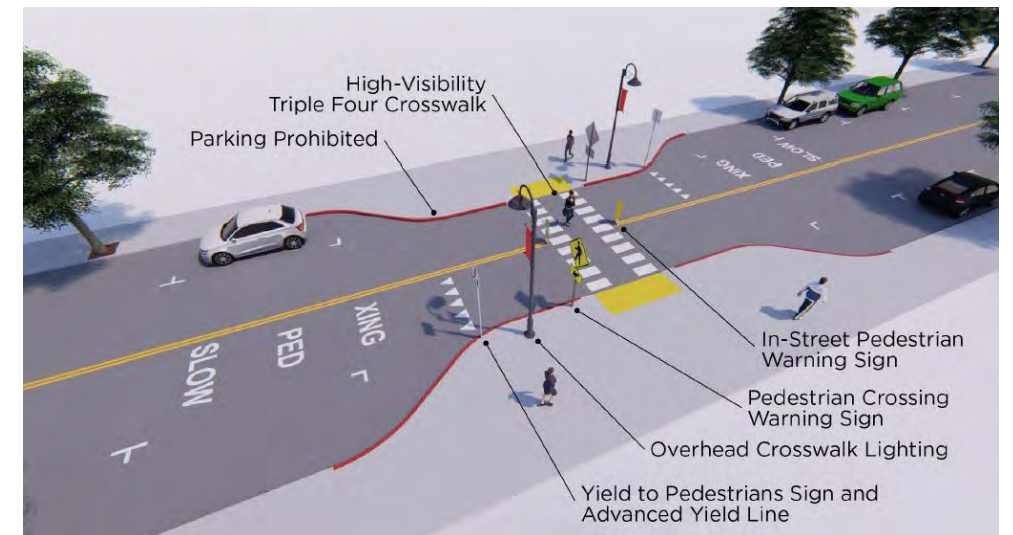
A critical element is recommending different types of crossings based on vehicle Average Daily Traffic, number of lanes per direction, presence of a median, and posted speed. The bigger the road and the faster and heavier the traffic, greater protection is needed to create an appropriate crossing.

Based on Freeport Boulevard street characteristics, crossing design should include a Pedestrian Hybrid Beacon (PHB), a pedestrian refuge island, advance warning signage, and high-visibility crosswalk markings

The guidelines provide a definition, considerations, and example design renderings to communicate safety improvements.



City of Sacramento Bicycle Master Plan, 2018



Example Crosswalk Visibility Enhancements

Freeport Boulevard Walk Audit Report, WALK Sacramento, 2019

The Freeport Boulevard Transportation Safety Committee partnered with WALK Sacramento to conduct a community walk audit after a pedestrian fatality at Oregon Drive.

Recommendations Included:

- Either extend the planned road diet from Sutterville Road south to Fruitridge Road or narrow travel lanes and install planted median islands with buffered bicycle lanes and curb extensions.
- Install crossing improvements at Oregon Drive and Potrero Way.
- Install Leading Pedestrian Internals at key locations such as Sutterville Road and Fruitridge Road.
- Consolidate driveways.
- Widen median islands to plant trees.
- Upgrade bus stops with shade, benches, trash receptacles, and crossing improvements.”

INTRODUCTION

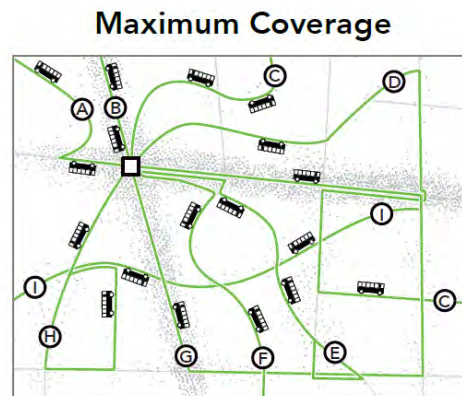
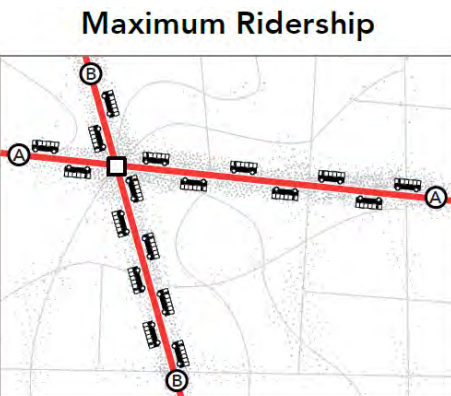
SacRT Forward, 2018

The Sacramento Regional Transit District, known as SacRT, runs buses and light rail throughout the city.

SacRT commissioned a study in 2018 to understand how service might evolve to meet two different alternatives:

- “High Coverage” or lots of routes covering most areas of the city, but with low frequencies and a short daily schedule
- “High Frequency, High Ridership” meaning service would be concentrated on major roads and buses would run more frequently and for more hours of the day

This study focused on laying out the tradeoffs of these two alternatives. For example, high coverage means a person does not have to walk far to a bus stop, but since buses must cover so many streets, it might only run every 45 minutes to an hour. Service focused on major roads means a person might have to walk farther to the bus stop, but service could run every 15 or 20 minutes.



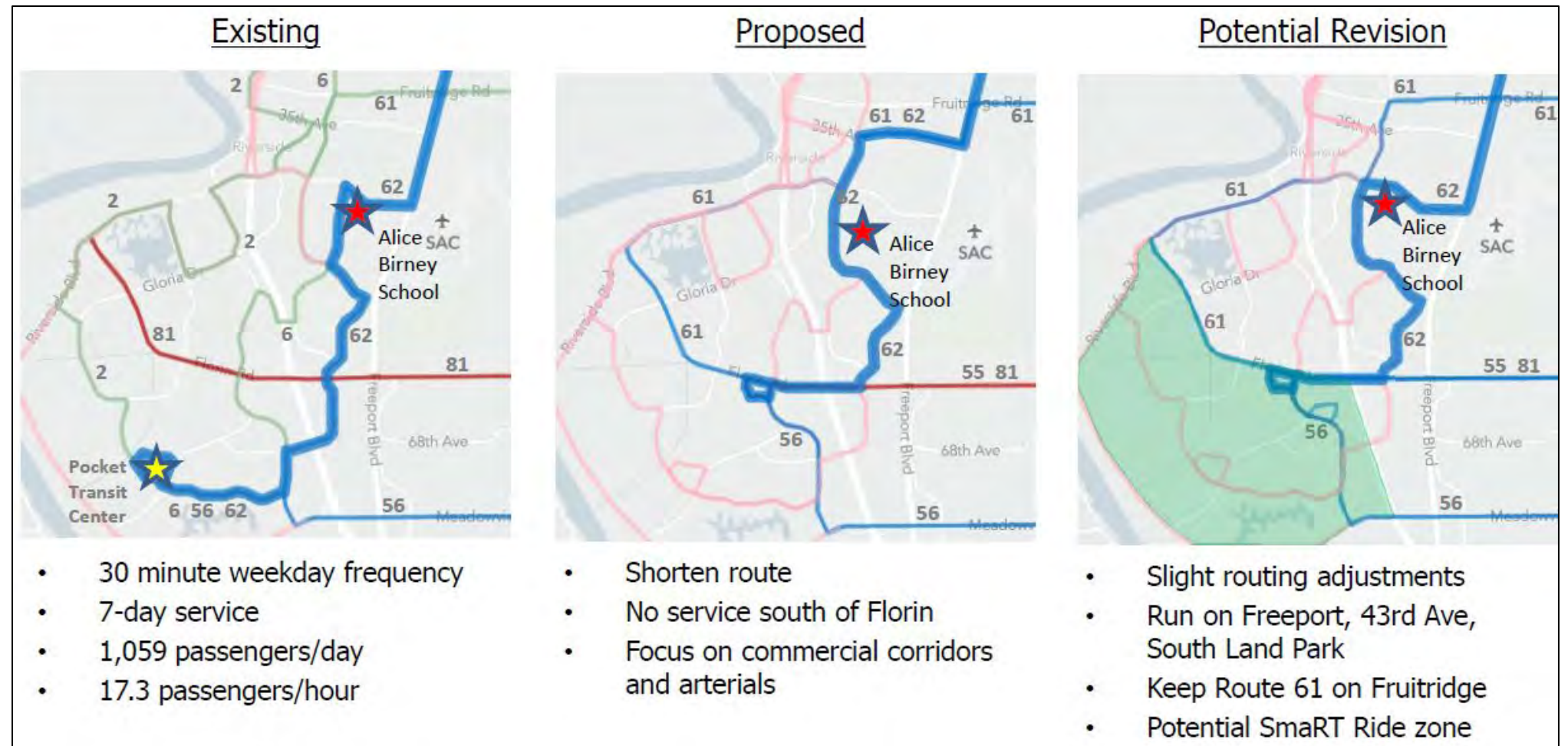
Plan Implementation

SacRT took the study recommendations, conducted route-by-route recommendations, and conducted public outreach. Key elements:

- Simpler network (from 41 to 26 regular routes)
- 7-day service on all routes
- No hourly service (45 minutes or better)

Route 62 Changes

Route 62 serves Freeport Boulevard. Routing changes south of the Freeport Boulevard Transportation Plan study area were evaluated but not yet implemented.



Sacramento General Plan Update 2040, City of Sacramento, Ongoing

In 2019, the City initiated an update to the General Plan. A Draft Land Use Map, Proposed Roadway Changes, and 10 Key Strategies were approved by City Council in January 2021. Plan production is currently underway and should be complete in Spring 2022.

Relevant Key Strategies:

- Facilitate compact mixed-use development in key commercial corridors to create vibrant walkable and transit-supportive neighborhoods. As a key commercial corridor in the city, Freeport Boulevard will be planned for a variety of new development with more walkable environments and more frequent transit service.
- Use an equity framework to prioritize and fund infrastructure improvements in historically disinvested and underserved neighborhoods.
- Right-size streets to fit today's mobility needs to prioritize walking, biking, and transit over automobile use.
- Eliminate City-mandated parking minimums citywide and introduce parking maximums.

EXISTING CONDITIONS

TRAFFIC

Intersection Movements

Volumes of through and turn movements at intersections reveal opportunities to rethink use of street space.

Turning counts were available at several locations along the corridor. In addition, 2021 counts were collected at Oregon Drive, which has emerged as a high priority for analysis.

Sutterville Road North

At this T-intersection, volumes of turns are very heavy.

Sutterville Road South

Volumes on the east leg of the intersection are very low. Northbound U-turn volumes show fairly high demand for this movement.

Meer Way

Northbound U-turn volumes are higher than left turn volumes. There is high demand for turnarounds at Sutterville Road South and Meer Way.

Wentworth Avenue

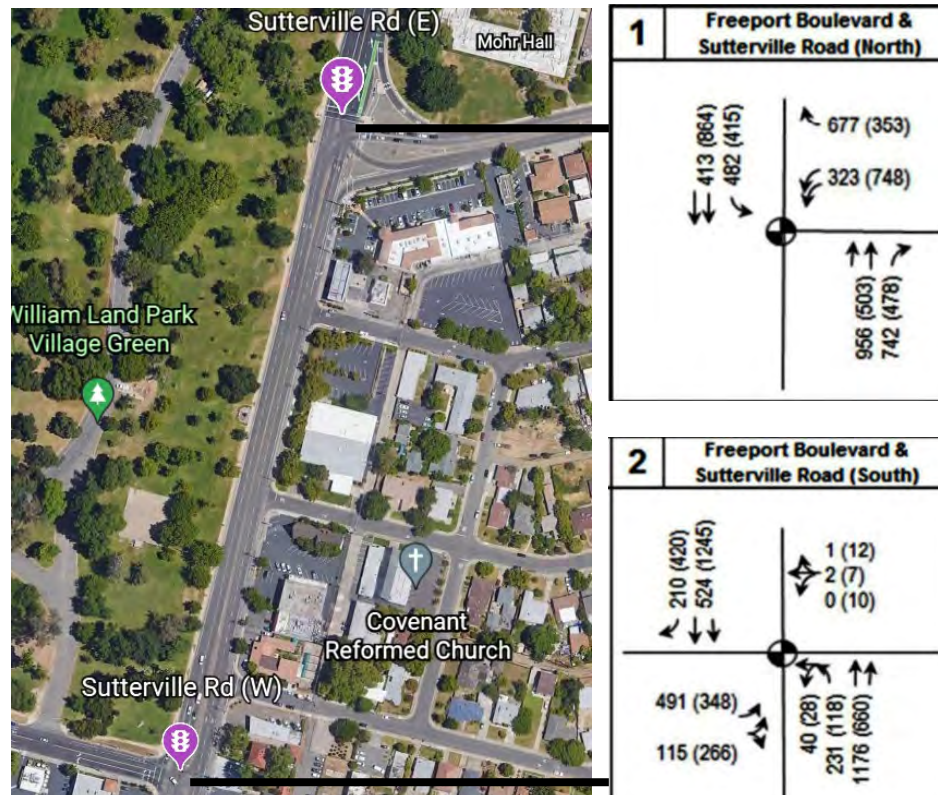
Volumes on the east-west street are very low. Turn volumes are lower than what is seen farther north.

Oregon Drive

Turn volumes are very low from Freeport Boulevard onto Oregon Drive. Volumes on Oregon Drive are less than 60 cars at the highest peak time, or one car per minute.

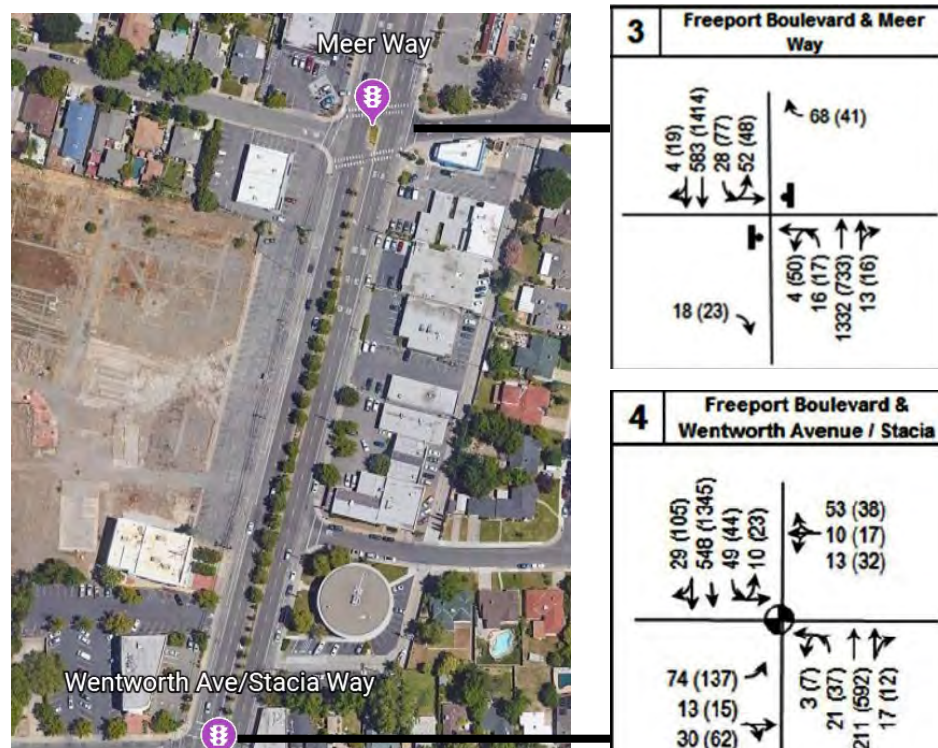
Additional turn movement information for Oregon Drive can be found in Appendix F

Sutterville Road North and South



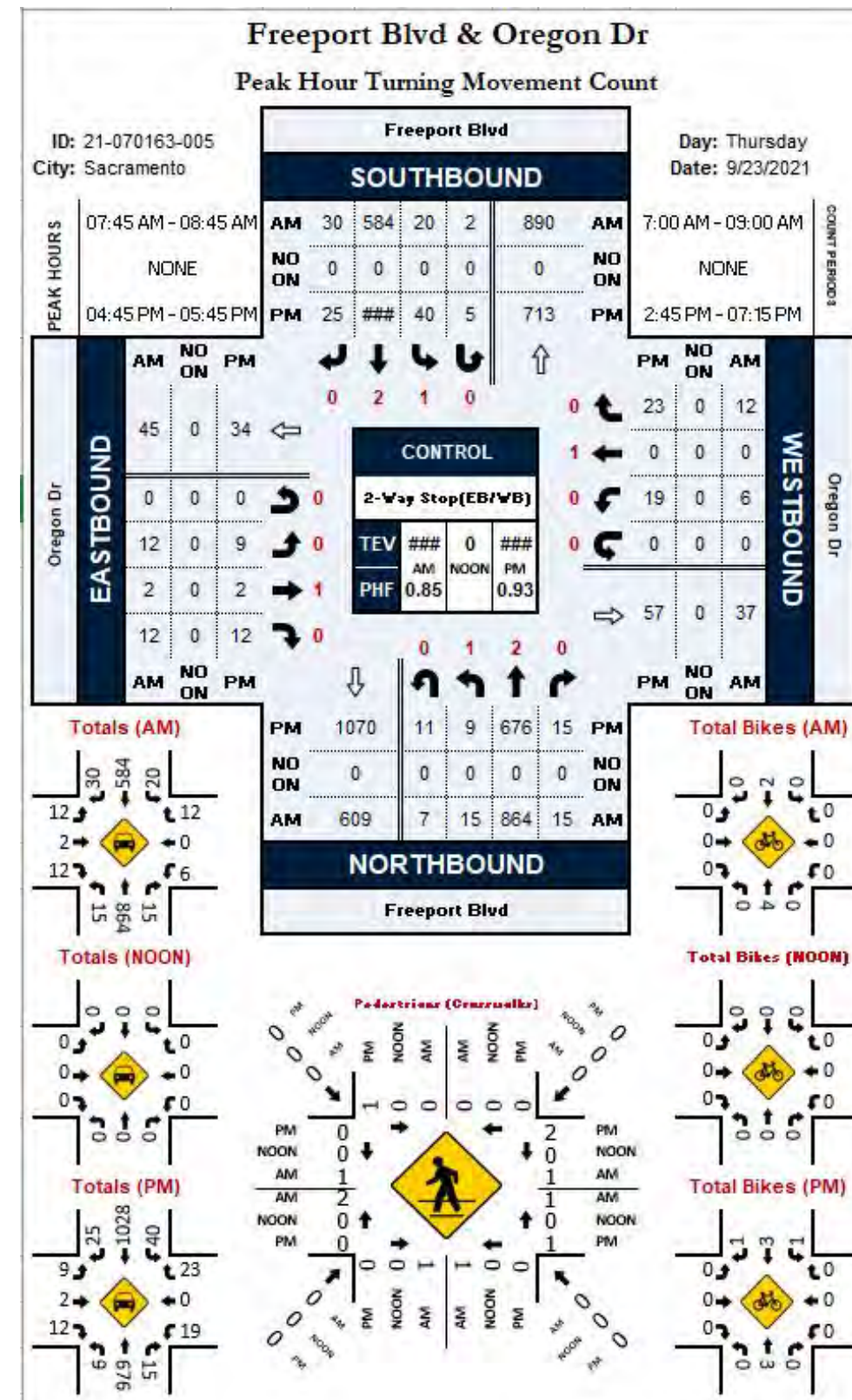
Turning movement counts at Sutterville Road North and South

Meer Way / Wentworth



Turning movement counts at Meer Way/Wentworth

Oregon Drive



Turning movement counts at Oregon Drive

EXISTING CONDITIONS

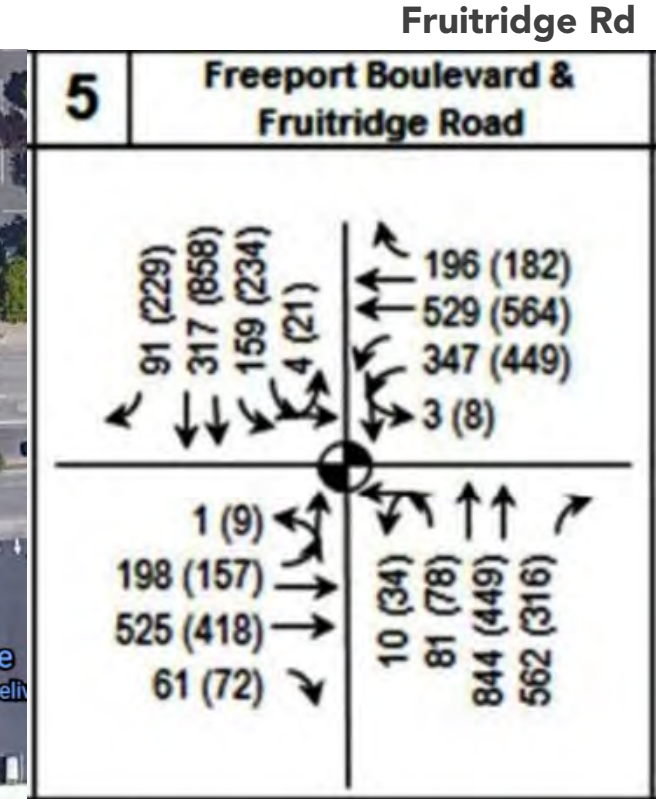
Intersection Movements

Fruitridge Road

The left turn from Freeport Boulevard to Fruitridge Road includes two left turn lanes, which may not be needed given the turn volumes. U-turns are moderately used at this location.

Blair Avenue

There is a strong travel pattern from Freeport Boulevard to Blair Avenue's west leg. There are high volumes of southbound drivers turning right onto Blair Avenue and eastbound Blair Avenue drivers turning left onto Freeport Boulevard.



Turning movement counts at Fruitridge Road

Blair Ave



Turning movement counts at Blair Avenue

Parking Utilization Background

PARKING UTILIZATION

Data collected

- Counts on both sides of Freeport Blvd
- Conducted
 - Thursday, 9/23/2021 from 7:00 to 8:30 AM and 4:00 to 5:30 PM
 - Friday, 5/13/2022 from 8:00 PM to 10:00 PM (3 block faces adjacent to commercial strip malls)
 - Weekend, 5/14/2022 11:00 AM (3 block faces adjacent to commercial strip malls)
- Also noted curb type, restrictions, block length, approximate spaces by block
- 37 block faces
- Total supply: 366 spaces *
- Regulation: mostly unregulated
 - 4 block faces have a time restriction
 - 0% AM occupancy
 - 5% PM occupancy (1 parked car)
 - 5 block faces are No Parking Anytime

**Assumes one space is 20 feet.*

Parking Utilization

PARKING UTILIZATION

Parking occupancy, or the percent of parking spaces with a car parked in it, was counted on a Fall weekday from 7-8:30 AM and 4-5:30 PM.

In total, there are a total of 37 block faces on Freeport Boulevard and a total supply of 366 spaces.*

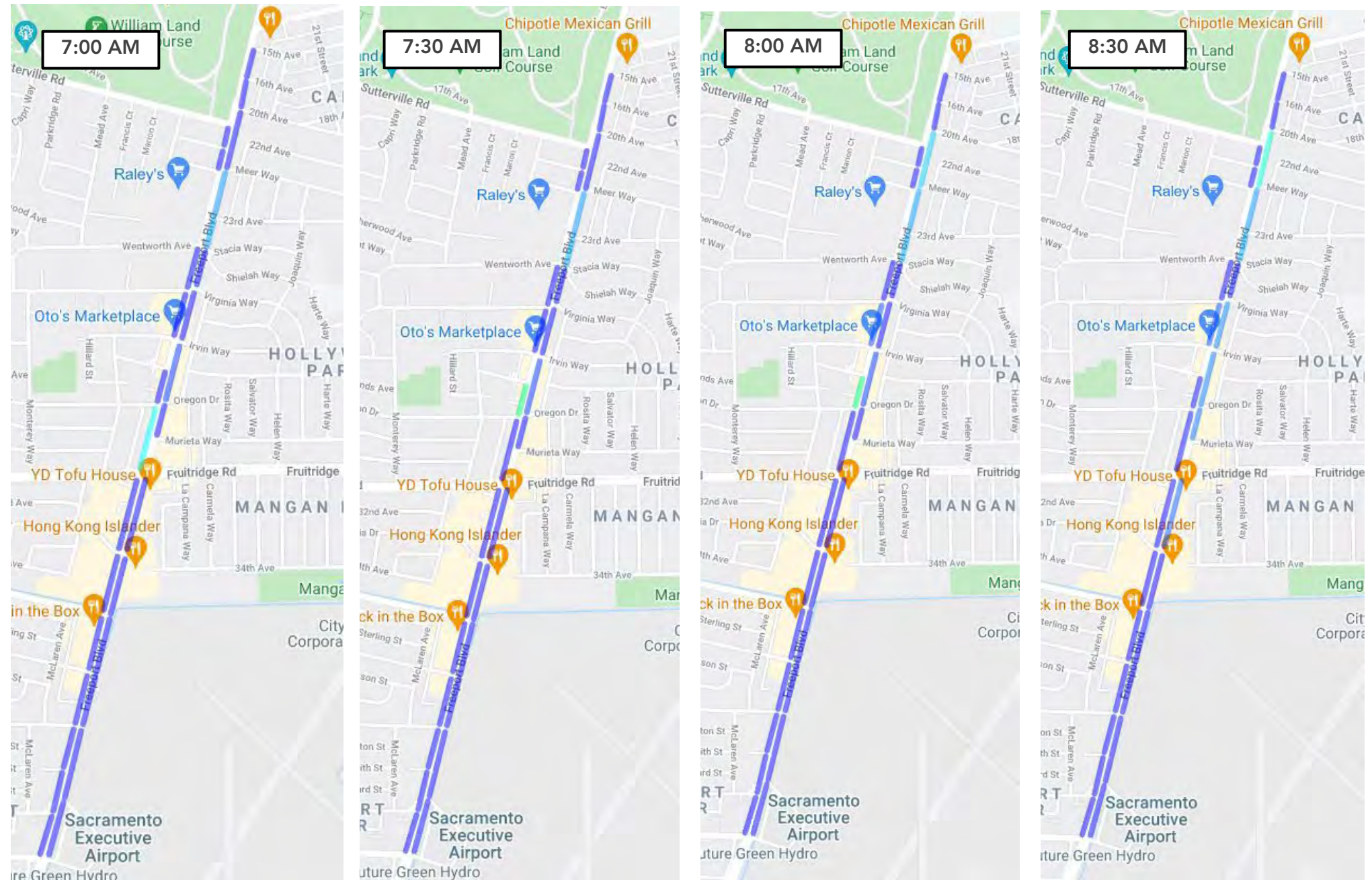
The parking spaces are mostly unregulated, meaning anyone can park, anytime. Four block faces have a time restriction. None of the parking requires payment.

*Assumes one space is 20 feet. Individual parking spaces are not marked.

**85% utilization is the typical target for on-street parking as it provides a reasonable balance between majority of spaces being used while leaving enough spaces open and available.

AM Peak Occupancy

In the morning, on average 3% of parking spaces were parked in. 60% have 0% utilization during AM peak.



AM Peak Parking Occupancy Along Freeport Boulevard

Parking Utilization

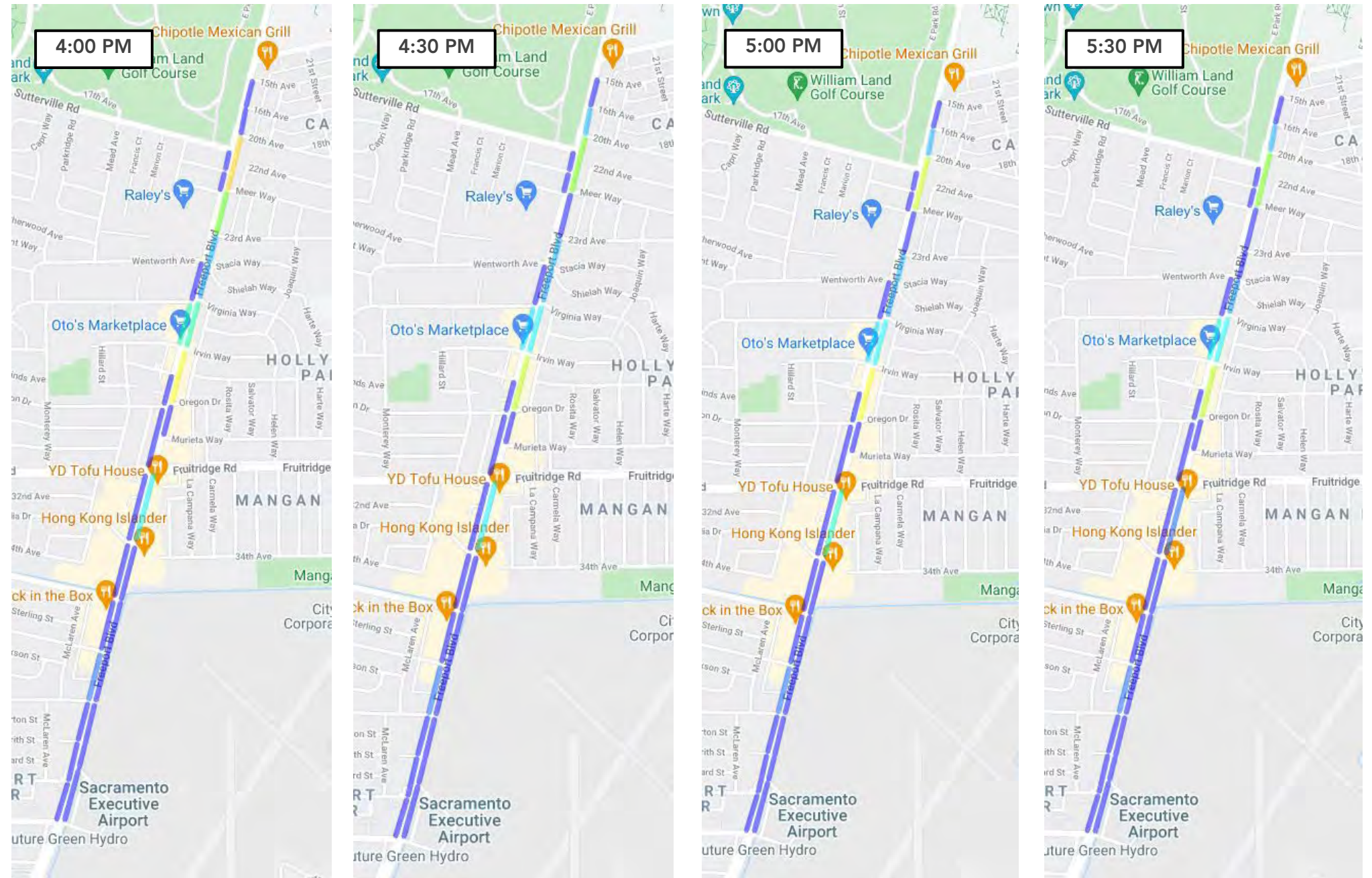
PARKING UTILIZATION

- No block faces reach 85% utilization*
- 59% had zero occupancy during AM & PM peaks
- Parking is more utilized during PM peak compared to AM peak

*85% utilization is the typical target for on-street parking as it provides a reasonable balance between majority of spaces being used while leaving enough spaces open and available.

PM Peak

In the afternoon, on average 10% of parking spaces were parking in. 65% have 0% utilization during PM peak



PM Peak Parking Occupancy Along Freeport Boulevard

Parking Utilization

PARKING UTILIZATION

Segments with the highest utilization are **adjacent to commercial strip malls** with off-street parking:

- 1 Arica Way and Oregon Dr (west side)
 - AM peak 7:30 to 8:30 AM – 40%
 - Fri 8:00 PM – 0%
 - Fri 10:00 PM – 0%
 - Sat 11:00 AM – 0%
 - Sun 11:00 AM – 0%
- 2 Oregon Dr and Irvin Way (east side)
 - PM peak – 68 to 74%
 - Fri 8:00 PM – 50%
 - Fri 10:00 PM – 5%
 - Sat 11:00 AM – 5%
 - Sun 11:00 AM – 65%
- 3 Meer Way and 20th Ave (east side)
 - PM peak – 60 to 80%
 - Fri 8:00 PM – 43%
 - Fri 10:00 PM – 50%
 - Sat 11:00 AM – 29%
 - Sun 11:00 AM – 7%

All of these locations have off-street parking available; however, stakeholders and the community have voiced concerns about the physical safety of using these narrow parking areas.



Segments with highest utilization

EXISTING CONDITIONS

SAFETY

What Causes Killed or Seriously Injured (KSI) Crashes?

Police reports from crashes typically report a Primary Crash Factor (PCF). The PCF is the "best describes the primary or main cause of the collision,"* according to the reporting officer.

The top three PCF for crashes occurring along Freeport Boulevard are:

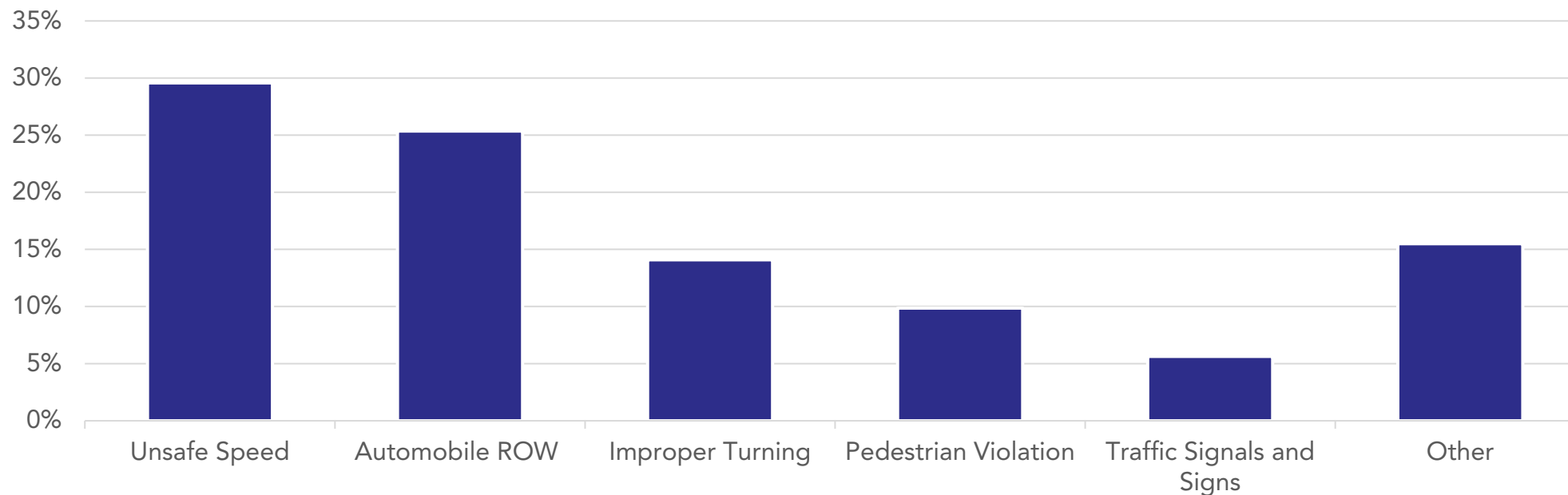
- **Unsafe Speed**
- **Automobile Right of Way (ROW)****
- **Improper Turning**

*California Highway Patrol. Collision Investigation Manual. Revised February 2003.

**Driver had the right of way and that was infringed upon by another traveler (driver, pedestrian, or cyclist)

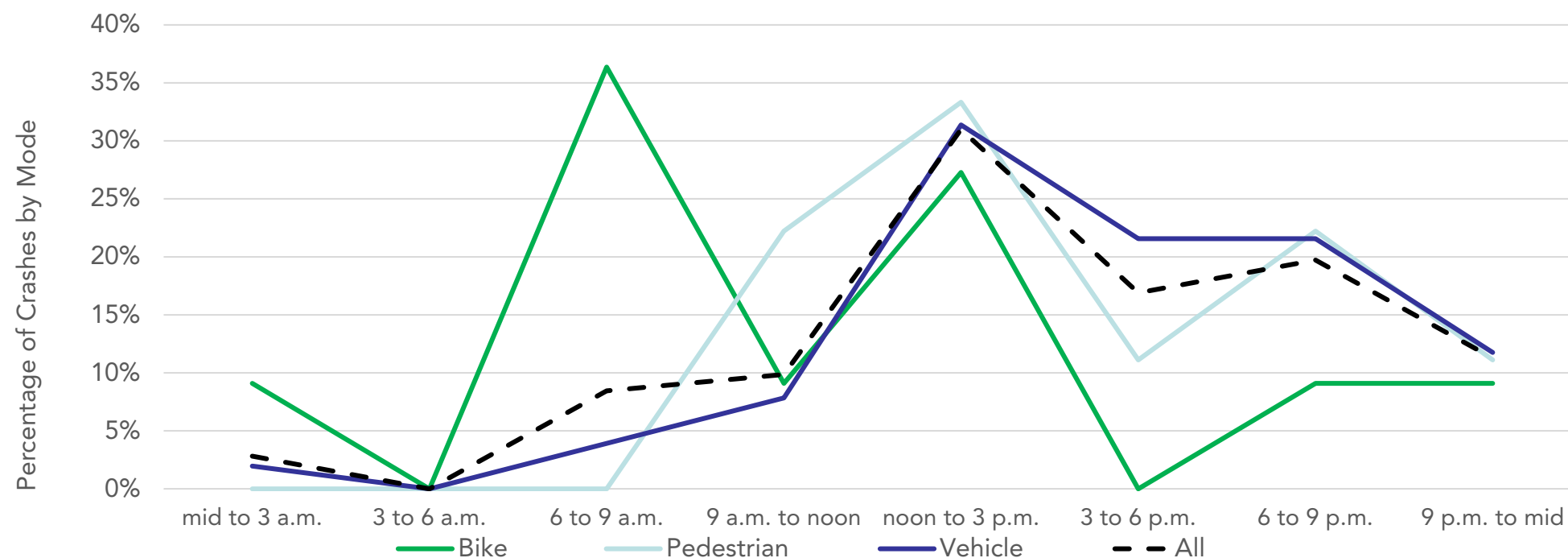
When Do Crashes Occur?

Crashes were examined by mode of travel involved in the crash and the time of day the crash occurred. 36% of bicycle-involved crashes on Freeport Boulevard occur between **6 and 9 a.m.**, while 33% of pedestrian-involved crashes occur between **noon to 3 p.m.**



Other includes Pedestrian ROW, Driving or Bicycling Under the Influence of Alcohol or Drug, Unknown, Other Hazardous Violation, Unsafe Lane Change

Total Primary Crash Factors (PCF) Along Freeport Boulevard



Sources: (1) Statewide Integrated Traffic Records System (SWITRS), January 2016 to December 2021 and (2) Crossroads, March 2020 to March 2021*

Crashes by Mode

EXISTING CONDITIONS

Are Crashes More Common At Intersections Or Midblock?

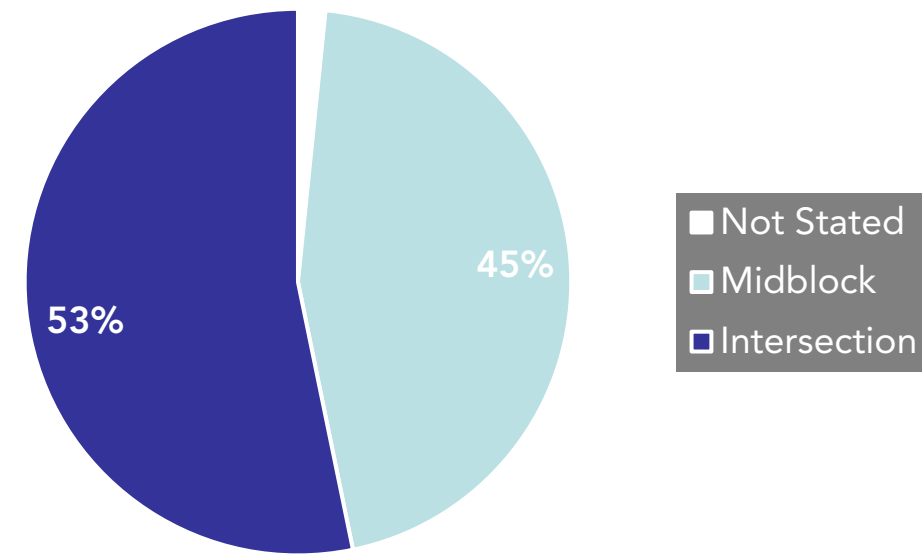
Crashes on Freeport Boulevard were **more likely to occur at an intersection** (53%) versus not at an intersection (45%) (police reports classify these as midblock, though they don't necessarily occur at the midblock point of an intersection).

Most Common Movements Preceding Collisions

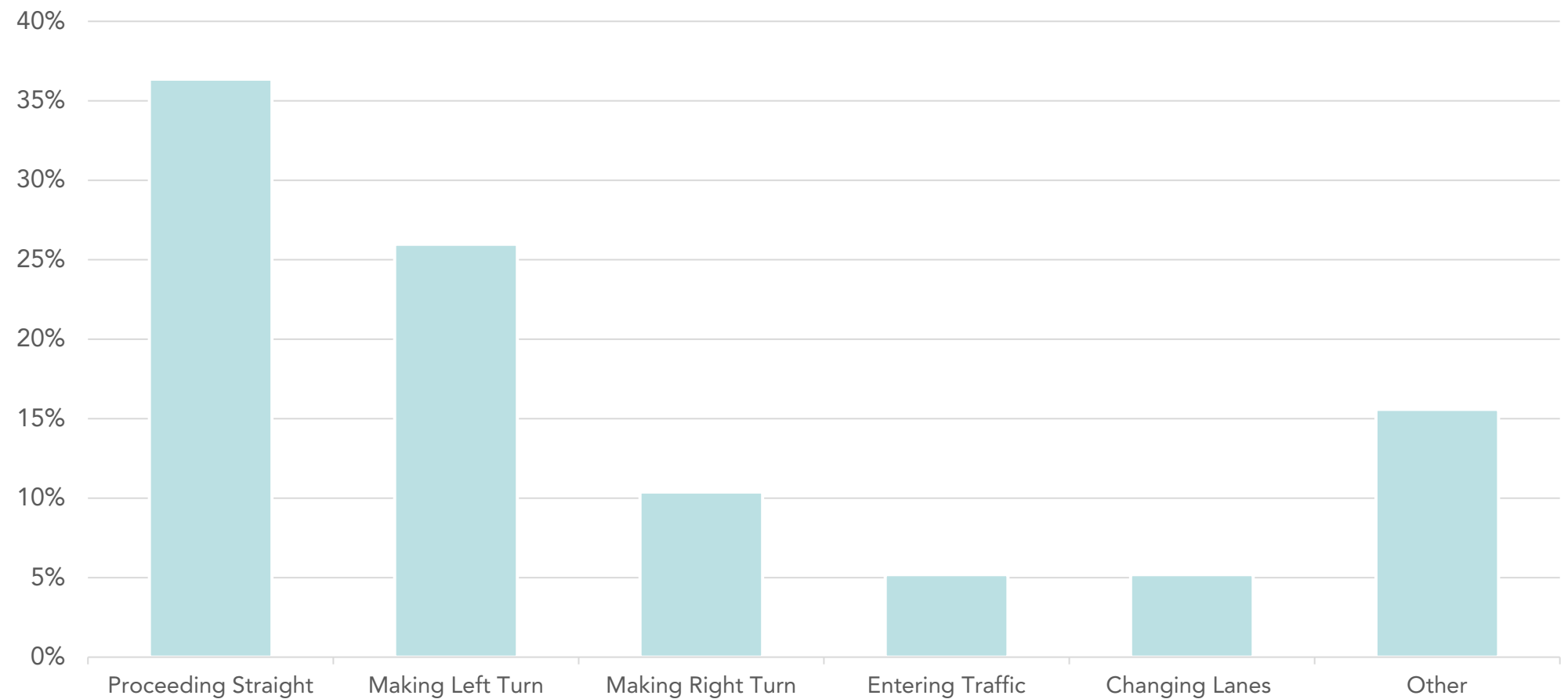
What movement were travelers making just prior to the collision? Examining the movement preceding a crash can help in identifying potential countermeasures to reduce the frequency and severity of crashes. **The top five movements** preceding collisions for *all modes and all injury crashes* on Freeport Boulevard were:

- Proceeding straight
- Making a left turn
- Making a right turn
- Entering traffic, or
- Changing Lanes

Sources: (1) Statewide Integrated Traffic Records System (SWITRS), January 2016 to December 2021 and (2) Crossroads, March 2020 to March 2021*



Location of Crashes Along Freeport Boulevard



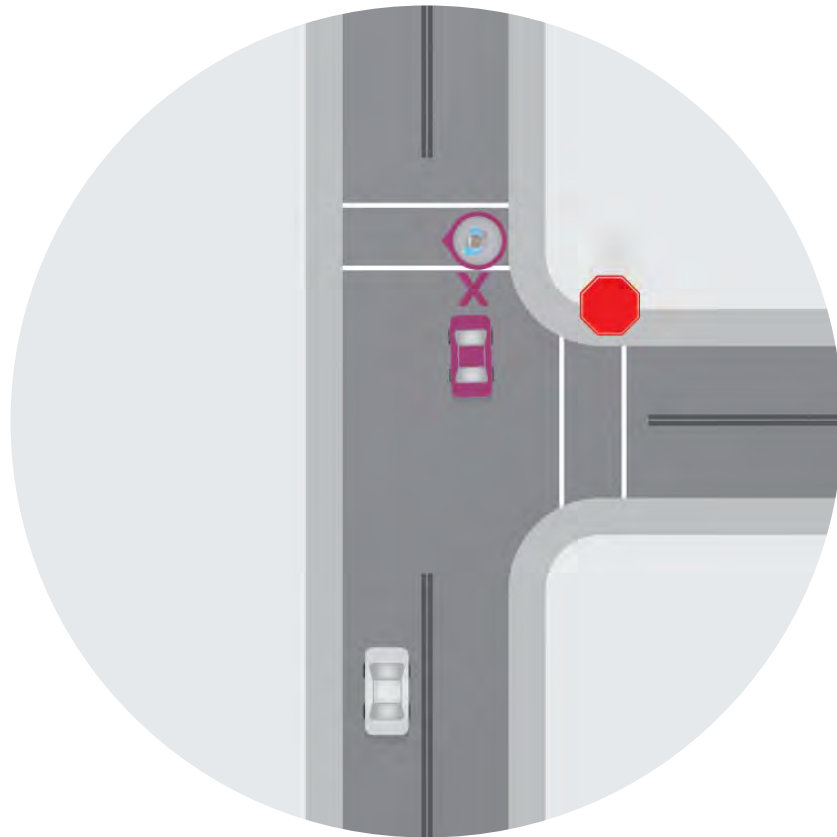
Other includes Ran Off Road, Slowing/Stopping, Other Unsafe Turning, Crossed Into Opposing Lane, Traveling Wrong Way
Total Movements Before Crashes Along Freeport Boulevard

EXISTING CONDITIONS

Crashes Involving People Walking

From January 2016 to March 2021, nine (9) crashes along Freeport Boulevard involved people walking. **The most common types of crashes were:**

- Motor vehicle proceeding straight; pedestrian crossing in crosswalk at intersection (22%)
- Motor vehicle entering traffic; pedestrian crossing not in a crosswalk (22%)



One of the most common crash types involving people walking occur when vehicles are proceeding straight, and pedestrians are in the crosswalk at the intersection of a local street.

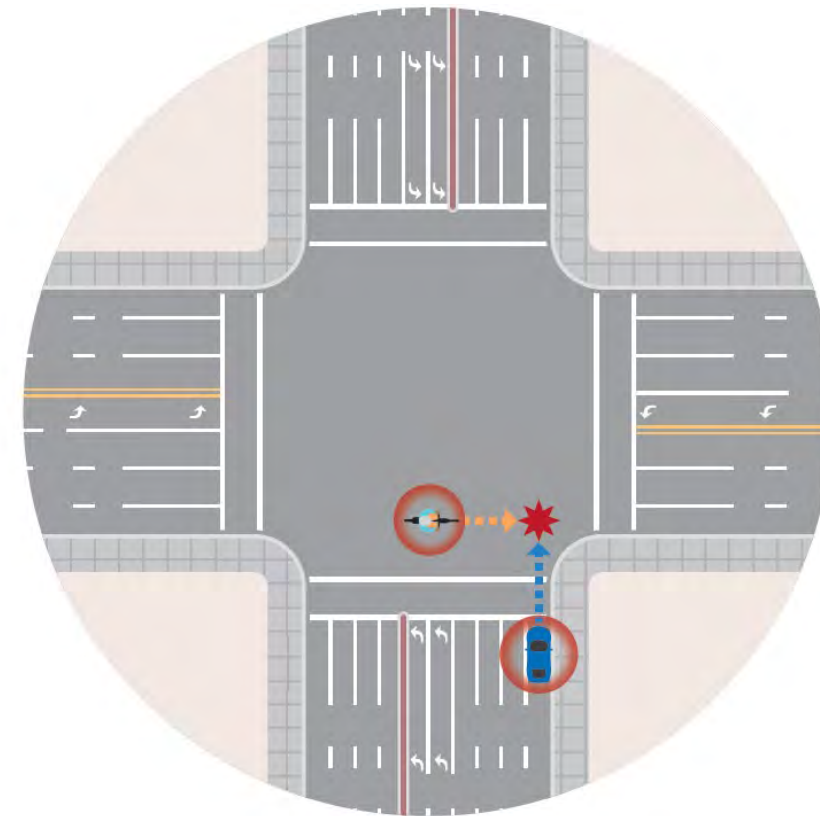
Potential countermeasures that could be considered to reduce this crash risk are:

- Curb extensions
- Four-way stop

Crashes Involving People Biking

From January 2016 to March 2021, eleven (11) crashes along Freeport Boulevard involved people riding bikes. **The most common types of crashes were:**

- Motor vehicle proceeding straight; bicyclist proceeding straight (27%)
- Motor vehicle making left turn; bicyclist proceeding straight (27%)
- Motor vehicle making right turn; bicyclist proceeding straight (27%)



One of the most common crash types involving people biking (motor vehicle proceeding straight and bicyclist proceeding straight) occurs at signalized and unsignalized intersections along Freeport Boulevard.

Potential countermeasures that could be considered to reduce this crash risk are:

- Bicycle Signal Phase
- New traffic signal at previously unsignalized intersection
- Education and enforcement

EXISTING CONDITIONS

Top 10 Vision Zero Action Plan Crash Profiles On Freeport

The 2018 Vision Zero Action Plan identified the ten most frequently seen KSI crash profiles seen in the City of Sacramento. The table below highlights the degree to which the Top 10 crash profiles occur on Freeport Boulevard, both overall and as KSI crashes. Crashes may fall under multiple crash profiles (e.g., broadside crashes involving a bicyclist also occurred in a commercial area), therefore column totals may exceed 100%.

Top 10 KSI Crash Profiles	Percent of crashes on Freeport	Percent of KSI crashes on Freeport	Percent of citywide KSI crashes*
Unsafe Speed on Non-Local Streets – <i>Freeport is an arterial</i>	--	--	10
Alcohol Involved	7	0	25
35+ MPH Streets – <i>Freeport is 40 mph south of Fruitridge</i>	27	27	65
30+ MPH Streets – Bicycle Involved – <i>Freeport is > 30 mph throughout study area</i>	15	27	85
Broadside Crashes – Bicycle Involved	11	9	44
Driver Making Left or Right Turn – Bicycle/Pedestrian Involved	7	9	8
Crashes in Commercial Areas	76	64	26
60+ Year Old Pedestrians	31	27	9
Pedestrian Crossing Outside of an Intersection or Crosswalk	7	18	7
Pedestrian Crashes Near Transit Stops	87	90	17

Sources: (1) Statewide Integrated Traffic Records System (SWITRS), January 2016 to December 2021 and (2) Crossroads, March 2020 to March 2021

*City of Sacramento's Vision Zero Action Plan analyzed 2009 to 2015 crash data

There are several KSI crash profiles that occur more frequently on Freeport Boulevard than city-wide that are important to point out, for example pedestrian crashes near transit stops (90% of KSI crashes on Freeport) and crashes in commercial areas (64% of KSI crashes on Freeport). As noted earlier, Route 62 is a well-performing route that travels the Freeport Boulevard study area end to end. Freeport also has commercial properties in several locations throughout the study area. In addition, it is important to note the high percent of KSI crashes on Freeport Boulevard involving pedestrians 60 and older (27%) and those involving pedestrians outside of an intersection or crosswalk (18%). These findings highlight important areas to focus on for infrastructure improvements, awareness and education along the corridor.

TRANSIT OPPORTUNITIES

TRANSIT OPPORTUNITIES

Methodology

- An interview was conducted with SacRT facilities staff to understand opportunities to improve access to stops along Freeport Boulevard.
- This *appendix* details stop-by-stop discussions
- Each page shows the existing stops (in red) and proposed relocation, if applicable (in blue).

Route	Hours of Operation	Service Area	Major Destinations	Frequency (min)
62 - Freeport	Mon – Fri 5:41 a.m. - 9:30 p.m.	Pocket Transit Center to Downtown J & 4th	Freeport Square Shopping Center, Courtyard Shopping Center, Sacramento Executive Airport	30
	Sat – Sun 7:13 a.m. - 10:04 p.m.	Downtown J & 4th to Pocket Transit		60
11 – Natomas/Land Park	Mon – Fri 6:06 a.m. - 8:02 p.m.	Club Center & Natomas to City College	Target at Riverside and Broadway, Sacramento City College	30
	Sat – Sun 7:10 a.m. - 8:04 p.m.	Club Center & Natomas to City College		45

Freeport Boulevard Service Summary

TRANSIT OPPORTUNITIES

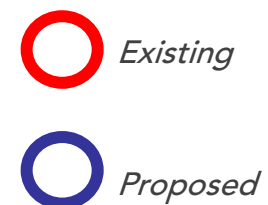
Blair Ave. / McAllister Ave.

- Northbound
 - Not compliant – shelter in path of travel.
Prefer shelter at curb. Location good – close to Blair
 - Bus cannot stop in turn lane
- Southbound
 - Far from Blair. Bus turns right onto Blair.
 - Bus cannot stop in right turn lane.

NOTE: Google maps
Northbound stop location
incorrect. Stop is just north of



Location Map



Northbound



Southbound

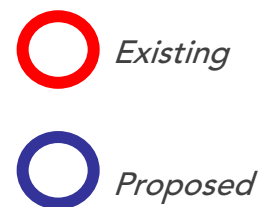
TRANSIT OPPORTUNITIES

Kitchner Rd.

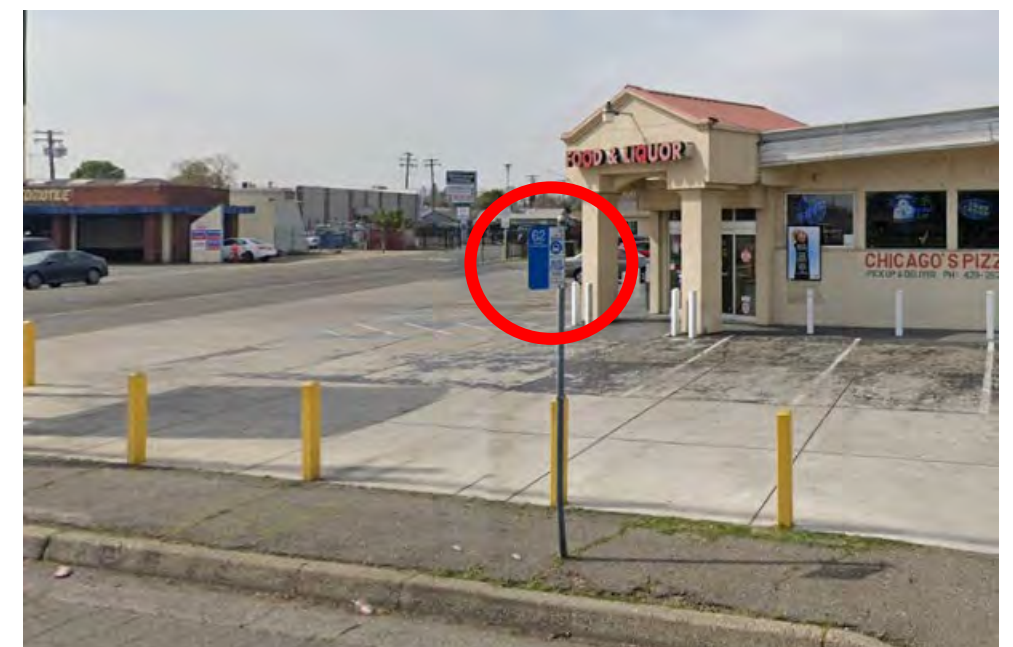
- Northbound
 - No sidewalk
- Southbound
 - Asphalt sidewalk
 - Work with business owner to remove bollards – can achieve 5' x 8' landing if asphalt space combined with concrete area



Location Map



Northbound

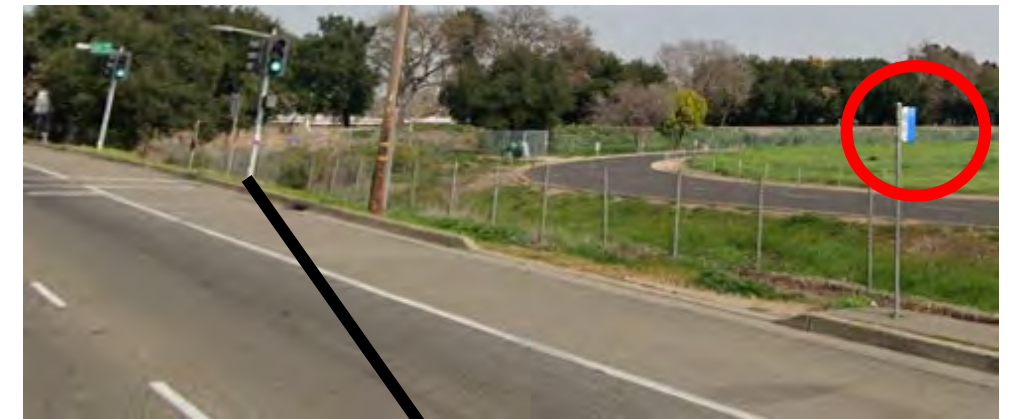


Southbound

TRANSIT OPPORTUNITIES

35th Ave.

- Northbound
 - No sidewalk
 - Fence and culvert mean people must walk in the road (no goat path)
- Southbound
 - Stop is in good shape. Compliant.



Northbound



Southbound



Location Map

- Existing
- Proposed

TRANSIT OPPORTUNITIES

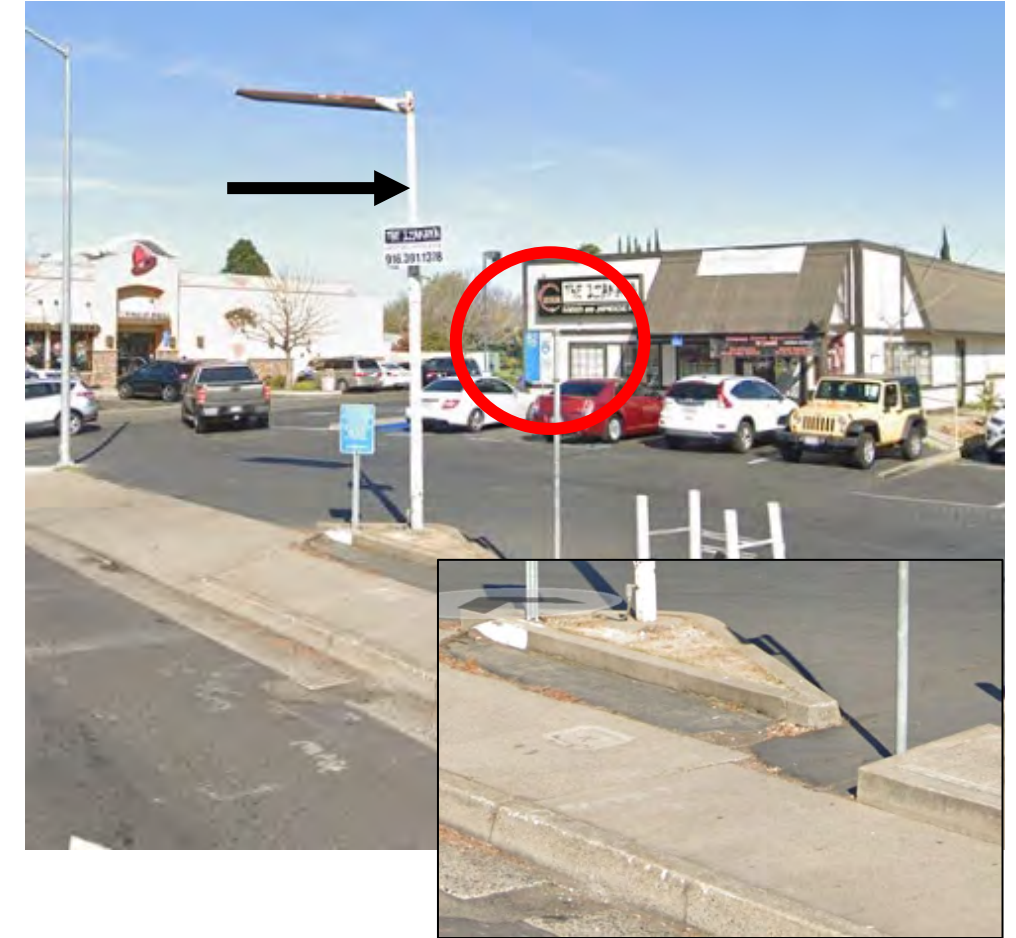
Claudia Dr.

- Northbound
 - Multiple edges/grade changes
 - Old lamp post (sign attached) – could be removed to level out landing area
- Southbound
 - Walkway into parking lot likely non-compliant (too narrow)

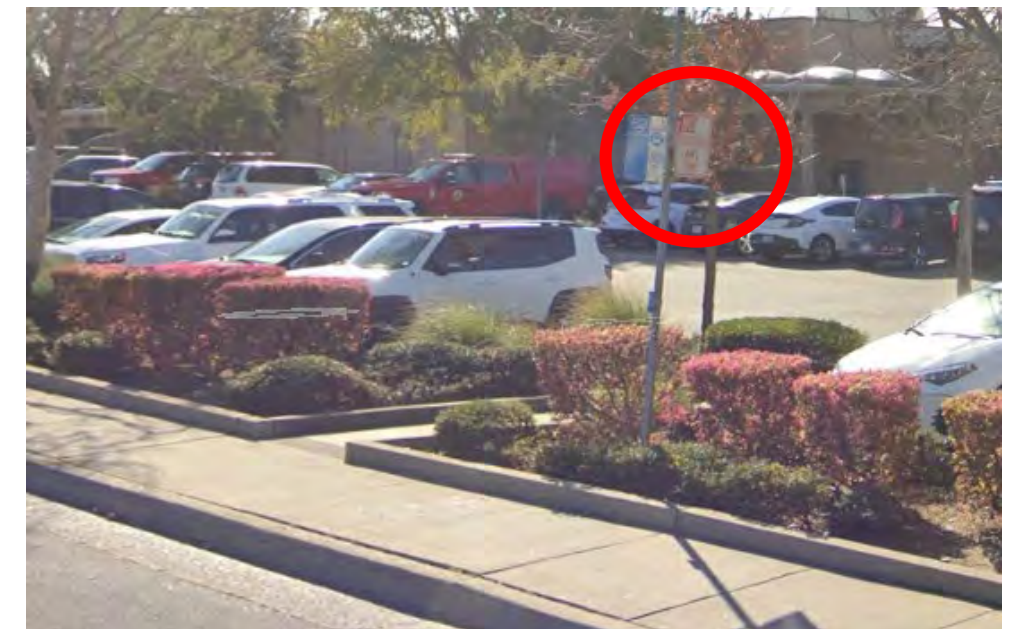
NOTE: Google maps Southbound stop location incorrect. Stop is south of Claudia.



Location Map



Northbound



Southbound

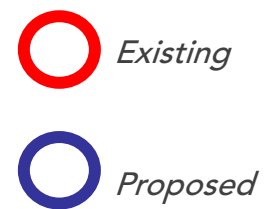
TRANSIT OPPORTUNITIES

Fruitridge Rd.

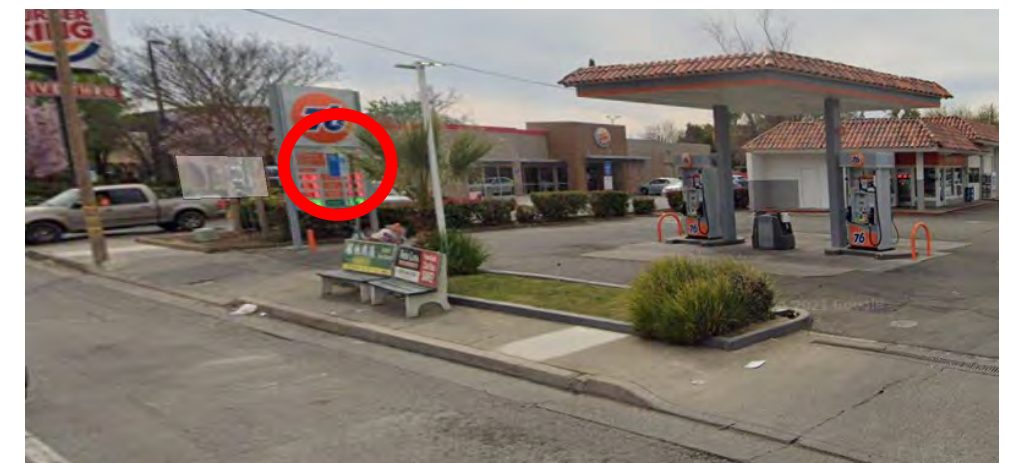
- Northbound
 - Stop is in good shape
- Southbound
 - Near intersection, between driveways
 - Benches block sidewalk



Location Map



Northbound



Southbound

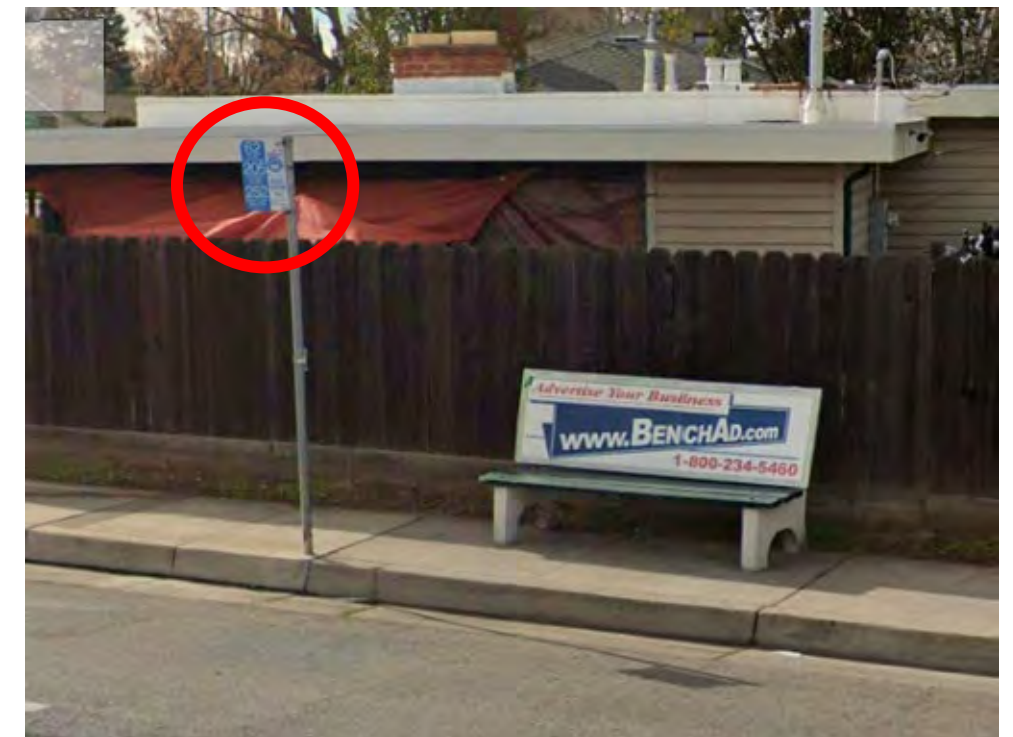
TRANSIT OPPORTUNITIES

Oregon Dr.

- Northbound
 - Asphalt sidewalk
 - No crossing – should remove stop
 - Bench blocks walkway
- Southbound
 - No crossing - should remove stop
 - Bench blocks sidewalk



Northbound



Southbound



Location Map



Existing



Proposed

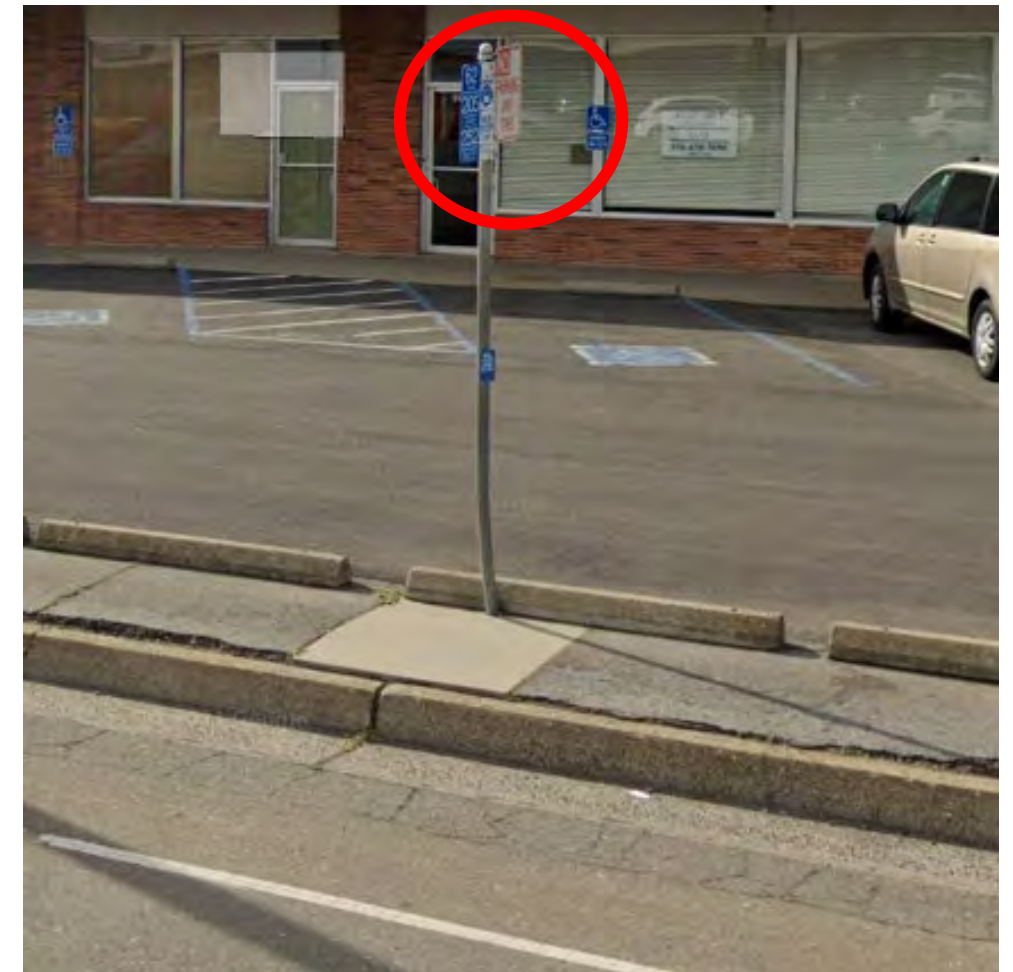
TRANSIT OPPORTUNITIES

Irvine Way

- Northbound
 - Far from intersection; sidewalk closer to intersection very narrow; driveways
 - Stop is close to Oregon
- Southbound
 - Little that can be changed
 - Stop is close to Oregon



Northbound



Southbound



Location Map



Existing



Proposed

TRANSIT OPPORTUNITIES

Wentworth Ave.

- Northbound
 - New stop
 - Move garbage can
 - Near side – but keep location since new infrastructure added
- Southbound
 - Has shelter
 - Far from intersection – but in front of retail



Northbound



Existing



Proposed

Location Map

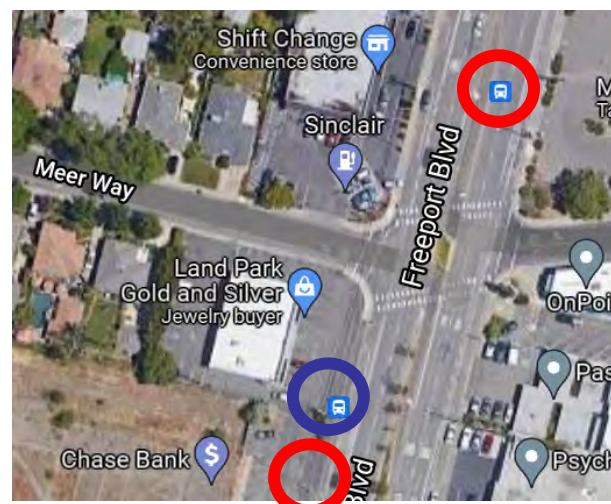


Southbound

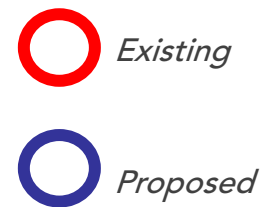
TRANSIT OPPORTUNITIES

Meer Way

- Northbound
 - Not a great location, but cannot move
- Southbound
 - Stop is in landscaping strip
 - Move stop closer to Meer, connect to Chase Bank access



Location Map



Northbound



Southbound

TRANSIT OPPORTUNITIES

Sutterville Rd. (South/West)

- Northbound
 - Far from intersection
 - Move south of 20th if space
- Southbound
 - No other good location closer to intersection due to driveways



Location Map



Existing



Proposed



Northbound



Southbound

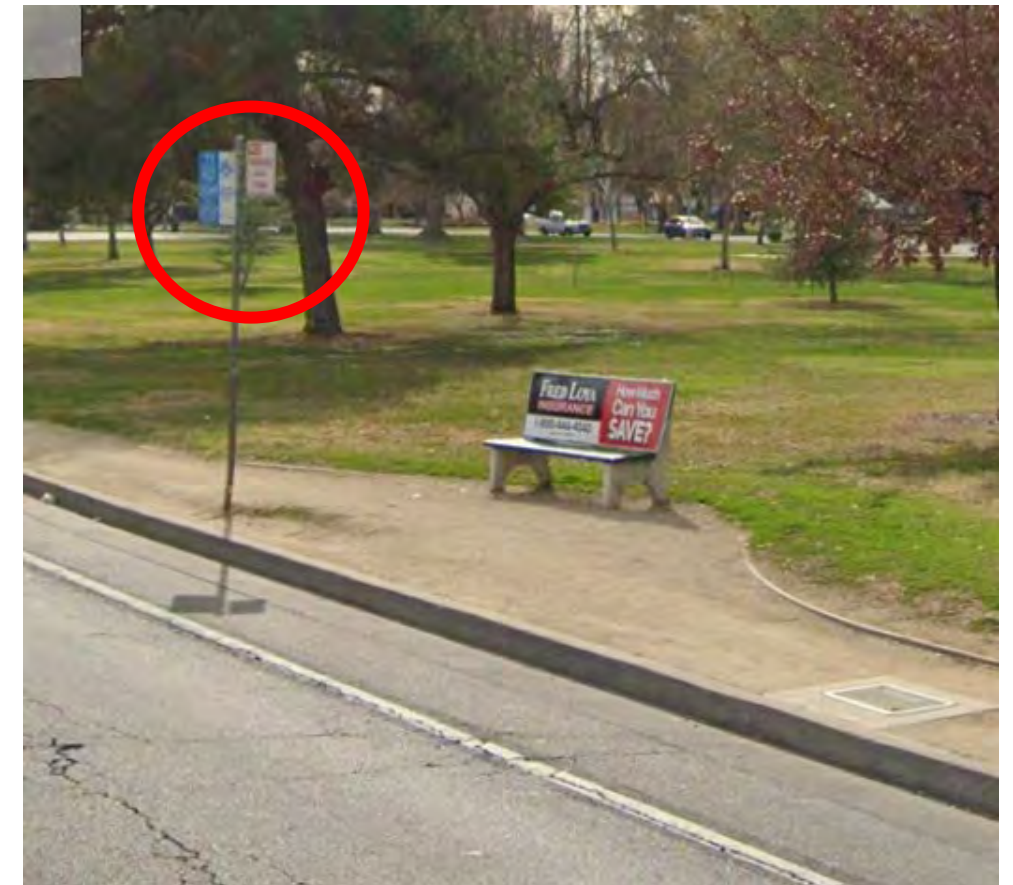
TRANSIT OPPORTUNITIES

Sutterville Rd. (North/East)

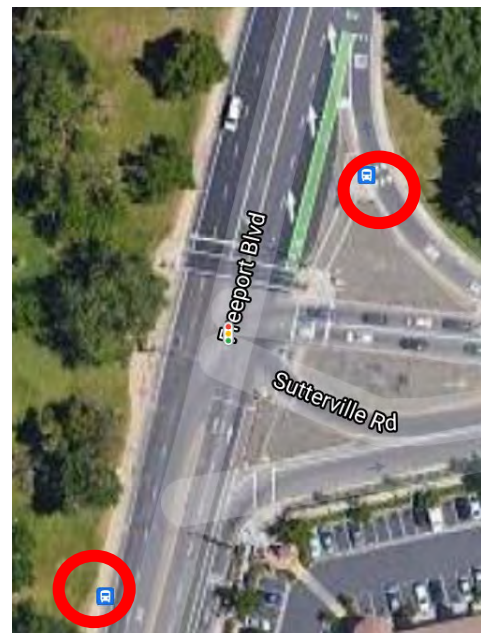
- Northbound
 - Always has been a strange stop; most ridership going to City College
 - Hash the bike lane so it's clear the bus can enter
- Southbound
 - Stop is far from intersection/crosswalk
 - No sidewalk (hard packed)
 - Maybe move closer to Sutterville



Northbound



Southbound



Location Map



Existing



Proposed

APPENDIX B



WORKSHOP AND OPEN HOUSE SUMMARIES

SUMMARY



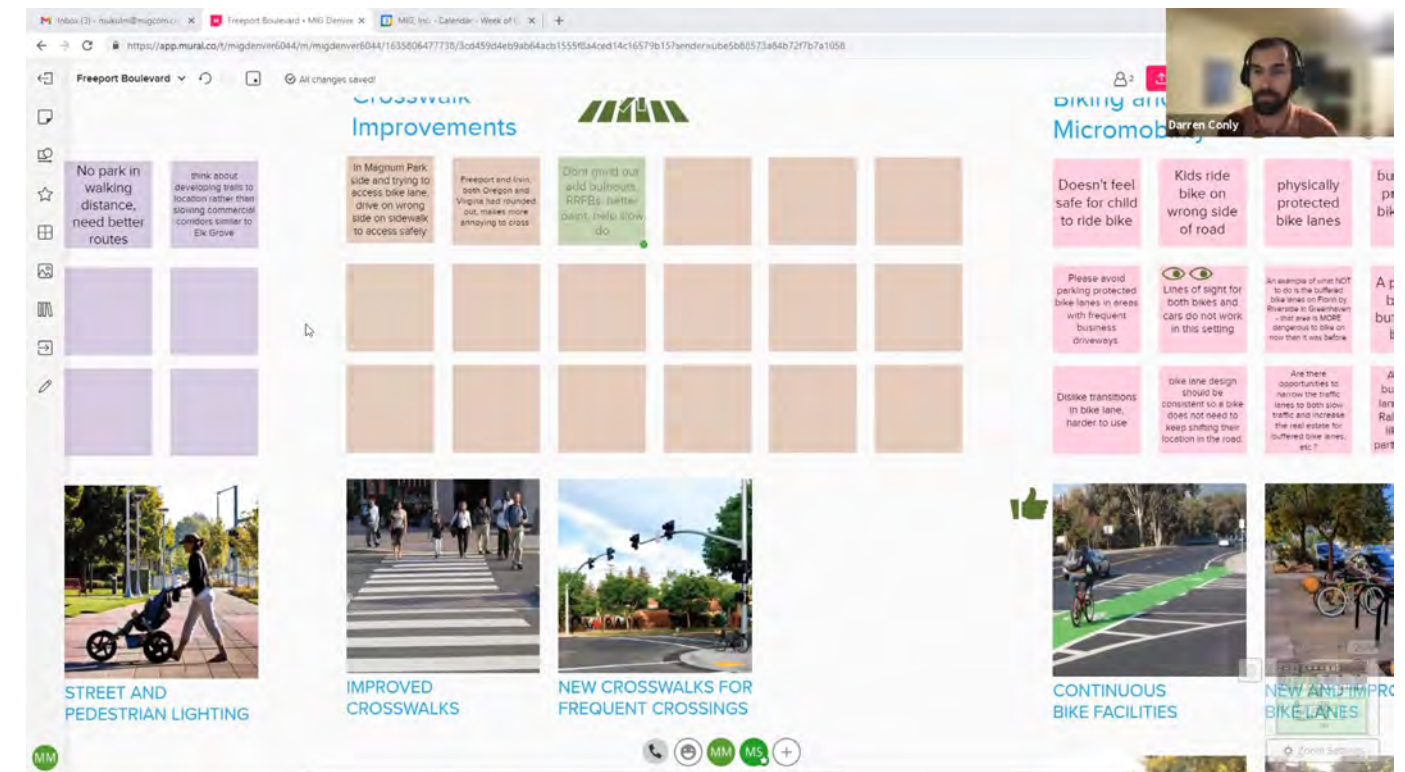
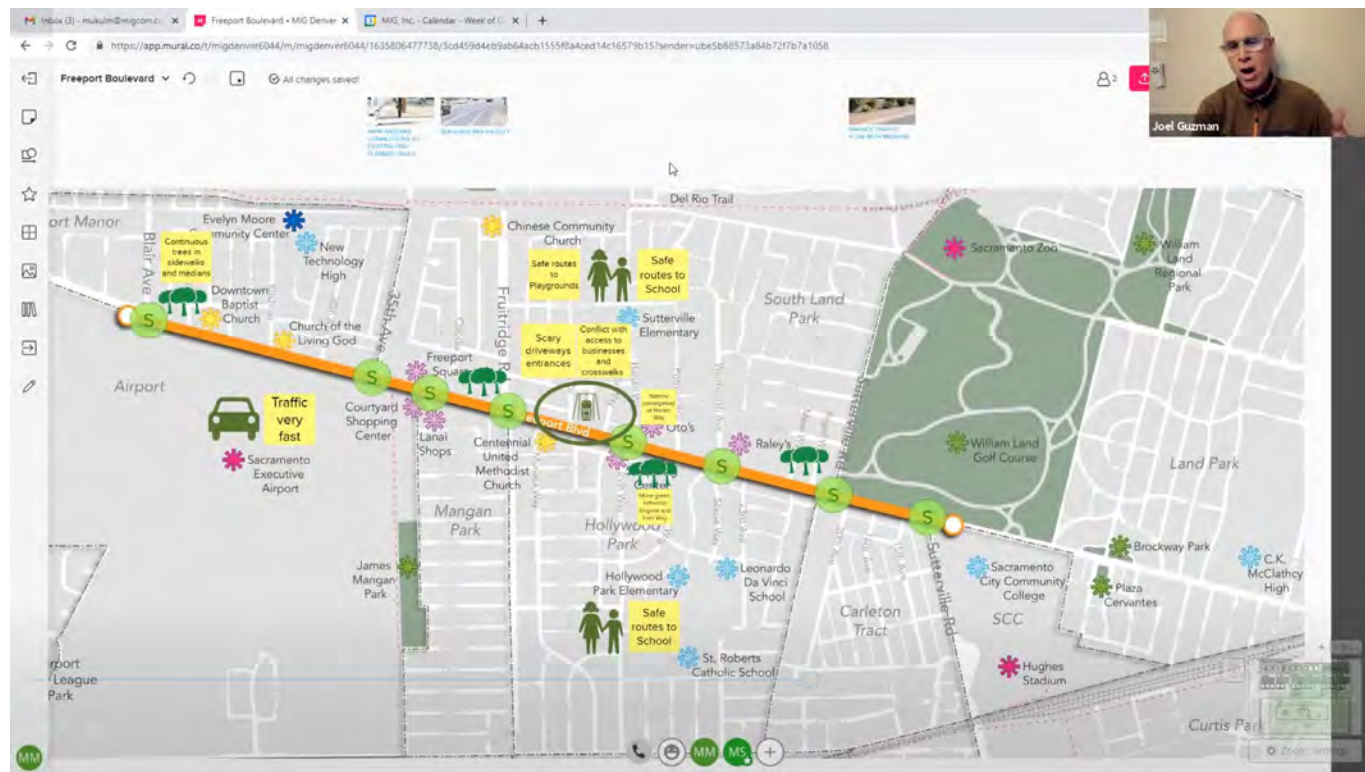
FREEPORT BOULEVARD
TRANSPORTATION PLAN

OVERVIEW

- Appendix B provides summaries produced for all virtual workshops and open house.

This includes:

- Milestone #1: Community Vision Workshop
- Milestone #2: Emerging Design Concepts
- Milestone #3: Public Draft Design Concepts And Open House





MILESTONE #1: COMMUNITY VISION WORKSHOP

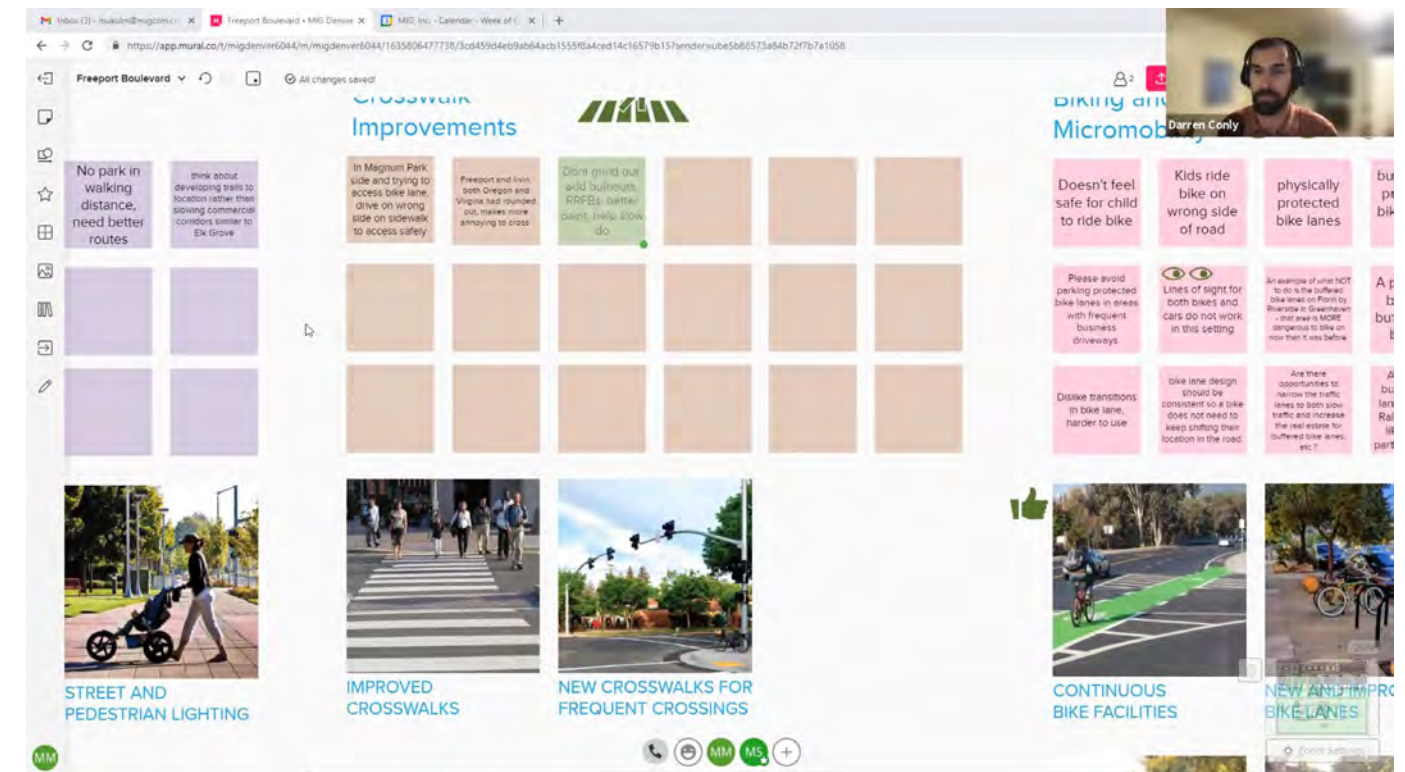
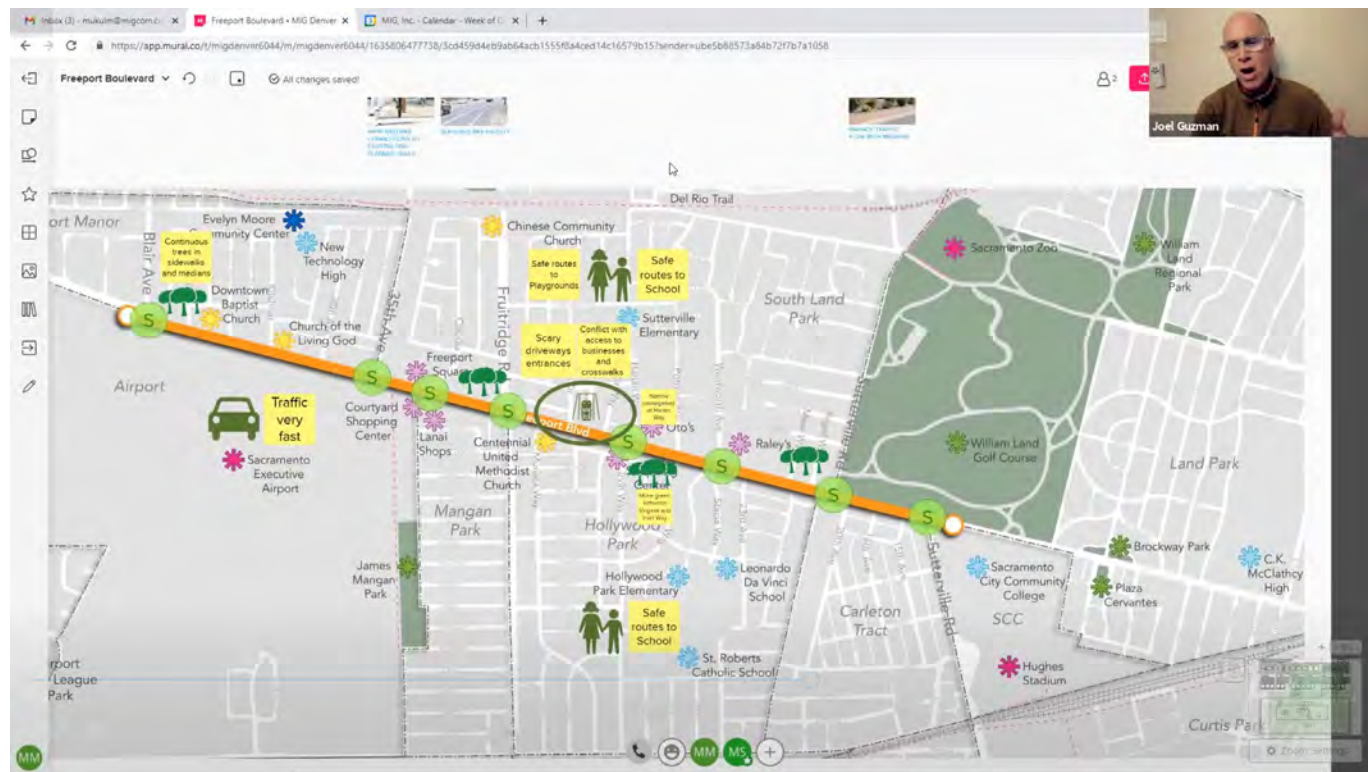
SUMMARY



**FREEPORT BOULEVARD
TRANSPORTATION PLAN**

INTRODUCTION

- Community Visioning Workshop #1 occurred on **November 3rd, 2021**, from 6:30 pm – 8:00 pm.
- The virtual workshop was held on **Zoom** and included **Mentimeter** polling and an interactive discussion with **MURAL**.
- **41 people** attended the meeting.
- The **video zoom recording** of the Community Visioning Workshop #1 has been posted on the project website: www.freeportblvd.com



OVERVIEW

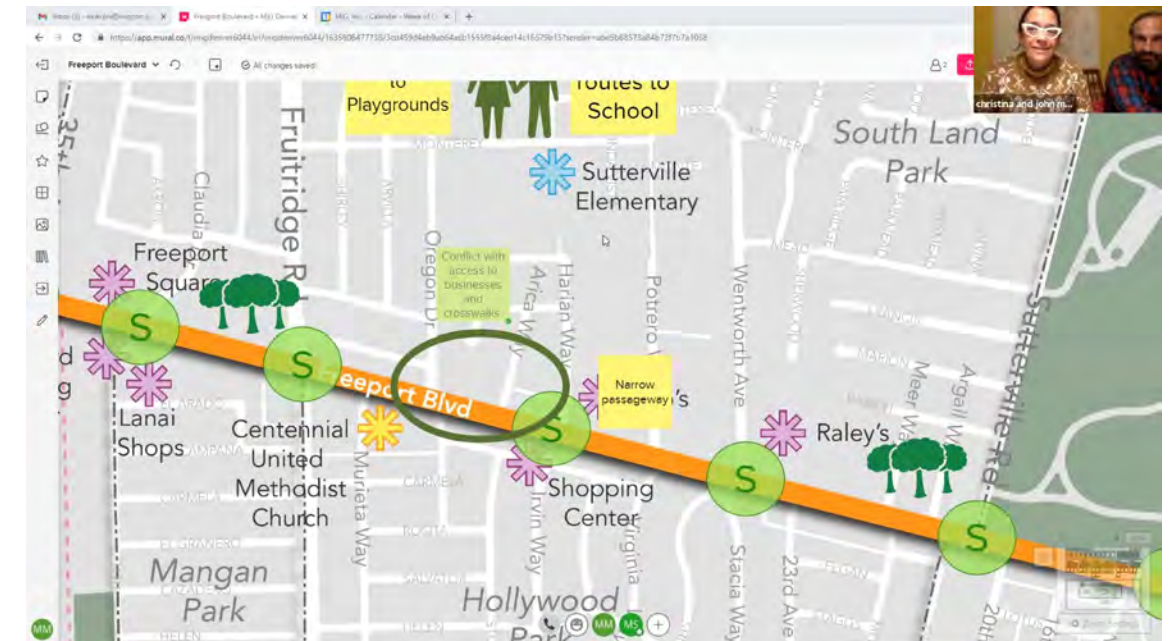
- The purpose of Community Visioning Workshop #1 was to provide an overview of the **existing conditions**, discuss the emerging **community vision**, and identify specific **improvements** for the corridor.
- City Team included:
 - **Andrew Hart**, Project Manager, City of Sacramento
- Consultant Team included:
 - **Mukul Malhotra**, MIG
 - **Rishi Dhody**, MIG
 - **Isaac Gonzalez**, DIYSL
 - **Tracy McMillan**, NN
 - **Dorcas Yee**, OCA Sacramento
- This document provides a summary of the **Community Visioning Workshop #1**.



MEETING AGENDA

- Welcome and Introductions
- Project Purpose, Goals and Process
- Community Assets, Issues and Opportunities
- Emerging Community Vision and Goals
- Community Discussion
- Next Steps

Emerging Community Vision



STUDY AREA

The study area limits are from Sutterville Rd. in the North to Blair Ave. in the South.

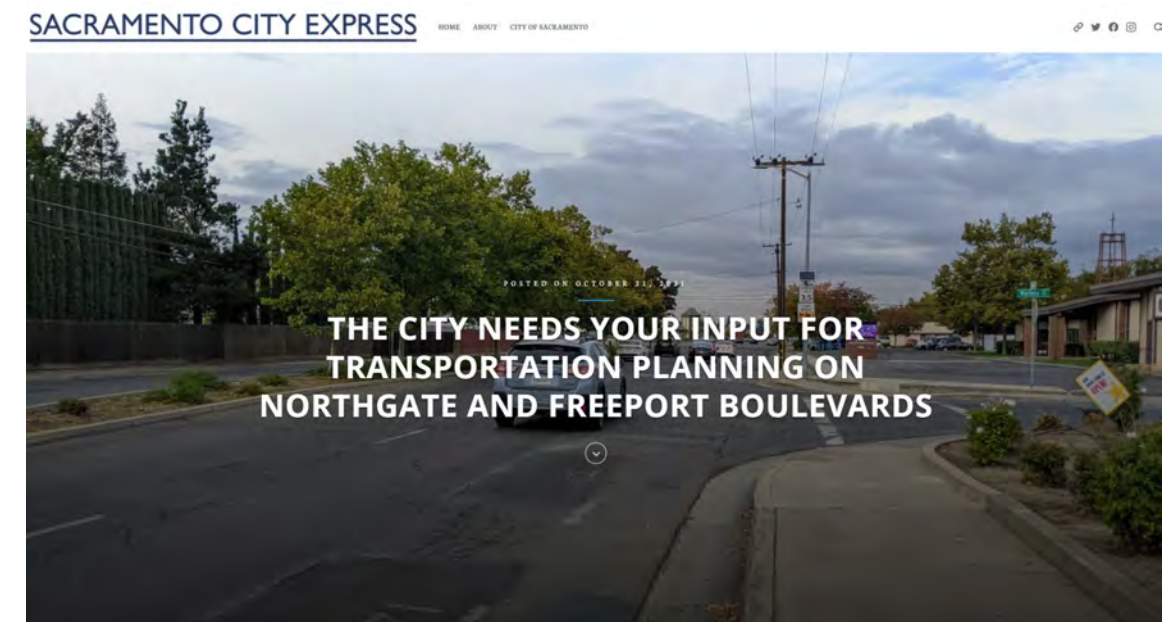


PROJECT GOALS

- **Safety** for all users.
- **Multi-modal Mobility** for people who walk, bike, take transit, and drive.
- **Community** identity.
- Meaningful and **equitable community and stakeholder engagement.**
- Develop **conceptual designs for short- and long-term improvements.**
- Coordinate and **build upon previous and concurrent studies** and initiatives.

COMMUNITY AND STAKEHODLER ENGAGEMENT

- Hollywood Park Neighborhood Association
- DaVinci School
- McClatchy High School
- Neighborhood Resident Listening Session
- Mangan Park Neighborhood Association
- Business Contacting
- Belle Cooledge Library Pop Up Event



COMMUNITY EVENTS AND MATERIALS

- Community Mapita Survey
 - Multi-lingual – English, Spanish & Chinese
 - Engaging, online and in-person, interactive survey
 - Launched: Sep 24th, 2021

FREEPORT大道 交通规划:民意调查



2021年6月, 萨克拉门托市政府开始全面规划, 以确定Freeport大道的社区价值和需求。根据整个项目中与社区各界的咨询、技术分析以及道路安全和设计的典范经验, 该规划将为Freeport大道走廊制定一个可实施的蓝图。

指南:

请用钢笔/圆珠笔或铅笔完成第1-4页的调查问题, 并交给工作人员。我们将收集所有提交的调查回复, 并将您的反馈包含在我们对Freeport大道的项目建议中!

1 沿着Freeport大道旅行:

如果您在该地区居住或工作, 请告诉我们附近的十字路口或目的地, 以帮助了解本次调查对社区的涵盖程度。(这是非必答问题)

在我们开始之前, 我们想更多地了解您以及您与Freeport大道的关系。

您通常如何沿着Freeport大道旅行:

- 步行
- 自行车
- 搭乘巴士
- 驾驶
- 其它, 请注明

如果您选择了其它, 请在下面告诉我们更多信息:

您想如何沿着Freeport大道旅行:

- 步行
- 自行车



- 改善和融入自然环境
- 增强街区标识感
- 加强商业和经济发展
- 减少交通拥堵以改善交通流量。

其它对您很重要的愿景和目标?

3 为步行和流动的人流改善Freeport大道

有多种机会可以让Freeport大道更安全、更便捷、更适合所有年龄和能力的人步行和过马路。

您支持以下哪项? (勾选所有适用项)



- 为步行、流动和使用轮椅的人提供更宽的人行道
- 改善现有的人行横道, 让人们可以安全过马路
- 安全过马路的新机会和更频繁的机会。
- 用于遮荫的行道树, 并有助于缓和人行道附近的交通。

当您沿着Freeport大道行走时, 您遇到哪些其它想要改善的问题或挑战?

- 街道和人行道照明

Instructions

You will be asked to place a pin on the map for many of the questions in this survey. First, click on the colored pin marker. This window will disappear and you can move the marker (or the map) to place it where you want to answer. Once you place your pin, this window will automatically reappear.

You can zoom in and out using the +/- buttons on the right and move around the map using your mouse or buttons on the map. You can also search by address using the magnifying glass. When you are done you can move to the next page by clicking the arrow at the bottom of the page. Let's begin!

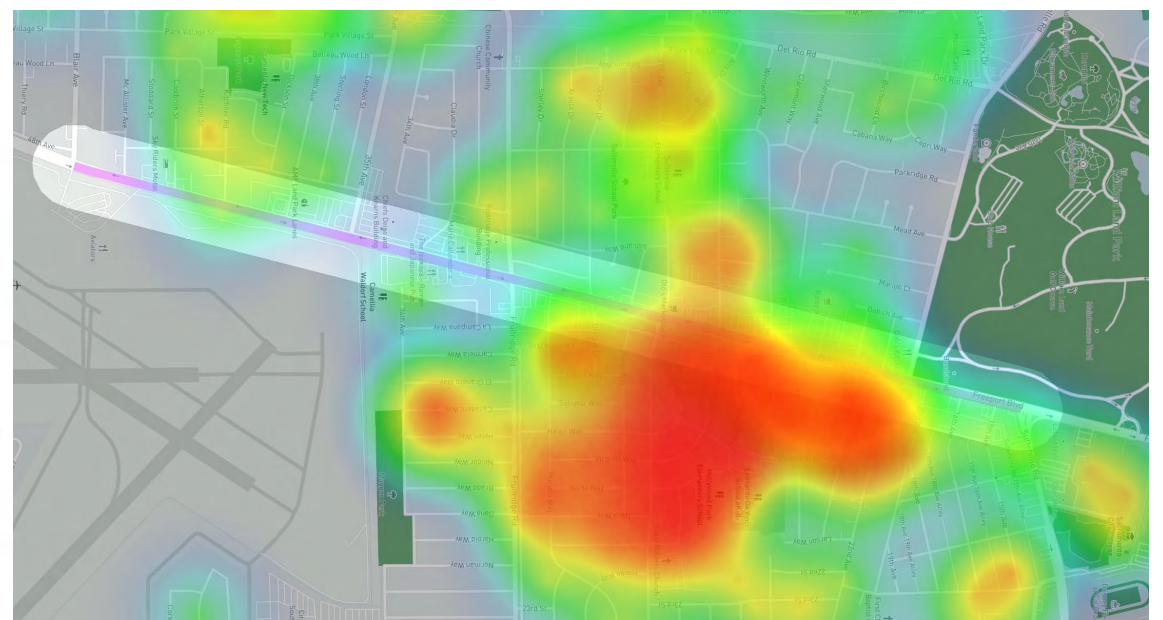
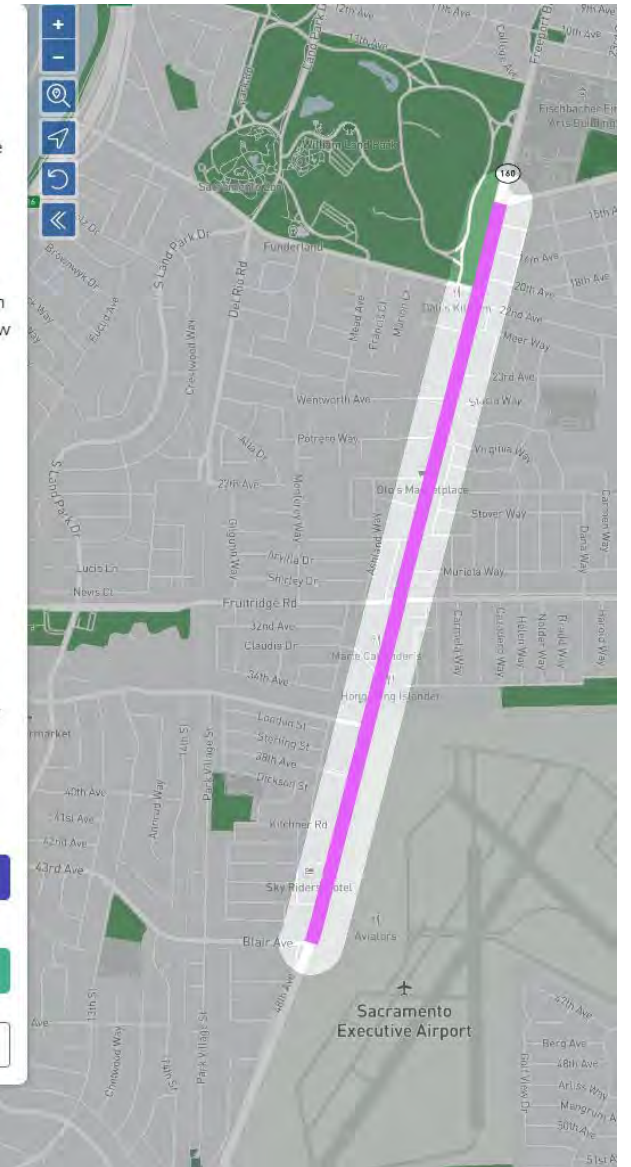
The survey is divided into several topics:

- Travel Along Freeport Blvd
- Overarching Community Vision and Goals
- Improving Freeport Blvd for Pedestrians
- Improving Freeport Blvd for Bicyclists
- Improving Freeport Blvd for Bus Riders
- Enhancing Local Business and Economic Development
- Tell us about yourself

The questions below (Home, Work) are optional and the responses will be used to help the project team understand how well the survey has reached the community. If you live or work out of the area, feel free to zoom out and find your home and place of work.

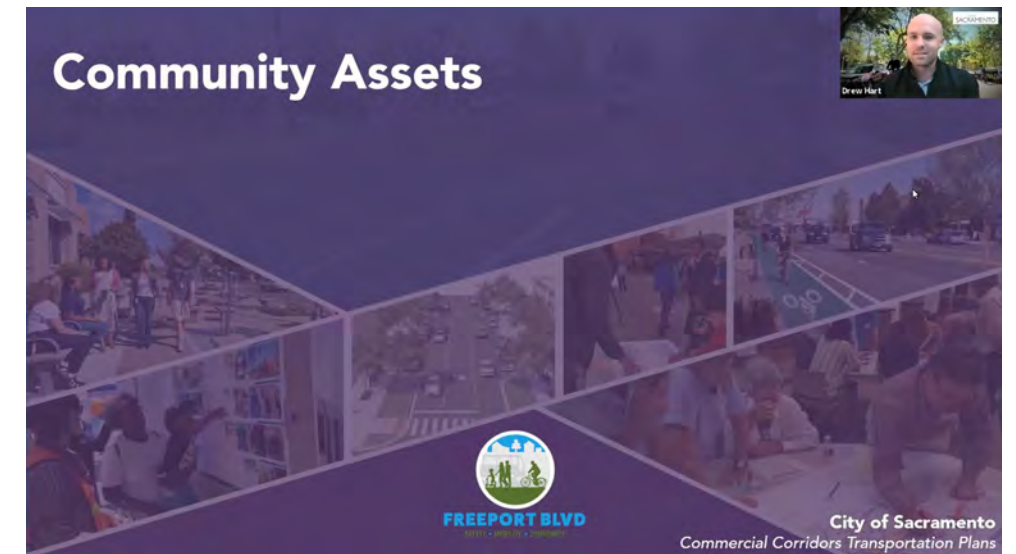
Place this pin near your home

Place this pin near where you work



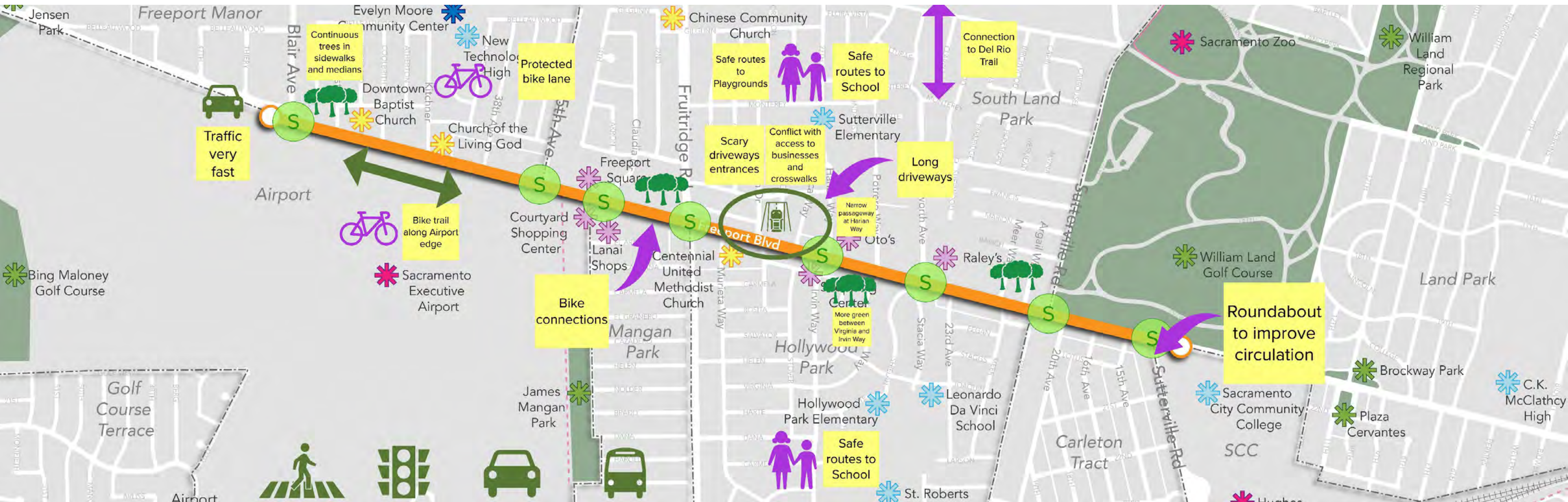
COMMUNITY ASSETS, ISSUES & OPPORTUNITIES

- The consultant team presented the **community assets, issues and opportunities** existing in the corridor.
- The **community affirmed** these assets, issues and opportunities.



COMMUNITY VISION

- The consultant team presented the **emerging vision** which was affirmed by the community.

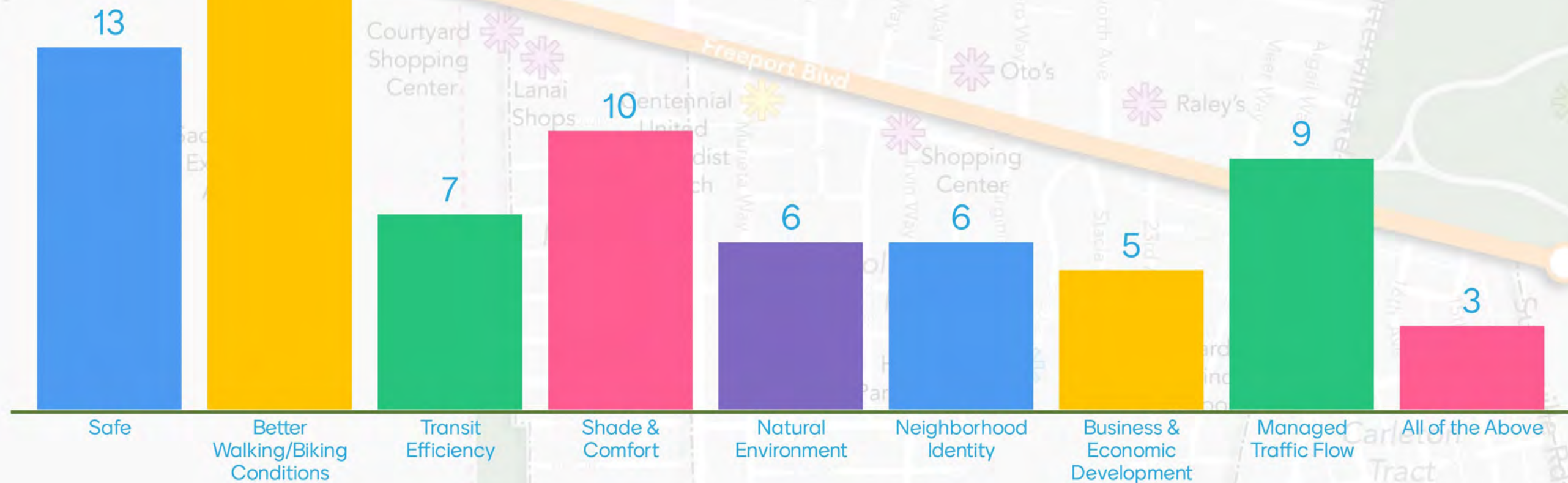


COMMUNITY VISION

- The consultant team conducted a **live polling** for the **emerging vision** through Mentimeter. Below are the results of the polling.
- **Better Walking/Biking Conditions** was the #1 vision and goal for Freeport Boulevard.

What is your overall vision and goals for Freeport?

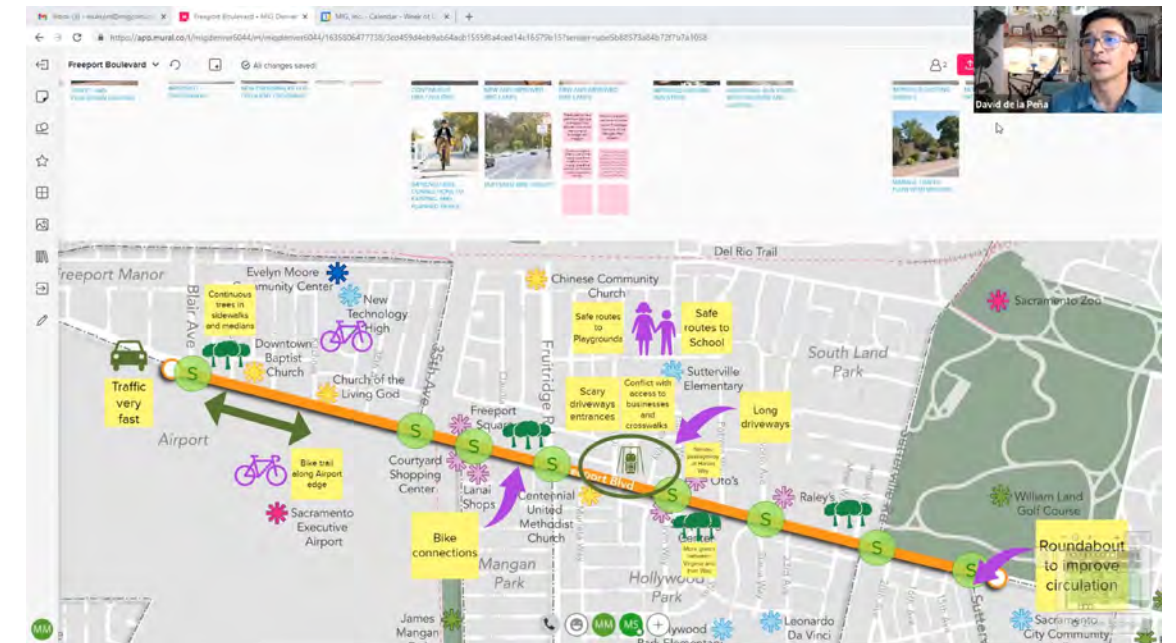
Airport



Sacramento City Community College
SCC

COMMUNITY DISCUSSION

- The consultant team then opened the forum for **community discussion**.
- Participants were requested to share **additional vision and goals** they would like included in the study.
- The discussion focused on specific improvement types such as:
 - **Sidewalks**
 - **Crosswalks**
 - **Biking and Micro mobility**
 - **Driving**
 - **Transit**
 - **Local Business and Economic Development**
 - **Additional Improvements**



COMMUNITY DISCUSSION

Sidewalks

- The consultant team presented the emerging opportunities to the community which included:
 - **Wider and unobstructed sidewalks**
 - **Street trees and shade**
 - **Street and pedestrian lighting**
- The community **affirmed the emerging opportunities** and provided additional input on the improvements.



Sidewalks

- Enhance **safety** for all users especially children and seniors.
- Improve the **driveways** that lead up to businesses.
- Integrate continuous **street trees** in sidewalks and medians **all** along the corridor.
- Utilize **greenways/trails** for connectivity, such as at 35th Street to connect to Mangan Park.

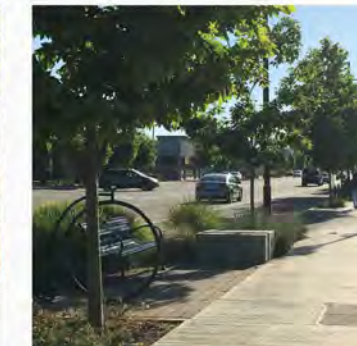
Walking and Rolling



Safe pathways to schools, including bikeways	Back gate to Sutterville, thin passageway, the best way for people to get to Sutterville	place trees along all the sidewalks and in all the medians	trees provide sense of enclosure, comfort, classier and cleaner environment,	No park in walking distance, need better routes	think about developing trails to location rather than slowing commercial corridors similar to Elk Grove
More green street features near Irvin and Virginia	Plant trees in parking lane, provide shade, give psychological buffering between cars and pedestrians, and encourage drivers to slow down.	As an overall measure, how about cool pavement?	Use concrete or lighter-colored pavement to reflect the sun's heat and reduce temperatures	This would be valuable for pedestrians, bicyclists, and transit users on hot days (which will be increasing in number).	Examples of pedestrian-friendly 4-lane streets: Santa Monica BI in West Hollywood; Octavia BI in SF. Lots of trees, bulb-outs that allow vehicle throughput but encourage driving at slower speeds.
Oh yes there's an almost natural greenway possibility across Freeport at 35th that could connect to Mangan Park.	This would be a wonderful ped/ bike/commute alternative to the busy streets.	Dilapidated sidewalks, Especially between Irvin and Oregon	TREES have more value than for shade.	Trees slow down traffic, increase property values, and absorb particulate matter pollution generated by traffic.	Trees make the air safer to breathe especially for elderly people and children.



WIDER SIDEWALKS



STREET TREES AND SHADE



STREET AND PEDESTRIAN LIGHTING

COMMUNITY DISCUSSION

Crosswalks

- The consultant team presented the emerging opportunities to the community which included:
 - **Improved crosswalks**
 - **New crosswalks for frequent crossings**
- The community **affirmed the emerging opportunities** and provided additional input on the improvements.



Crosswalks

- Add more crosswalks, especially near schools and parks.
- Use textured surfaces to increase visibility
- Add lead times at crosswalks.
- Examine potential for **bulbouts** and **rectangular rapid flashing beacons**.
- Consider installing **red arrow lights** at corners.

Intersection and Crosswalk Improvements



In Magnum Park side and trying to access bike lane, drive on wrong side on sidewalk to access safely

Freeport and Irvin, both Oregon and Virginia had rounded out, makes more annoying to cross

Dont grind out, add bulbouts, RRFBS, better paint, help slow down traffic and make more attentive

The extended intersection as Sutterville splits across Freeport really needs to be improved.

That large island by the SW edge of City College makes it feel like a freeway (ugly) but yet moves very slowly.

I would suggest some sort of roundabout - maybe an extended double-roundabout with a solid buffer connecting the two bulbs

timing of crossing signals and having a lead time before the traffic signal turns

crosswalk "countdown" lights

left turn/right turn red lights to allow pedestrian crossing

traffic speeding cameras as deterrents

Peanutabouts in Boston ;)

For crosswalks, stamped concrete or some other way to change the visual texture of the area inside the crosswalk to make it more visible

We just need a lot more crosswalks.

1000 ft between crosswalks is just too far, especially when there are full intersections with no crosswalks.

Immediate crossing when hit button

We've been discussing roundabouts on Land Park Dr and Sutterville. Adding them at Freeport could make sense too.

Prioritize pedestrians at intersections

Lead time for peds to enter first



IMPROVED CROSSWALKS



NEW CROSSWALKS FOR FREQUENT CROSSINGS

A thousand times yes to a roundabout at Land Park and Sutterville! That intersection is insane!

Controlled cross walk in front of the children's home on Sutterville/ Curtis Park seemed successful with halting traffic and safe crossing. Consider for this project.

Just at the north end of this study area, a roundabout at north spur of Freeport/Sutterville makes total sense. Lots of space to accommodate this here. Elsewhere less space, but worth looking.

Need safe crossing for the Del Rio Trail and South Land Park.

Artwork that reflect asian american community



COMMUNITY DISCUSSION

Biking and Micro mobility

- The consultant team presented the emerging opportunities to the community which included:
 - **Continuous, well connected bike facilities**
 - **Improved bike connections to existing and planned trails**
 - **New and improved bike parking**
 - **Separated/dedicated bike facility**
 - **Buffered bike facility**
- The community **affirmed the emerging opportunities** and provided additional input on the improvements.



Biking and Micro mobility

- Construct **physically protected bike lanes** that are **consistent** throughout corridor.
- Enhance **access to existing bike lanes/trails**, such as the river bike trail.
- Consider installing bike amenities such as **bike racks** at businesses along Freeport Blvd.
- Ensure **line of sight** is maintained for bike lanes and avoid conflict with vehicles coming in and out of driveways.

Biking and Micromobility



Doesn't feel safe for child to ride bike	Kids ride bike on wrong side of road	physically protected bike lanes	buffering or protecting bike lines is great	slower traffic makes biking safer at driveways and intersections	protected almost impossible in commercial, need traffic control
Please avoid parking protected bike lanes in areas with frequent business driveways.	Lines of sight for both bikes and cars do not work in this setting	Buffered bike lanes on Florin by Riverside in Greenhaven is not a good example - that area is MORE dangerous to bike on than before.	A painted or ballasted buffer would be okay	Having the bike lanes be consistent in design along the corridor can make it easier to use them	From my experience bulbouts can be very dangerous for people on bikes
Dislike transitions in bike lane, harder to use	bike lane design should be consistent so a bike does not need to keep shifting their location in the road.	Are there opportunities to narrow the traffic lanes to both slow traffic and increase the real estate for buffered bike lanes, etc.?	Appreciate buffered bike lane in front of Raley's. Would like in other parts of corridor.	On the Executive Freeport side you can create a bike trail that runs parallel Freeport and you can take a look at the tree line that runs along Freeport. This is conducive to a trail solution.	Getting to the river bike trail from southeast of Freeport and Fruitridge can be very frightening.



CONTINUOUS BIKE FACILITIES



NEW AND IMPROVED BIKE LANES



NEW AND IMPROVED BIKE LANES



IMPROVED BIKE CONNECTIONS TO EXISTING AND PLANNED TRAILS



BUFFERED BIKE FACILITY

There used to be a path from 34th Ave to Freeport that allowed us to avoid the corner of Fruitridge and Freeport.	Without the path, we have to come out to Fruitridge from one of the Mangan Park streets.
This encourages a biker to ride on the "wrong" side of the street and on the "wrong" side of the sidewalk on Freeport to the crosswalk at the PD.	Protective bike lanes between 35th and 43rd/Blair; a connector between Mangan Park and the Freeport/35th intersection; traffic or pedestrian light at Freeport/38th Ave.
would having bike racks at destinations along freeport blvd be appropriate to the scope of this meeting	

COMMUNITY DISCUSSION

Transit

- The consultant team presented the emerging opportunities to the community which included:
 - Improve existing bus stops
 - Additional bus stops with shelters
 - Bus route location and frequency
- The community affirmed the emerging **opportunities** and provided additional input on the improvements.



Transit

- Try placing bus stops **near intersections** to minimize walking distance.
- Consider **comprehensive assessment** of bus stop locations.
- Reduce **walking distance** to bus stops.

Taking Transit



Please do a comprehensive assessment of bus stop locations.

Best practice is to put bus stops as close as possible to intersections, but many bus stops are located more than 100ft from the intersections.

This helps transit users by reducing walking distance to bus stops.



IMPROVED EXISTING BUS STOPS

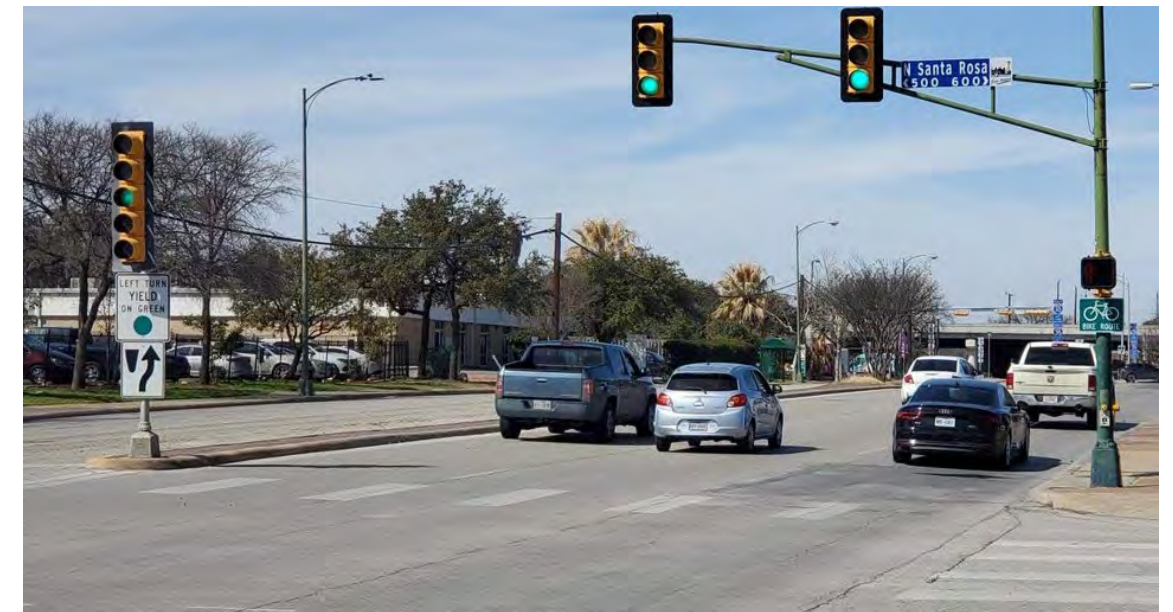


ADDITIONAL BUS STOPS WITH SHELTERS AND LIGHTING

COMMUNITY DISCUSSION

Driving

- The consultant team presented the emerging opportunities to the community which included:
 - Synchronize existing signals
 - New signalized intersections
 - Manage traffic speed
 - Manage traffic flow with medians
- The community affirmed the emerging opportunities and provided additional input on the improvements.



Driving

- Explore **narrowing travel lanes**.
- Consider planting **trees in center median** for traffic calming.
- Calm traffic by **reducing speed** along Freeport Boulevard or explore other traffic calming alternatives.
- Add **roundabout** at Sutterville/Land Park.
- **Minimize conflict** at driveway entrances, particularly north of Fruitridge Road at strip malls.

Driving



Synchronize traffic lights	Lots of cars at school	traffic calming	The level of protection needed depends on how much we can slow traffic	Slower traffic leads to greater safety.	This stretch of Freeport is used as a commute corridor whenever traffic on 99 and 5 gets backed up
narrowing the visual roadway and other traffic calming	Slower traffic makes it easier to exit businesses from those driveways	More traffic control and slower speeds	entry/exit of strip malls between Oto's and Fruitridge	Is there any consider to help the owners of these properties modify their parking lots?	No matter how slow the traffic speed, drivers are distracted when trying to enter or exit parking lots between parked cars
ome areas that just shouldn't have street parking.	Not everyone using corridor lives there	Narrower traffic lanes to have more/better facilities	Make uncomfortable to drive, wide roads and not a lot of visual cues	the speed limit is adequate, the problem is that people dramatically exceed it	we have same issue on Riverside (I live right by where the motorcyclist died). Calming infrastructure would help.

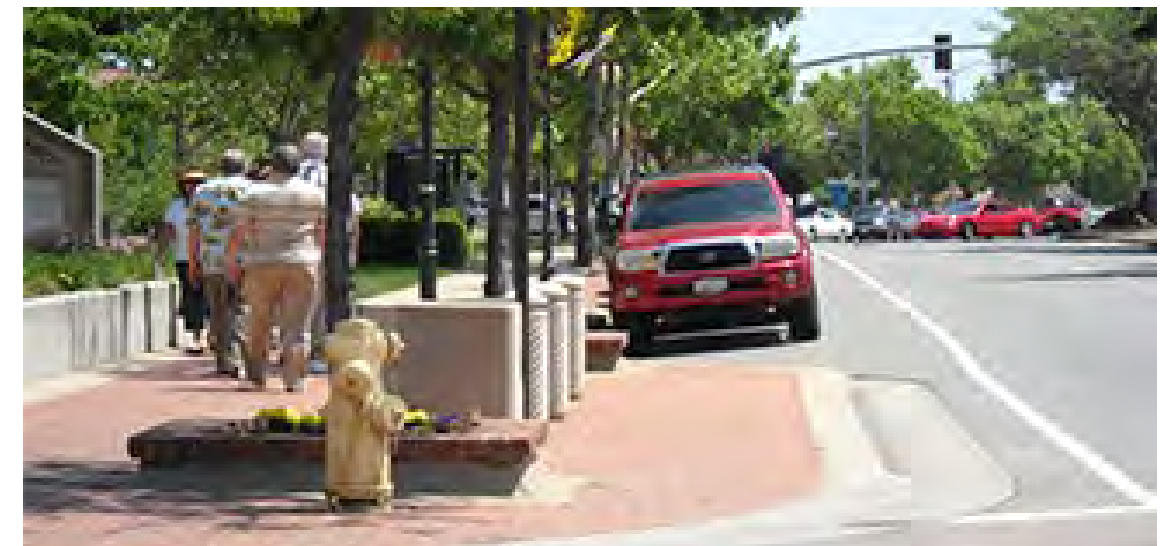
		
IMPROVED EXISTING SIGNALS	NEW SIGNALIZED INTERSECTIONS	MANAGE TRAFFIC SPEEDS

	Road has good look and feel
MANAGE TRAFFIC FLOW WITH MEDIANS	

COMMUNITY DISCUSSION

Local Business and Economic Development

- The consultant team presented the emerging opportunities to the community which included:
 - **Wayfinding and signage to major commercial destinations**
 - **Wider sidewalks for outdoor retail and commerce at key locations**
 - **On-street parking serving curb side loading zones**
- The community **affirmed the emerging opportunities** and provided additional input on the improvements.



Local Business and Economic Development

- Maintain **affordability** for businesses and mitigate displacement.
- **Celebrate** local businesses.

Local Business and Economic Development



Improvements should ensure small businesses stay

Celebrating the many small restaurants and other businesses here.

Many frequented businesses along corridor.

Thriving small businesses because of affordability.

Upgrade infrastructure without displacement.



WAYFINDING AND SIGNAGE TO MAJOR COMMERCIAL DESTINATIONS



WIDER SIDEWALK FOR OUTDOOR RETAIL AND COMMERCE

Additional Comments and Questions

- Solutions should be location specific.
- Ensure inclusive outreach with Asian American population.
- Think about short- and long-term solutions.

ADDITIONAL COMMENTS AND QUESTIONS

Is this in the top 10 Vision zero areas?	Freeport Blvd is not in the top 10.	It is on the larger group of streets called the High Injury Network and it falls in the "Commercial Areas" profile which was a trend.	Freeport intersects with several of the Top 10 High Injury Network corridors identified in the Vision Zero Plan	Will this team consider enacting "quick wins" that can be implemented sooner than later? e.g., synchronized traffic lights	long term solutions to reimagine space, synchronizing can be done where able to. Some infrastructure is outdated.	during last storm Sutterville and Freeport were impassable due to high flooding. Cars were turning around, walking or bikes could be stranded.	The corridor is very different along this study area	One solution for the whole stretch might not be best.	For example between Irvin and Virginia on the east side it's all back yard fences without curb cuts.	Here I could see more green, trees, even green street features	The strip malls have multiple owners... so in the past really tough.
High Asianamerican population, interpretations would be great, and expand outreach	enhance sense of place and history	Blaire Ave north of FP - why no conversation around safe bike lanes, or is Del Rio Trail combination of walk and bike?	Del Rio trail will be shared use path	Funding was based on commercial corridors with collisions	Improvements in short term	Look and feel of urban neighborhood	more public art that reflects the neighborhood character	we need both short-term and long-term solutions to improve this corridor.	Walk Sacramento? Foundation document for project.		

On-going Community Engagement (Sep to Mid Nov)

- **Community Survey** – Started Sep 17th and ended Nov 20th
- **Walking workshop** – On Nov 6th from 10:00 am to 12:00 pm

Summarize Existing Conditions Analysis – (End of Nov)

- Vision
- Community Feedback
- Additional Traffic Data

Develop Emerging Design Alternatives (Jan/Feb 2022)



MILESTONE #2: EMERGING DESIGN CONCEPTS

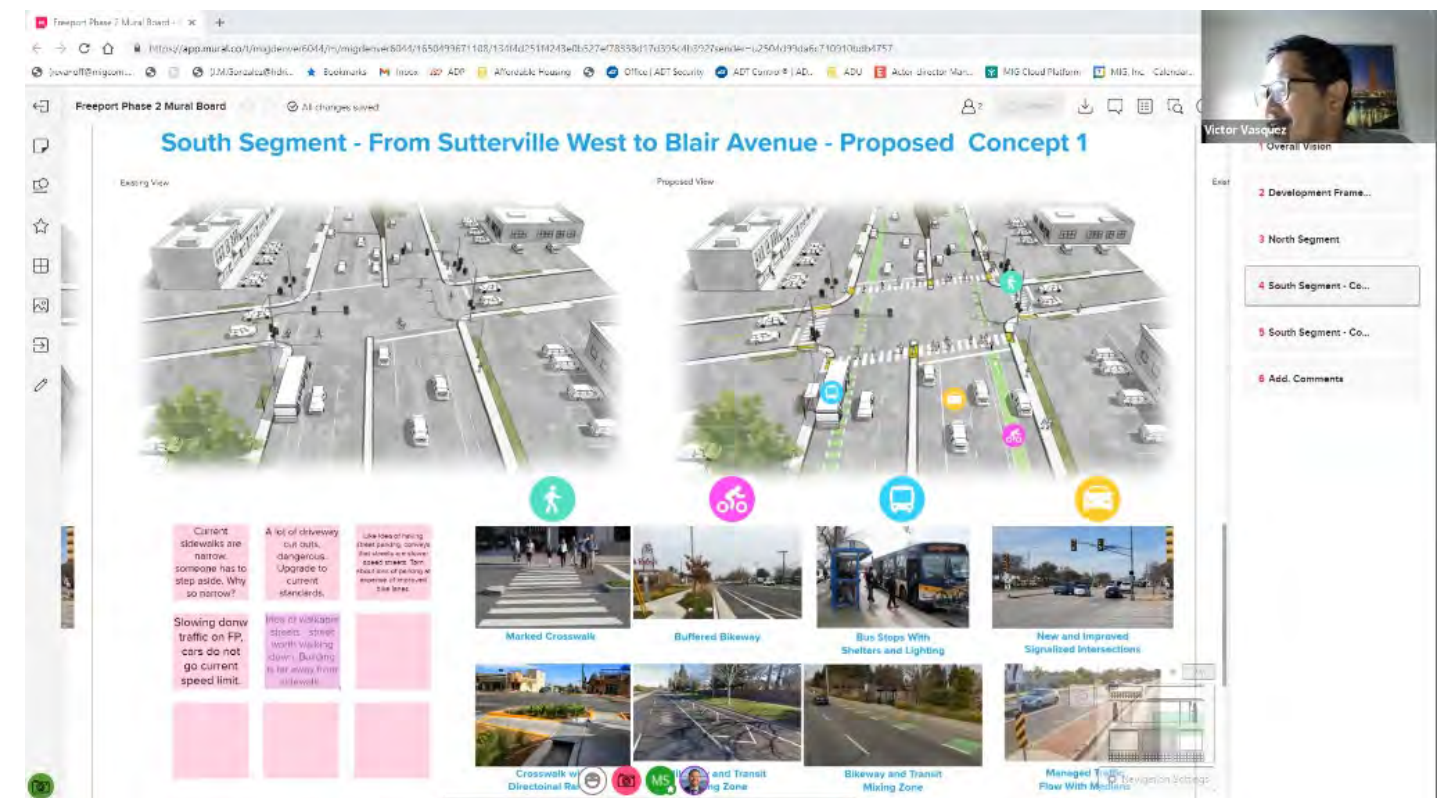
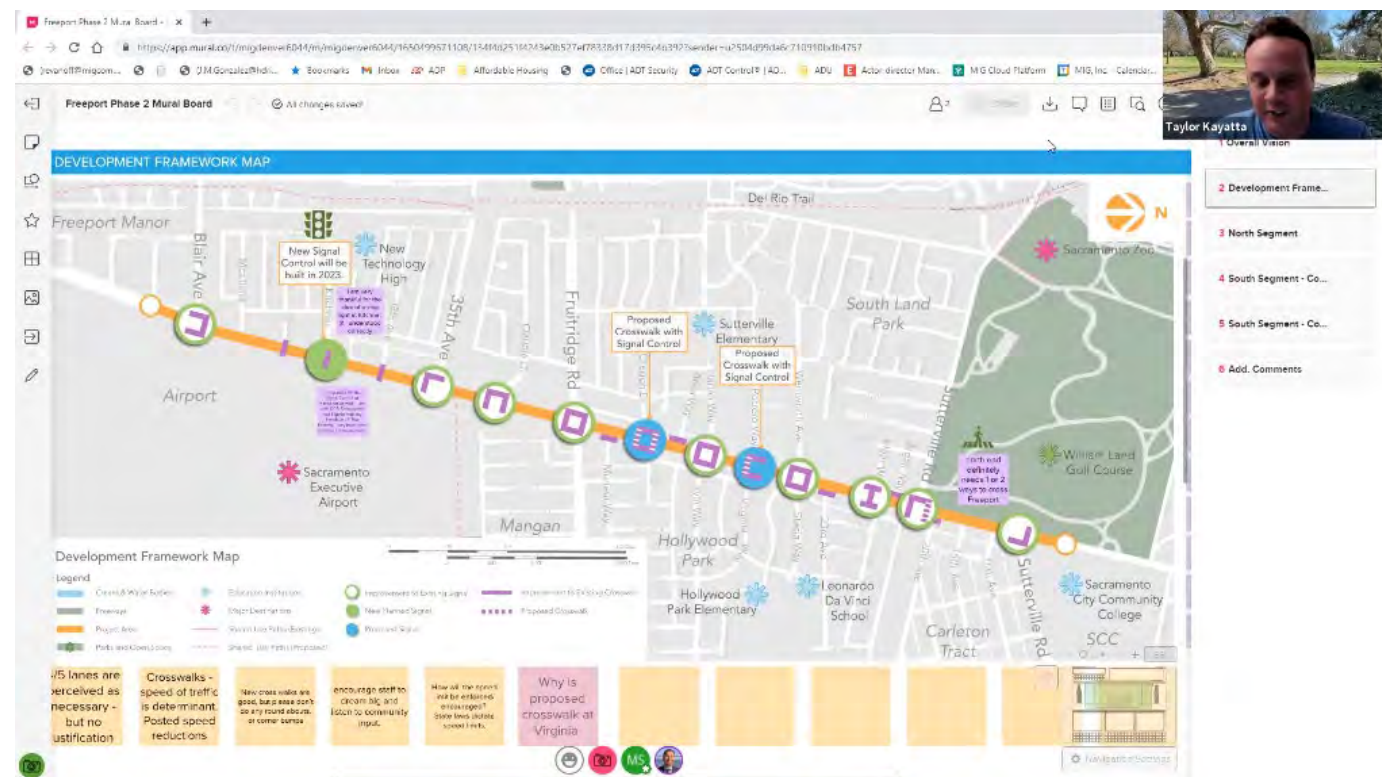
SUMMARY



**FREEPORT BOULEVARD
TRANSPORTATION PLAN**

INTRODUCTION

- Emerging Design Concepts Workshop #2 occurred on **April 28th, 2022**, from 6:30 pm – 8:00 pm.
- The virtual workshop was held on **Zoom** and included an interactive discussion with **MURAL**.
- **21 people** attended the meeting.
- The **video zoom recording** of the Emerging Design Concepts Workshop #2 will be posted on the project website: www.freeportblvd.com



OVERVIEW

- The purpose of Design Concepts Workshop #2 was to provide an overview of the emerging design concepts and allow participants to weigh in on their preferred options.
- City Team included:
 - **Leslie Mancebo**, Project Manager, City of Sacramento
 - **Andrew Hart**, Project Manager, City of Sacramento
- Consultant Team included:
 - **Mukul Malhotra**, MIG
 - **Rishi Dhody**, MIG
 - **Phoenix Alfaro**, MIG
 - **Isaac Gonzalez**, DIYSL
 - **Jinky Dolar**, OCA
 - **Dorcas Yee**, OCA
- This document provides a summary of the Design Concepts Workshop #2.



MEETING AGENDA

- Welcome and Introductions
- Project Purpose, Goals and Process
- Community Vision and Goals
- Emerging Design Framework Discussion
- Emerging Design Concepts Discussion
- Next Steps

Community Vision



Community Vision



PROJECT AREA

The project area limits are from Sutterville Rd. in the North to Blair Ave. in the South.



PROJECT GOALS

- **Safety** for all users.
- **Multi-modal Mobility** for people who walk, bike, take transit, and drive.
- **Community** identity.
- Meaningful and **equitable community and stakeholder engagement.**
- Develop **conceptual designs for short- and long-term improvements.**
- Coordinate and **build upon previous and concurrent studies** and initiatives.

COMMUNITY AND STAKEHODLER ENGAGEMENT

- Hollywood Park Neighborhood Association
- DaVinci School
- McClatchy High School
- Neighborhood Resident Listening Session
- Mangan Park Neighborhood Association
- Business Contacting
- Belle Cooledge Library Pop Up Event



Community Mapita Survey

- **Multi-lingual** – English, Spanish & Chinese
- **Engaging, online and in-person, interactive survey**
- **Launched: 4/11/2022 Closed: 5/15/2022**

1 Propuesta de Ubicaciones para Cruces Peatonales:

El proceso de participación afirmó que a los miembros de la comunidad les gustaría mejorar las condiciones de seguridad a lo largo de Freeport Boulevard para las personas que caminan, andan en bicicleta, toman el transporte público y conducen. Los participantes expresaron un fuerte deseo de más oportunidades para cruzar el corredor de manera segura. A lo largo del proceso de participación, el equipo del proyecto recibió comentarios sobre ubicaciones específicas en dónde mejorar las señales de tráfico y los cruces peatonales. El siguiente mapa muestra las ubicaciones identificadas por la comunidad para los cruces peatonales con controles de señal.



¿Qué le gusta de la ubicación de los mejoramientos propuestos de cruce peatonales? (seleccione todos los que correspondan)

- Seguridad mejorada
- Conexiones adicionales a destinos
- Mas oportunidades para cruzar la calle
- Acceso mejorado a las paradas de autobús
- Otros, por favor especifique

¿Tiene ideas o comentarios adicionales que le gustaría compartir con respecto a los mejoramientos propuestos de cruce peatonales y señalización?

4 Segmento Sur - De Sutterville West a Blair Avenue Concepto Propuesto 2

Este concepto tiene los siguientes cambios

- Mejoramientos de banqueta y de rampas banqueta
- Árboles para proporcionar sombra donde la banqueta sea lo suficientemente ancha
- Carriles para bicicletas separados a lo largo de la calle mediante la eliminación del estacionamiento
- Instalaciones de transporte público mejoradas en la parada de autobús con refugio y comodidades
- Reducción en la anchura de los carriles de vehículo y medianas más anchas para fomentar la calma del tráfico y señales de tráfico sincronizadas para mejorar el flujo de tráfico
- Estacionamiento reemplazado por los carriles de bicicleta separadas



South Segment - From Sutterville West to Blair Avenue

Proposed Concept 2

This concept provides:

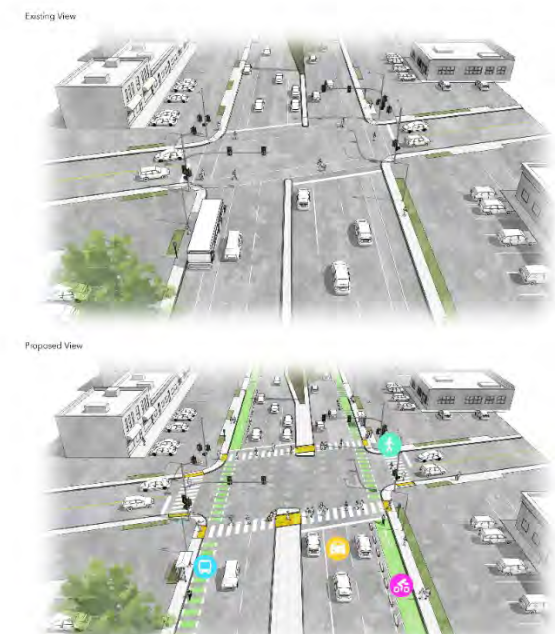
- Sidewalk and sidewalk ramp improvements
- Trees to provide shade where the sidewalk is wide enough.
- Separated bikeways along the street by removing parking spaces.
- Enhanced transit facilities at the bus stop with shelter and amenities.
- Reduced travel lane widths and wider medians to encourage traffic calming, and synchronized traffic signals to improve traffic flow.
- Removed parking for the separated bikeways.

Learn more about the proposed improvements by clicking the icon below associated with the proposed rendering!

- 1 - Pedestrian Improvement
- 2 - Bicycle Improvement
- 3 - Transit Improvement
- 4 - Driving Improvement

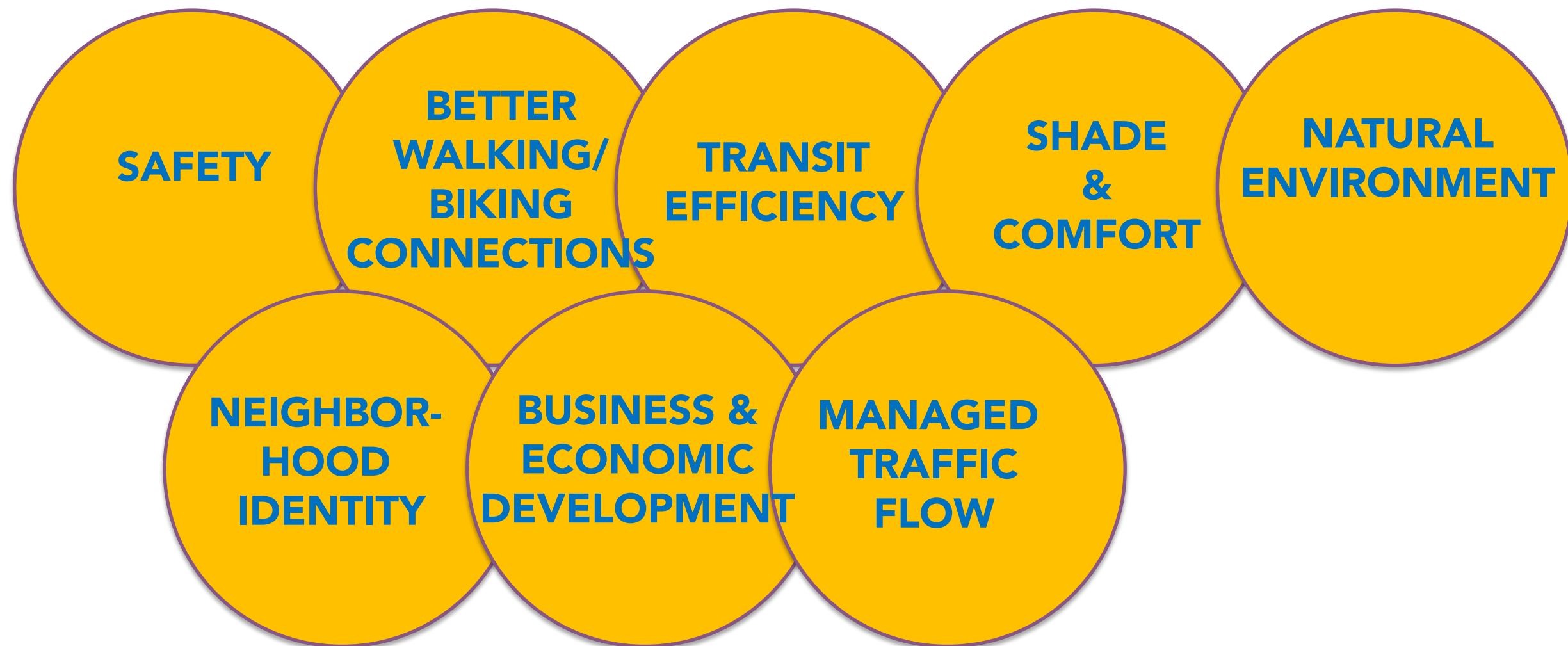
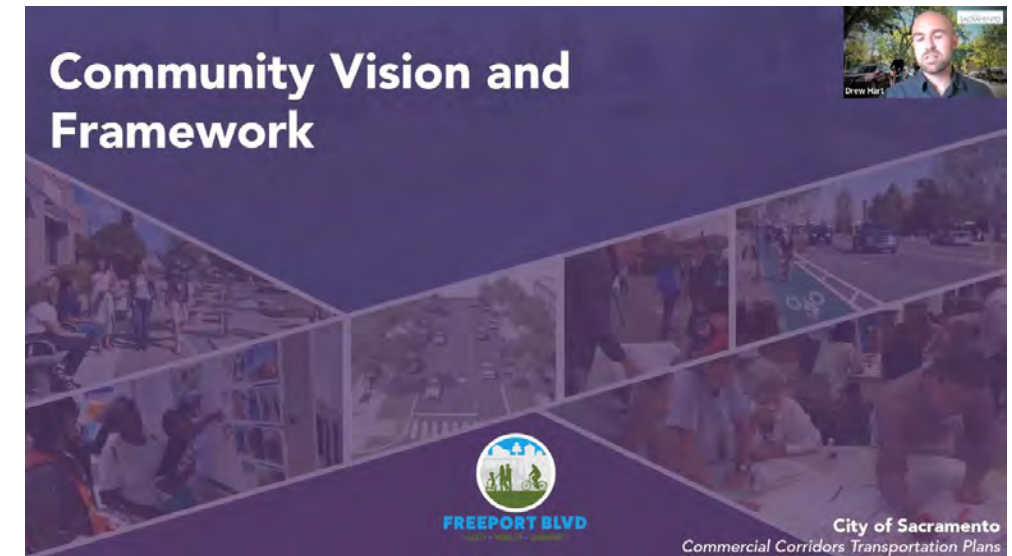
Do you support the proposed improvements for the following? (select all that apply)

- People Walking
- People Biking



COMMUNITY VISION

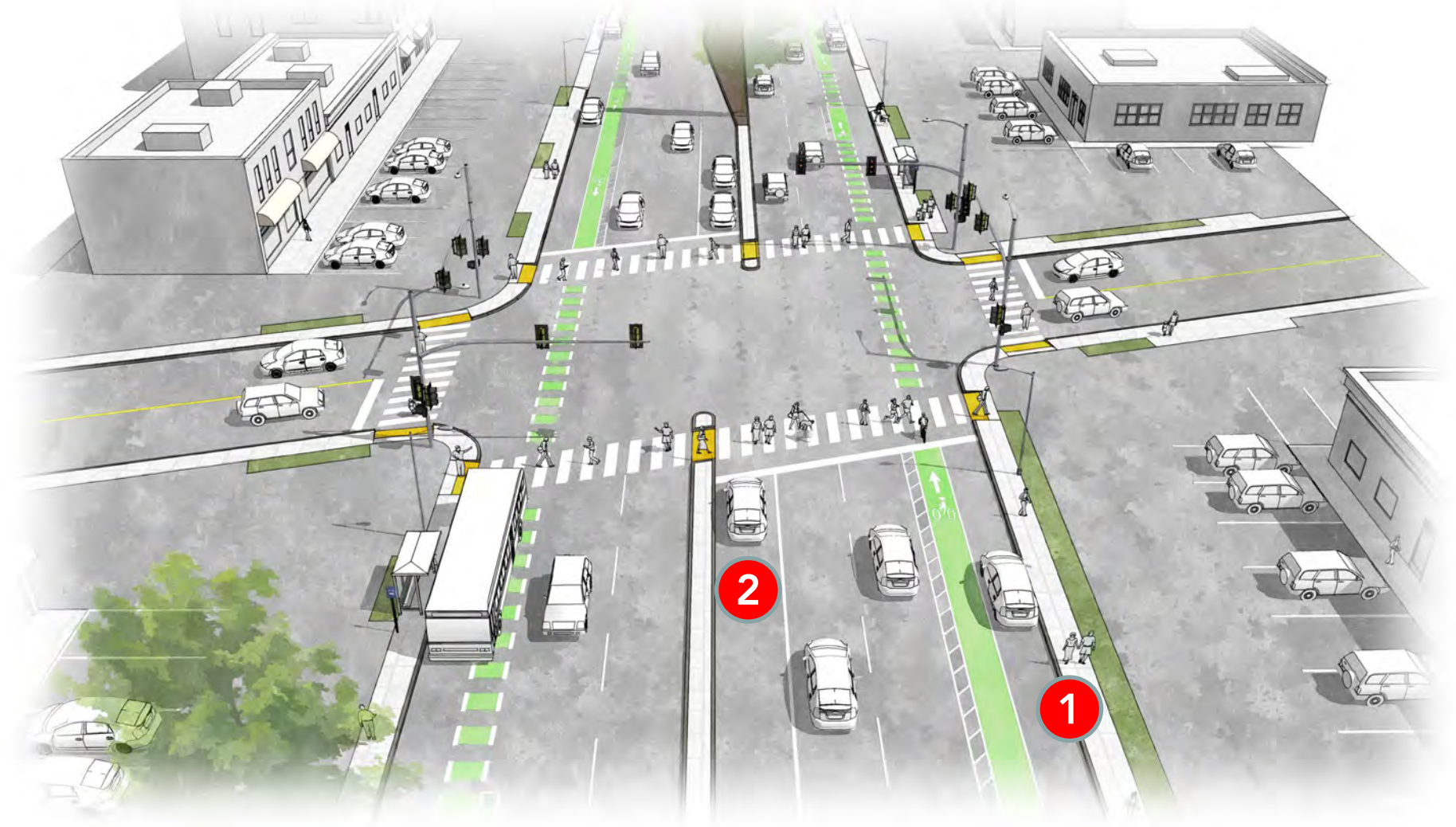
The consultant team presented the **Community Vision** for the corridor.



COMMUNITY DESIGN FRAMEWORK

The consultant team presented the **community design framework** for the corridor.

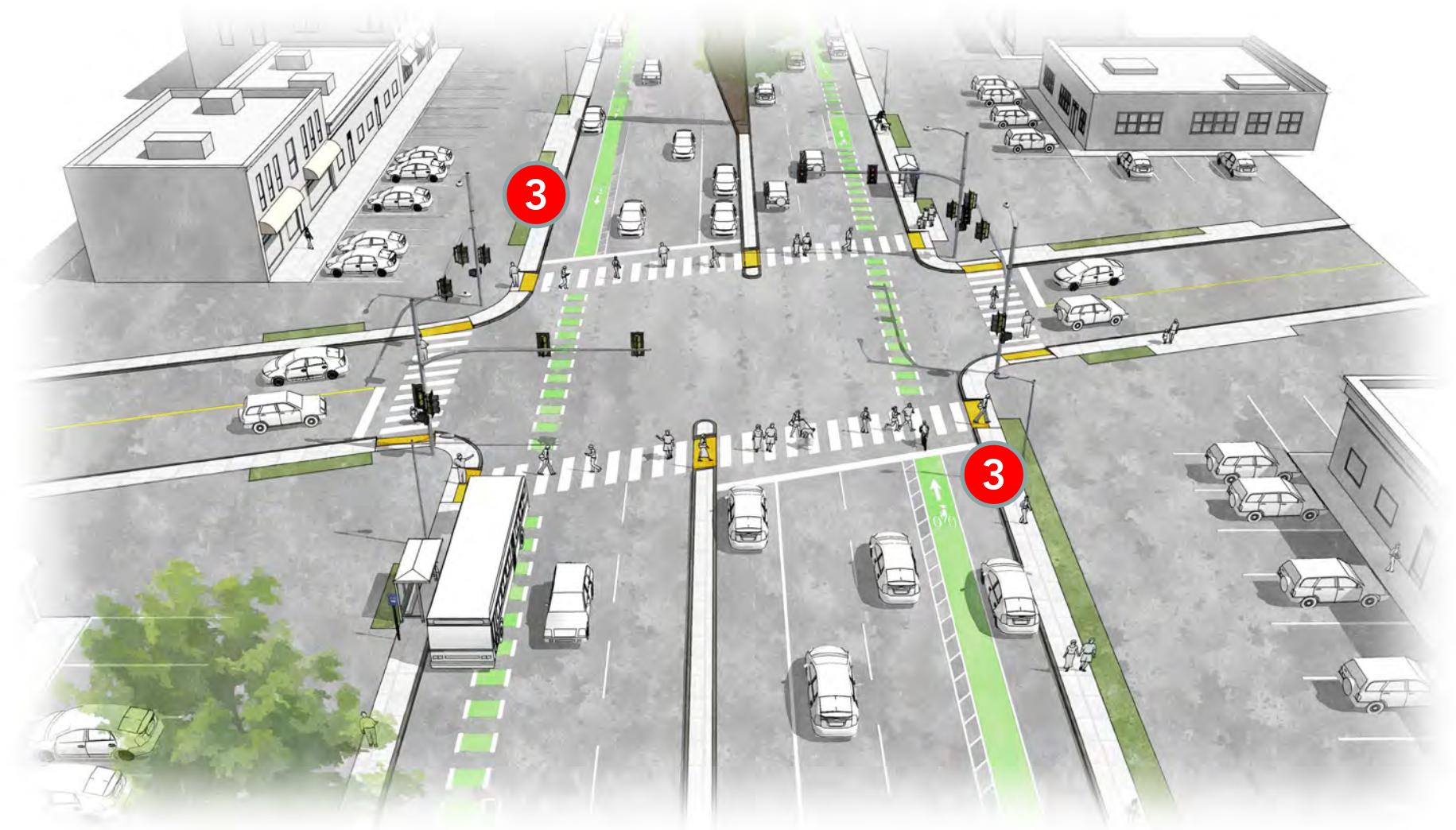
- 1 Maintain existing curbs and trees, where possible
- 2 Maintain necessary travel lanes and turn lanes



COMMUNITY DESIGN FRAMEWORK

The consultant team presented the **community design framework** for the corridor.

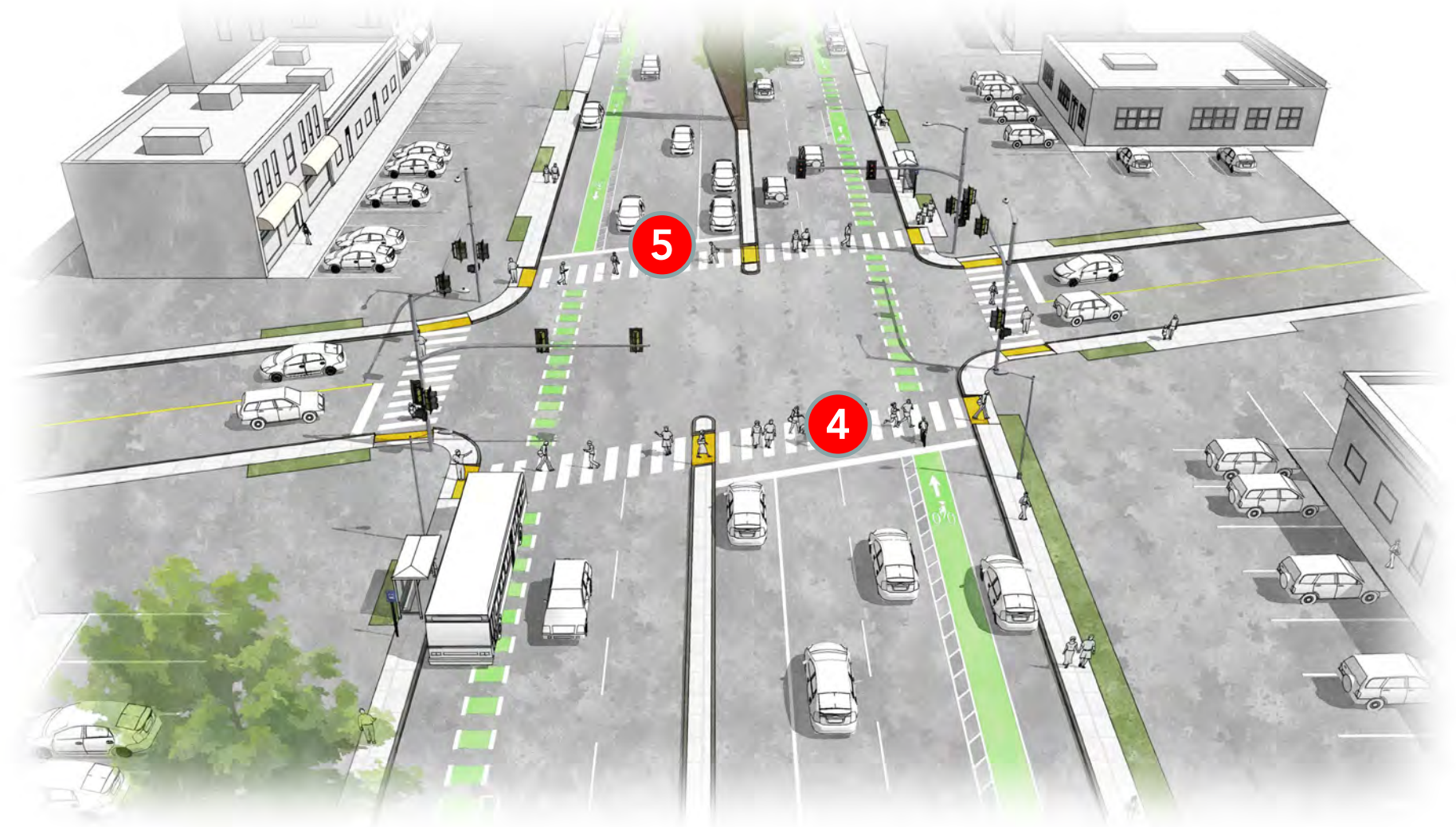
- 3 Provide continuous and comfortable sidewalks and medians



COMMUNITY DESIGN FRAMEWORK

The consultant team presented the **community design framework** for the corridor.

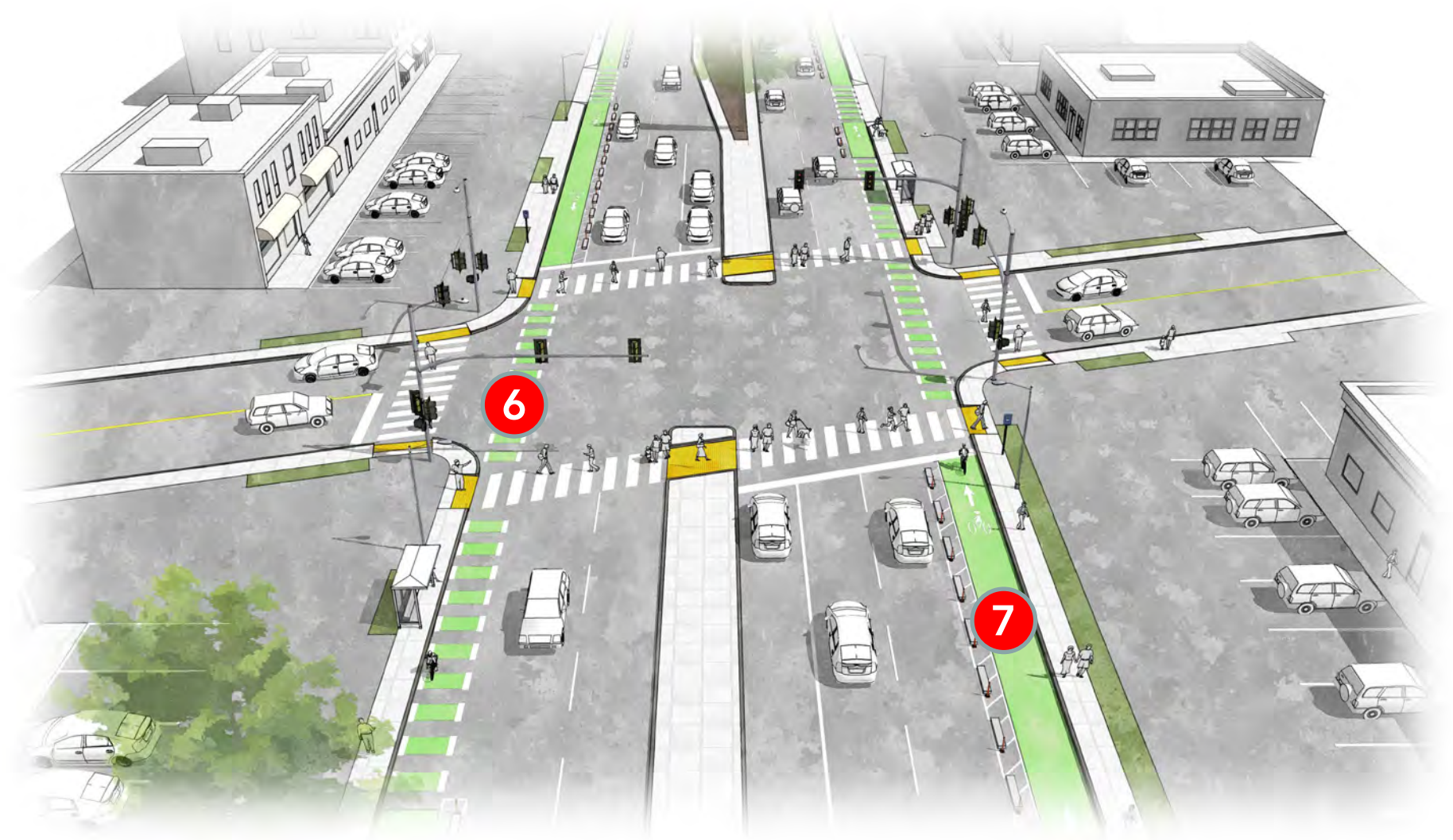
- 4 Enhance existing crosswalk
- 5 Provide new crosswalks at intersections



COMMUNITY DESIGN FRAMEWORK

The consultant team presented the **community design framework** for the corridor.

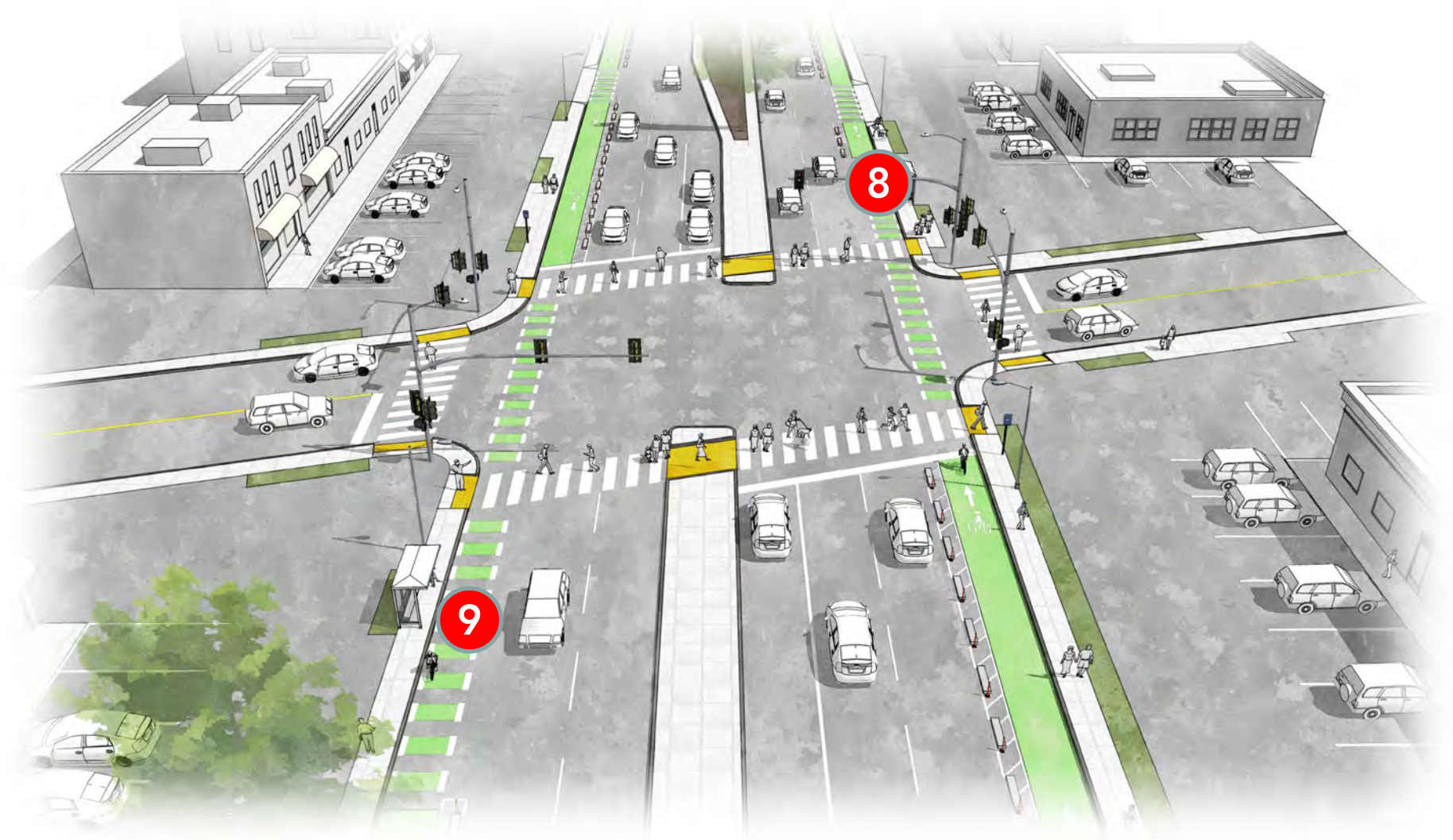
- 6 Create continuous bike facilities to create a connected bike network
- 7 Create opportunities for separated bike facilities



COMMUNITY DESIGN FRAMEWORK

The consultant team presented the **community design framework** for the corridor.

- 8 Create more comfortable bus boarding zones
- 9 Avoid bus and bike conflicts

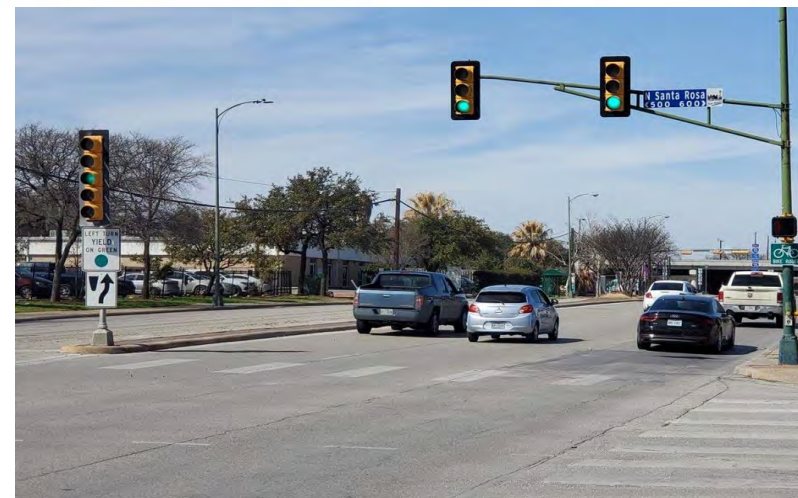
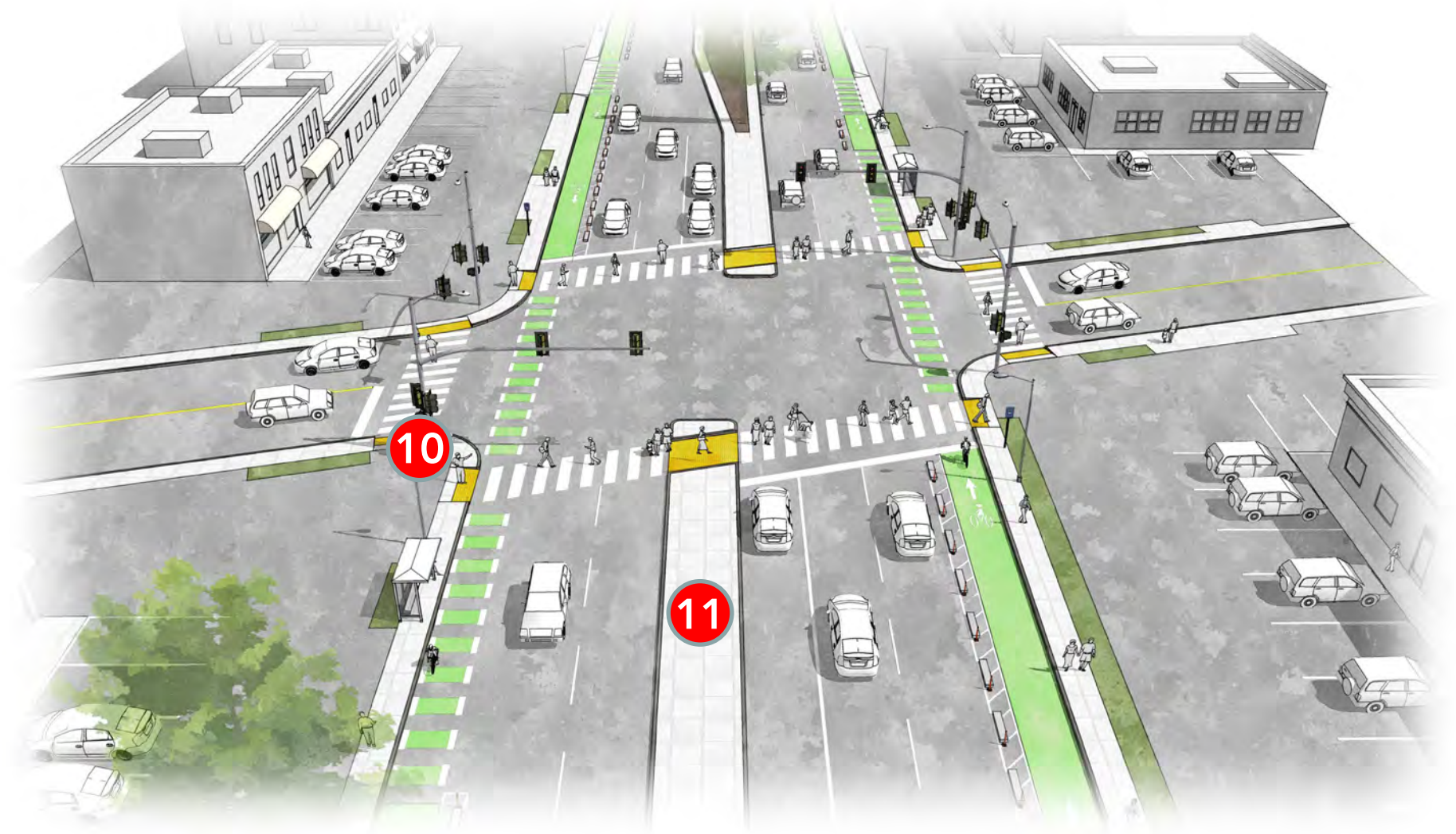


COMMUNITY DESIGN FRAMEWORK

The consultant team presented the **community design framework** for the corridor.

10 Synchronize existing signals

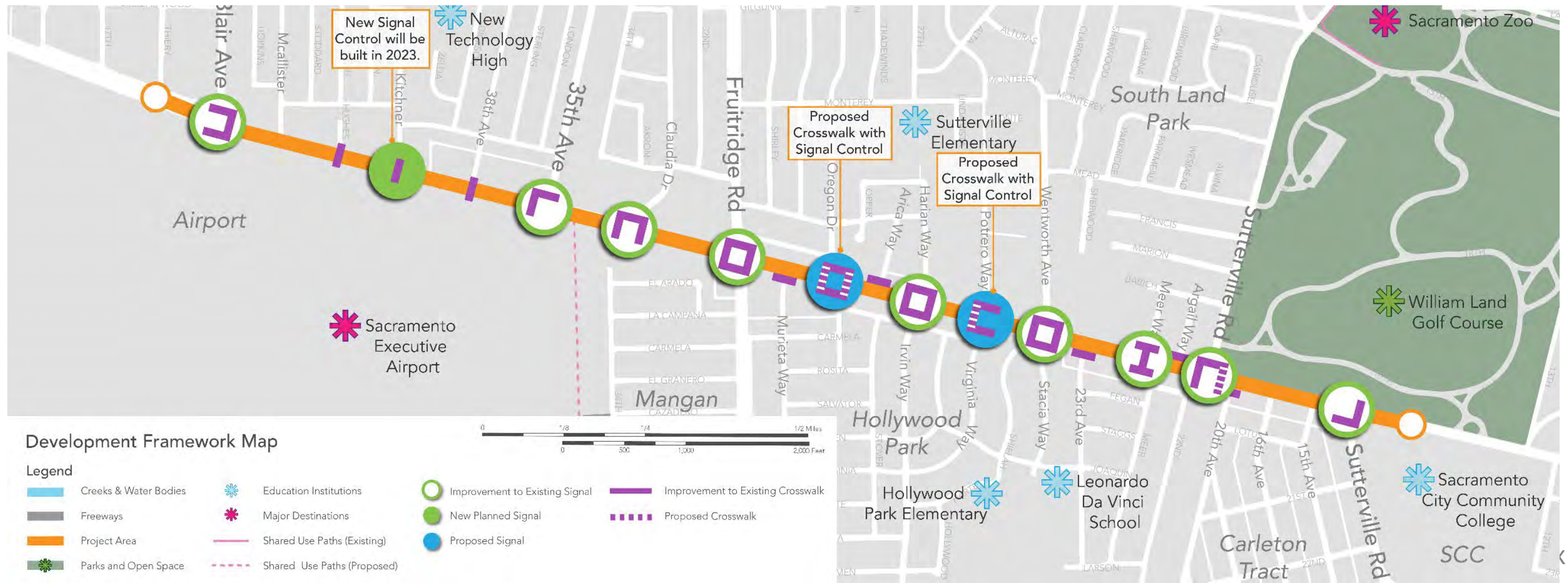
11 Managed traffic flow with medians



COMMUNITY DESIGN FRAMEWORK

The consultant team presented the **emerging design framework** which included:

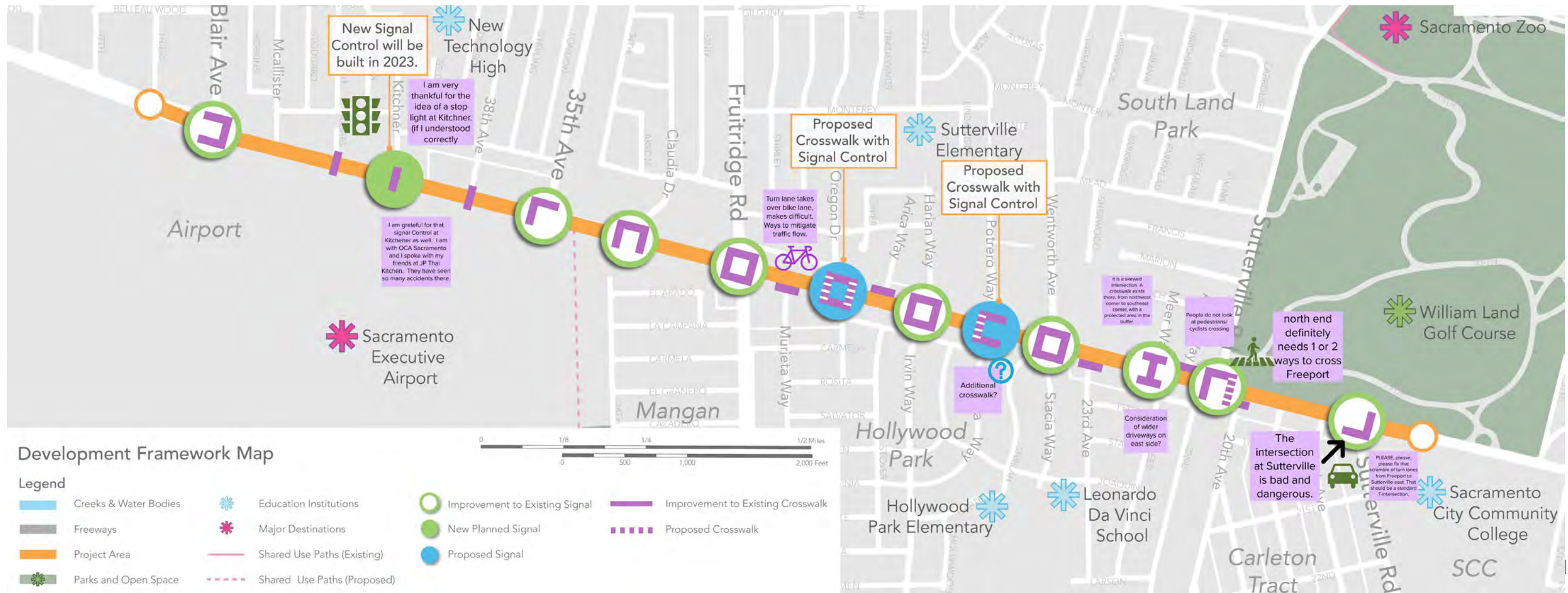
- Improvements to Existing Signal
- New Planned Signal
- Proposed Signal with Crosswalks



COMMUNITY DESIGN FRAMEWORK - GROUP DISCUSSION

The community affirmed the **emerging design framework** and provided additional feedback:

- New signal at Kitchner will make the intersection safe for the community.
- Improve bike lane with turn lane at Oregon Dr.
- Additional crosswalk at Portero Way/Virginia Way
- Address wider driveways on east side.
- Address the turn lanes at Sutterville intersection



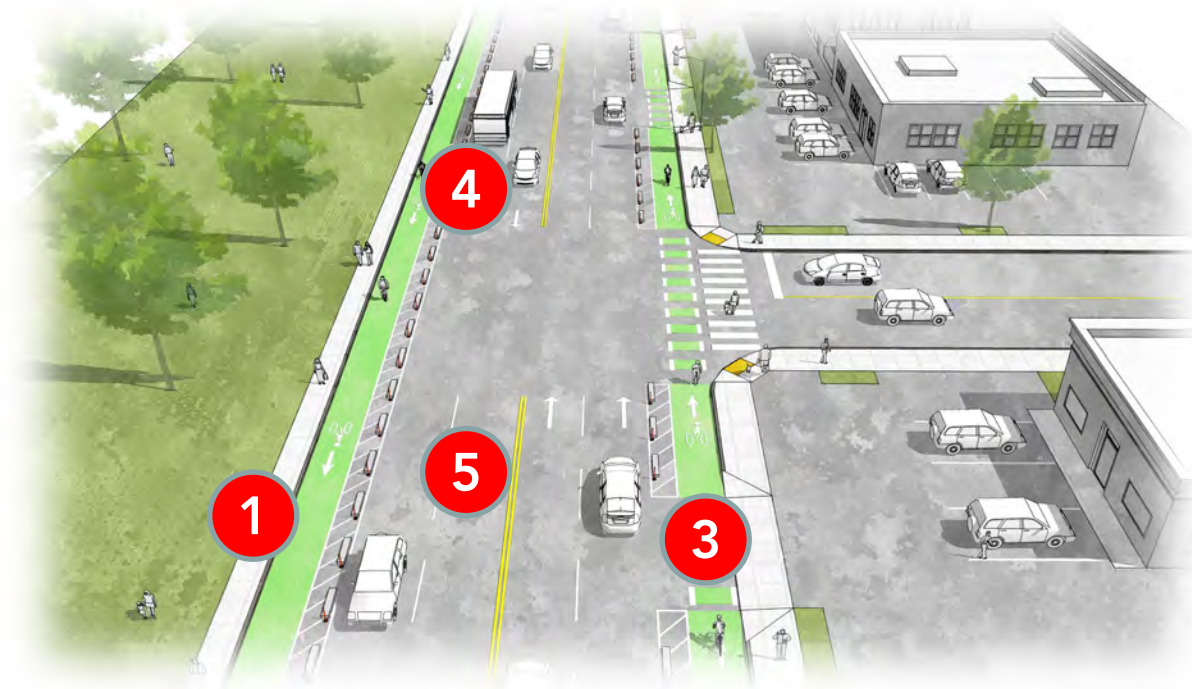
- The consultant team then presented the **emerging concepts** for the corridor.
- The consultant team then opened the forum for **community discussion**.
- Participants were requested to share what they **liked and disliked** about each design.
- The discussion focused on design concepts for the following segments:
 - **North Segment - From Sutterville N to Sutterville S**
 - **South Segment - From Sutterville S to Blair Ave.**

North Segment – Sutterville N and Sutterville S

- The consultant team presented the emerging design to the community which included:

- 1 New continuous sidewalks
- 2 New crosswalks at South Sutterville
- 3 New separated bikeways
- 4 Enhanced transit facilities
- 5 Two travel lanes in each direction

- The community affirmed the emerging opportunities and/or provided additional input on the improvements.



North Segment – Sutterville N and Sutterville S

- Overall support for **separated bikeways** and the use of **concrete blocks**
- Concerns around safety **walking along the park**
- Desire for **wider sidewalks**
- **Slower speeds** to enhance safety
- Address **bike lane and turning lanes conflict.**
- **Improve Sutterville intersection.**



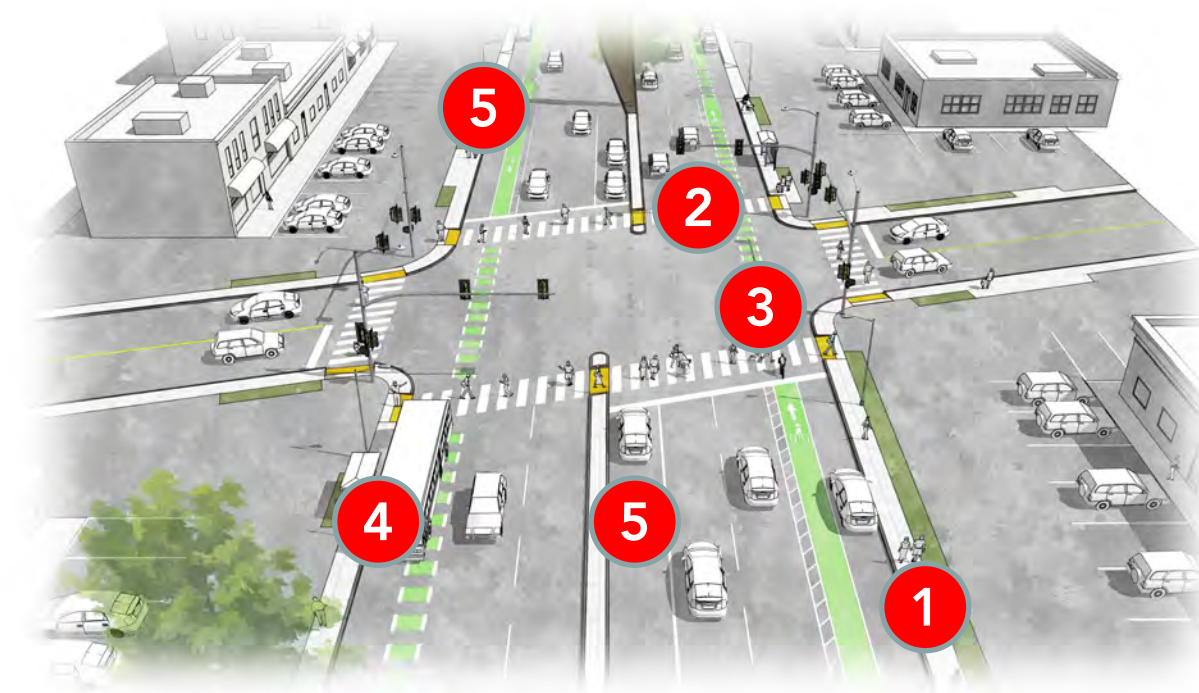
South Segment – Sutterville S to Blair Avenue

(Proposed Concept 1)

- The consultant team presented the emerging design to the community which included:

- 1 New continuous sidewalks
- 2 New crosswalks with a traffic signal at Oregon Dr. and Potrero Way
- 3 New buffered bikeways through the intersection
- 4 Enhanced transit facilities
- 5 Two travel lanes in each direction and maintained turn lanes and parking lanes

- The community affirmed the emerging opportunities and/or provided additional input on the improvements.



South Segment – Sutterville S to Blair Avenue (Proposed Concept 1)

- Slowing traffic is main priority
- Desire for wider sidewalks
- Curb cuts and driveways are dangerous
- Support for maintaining street parking as a mechanism for slowing traffic, uncertain if separated bike lanes will achieve this.
- On street parking could compromise the visibility of cyclists and pedestrians
- Consider bike lane connectivity to **Del Rio Trail**
- Concerns around **street lighting**
- Overall support for a **hybrid** of concepts 1 and 2

Existing View **Proposed View**

Icons: Pedestrian, Bicycle, Bus, Car

Marked Crosswalk **Buffered Bikeway** **Bus Stops With Shelters and Lighting** **New and Improved Signalized Intersections**

Crosswalk with Directional Ramps **Bikeway and Transit Mixing Zone** **Bikeway and Transit Mixing Zone** **Managed Traffic Flow With Medians**

Current sidewalks are narrow, someone has to step aside. Why so narrow?

A lot of driveway cut outs, dangerous. Upgrade to current standards.

Like idea of having street parking, conveys that streets are slower speed streets. Turn about loss of parking at expense of improved bike lanes.

Slowing down traffic on FP, cars do not go current speed limit.

Idea of walkable streets - street width walking down. Building is far away from sidewalk. Not a strolling street.

6x Geary Blvd in SA.

Buildings should be pushed to sidewalk, storefront pointed away from street.

With amount of traffic on Freeport and access for bikes and pedestrians, visibility and safety could be compromised with on street parking on Freeport.

Does the plan straighten the median that runs north-south at Freeport and Frutkidge (North on Freeport, right after Frutkidge in front of Walgreens)?

good point about on-street parking. It is a trade off with other uses of the roadway width, and not always clear what the best design is.

I agree that on-street parking will help to slow the traffic, whereas separated bike lanes, as important as they are, won't help much to slow traffic.

Slowing the traffic is the most important change that needs to be made (besides the addition of trees) to improve safety and walkability, so it's really hard to choose between separated bike lanes and on-street parking (i.e. Concepts #1 and #2).

I agree with Victor re creating walkability for enjoyment on Freeport and how businesses can improve that with street facing entries.

Combine two concepts - two different types of corridors.

Parking should be kept near commercial. Expect slower traffic.

Yes, slowing the traffic on Freeport is the most significant safety improvement.

Blair and 35th - closest to Del Rio trail, protected bike lane could go on trail. Support what best fits.

Adjacent project that is transit oriented and link to, harmonious with each other.

Parking is variable throughout day and week. Design is depended on parking being utilized.

Hybrid proposal would be best.

What will be planned for night lighting the street? Have you discussed how to satisfy safety issues at night without adding street lights or bright lights?

is there any special consideration given to wide driveway at East side of Freeport at S Sutterville?

is there any special consideration given to wide driveway at East side of Freeport at S Sutterville?

I also think that we need to extend our consideration of that intersection for one block along Sutterville over to 21st. That whole area is just incredibly unsafe, and right by City College and all the students frequently on the sidewalk!

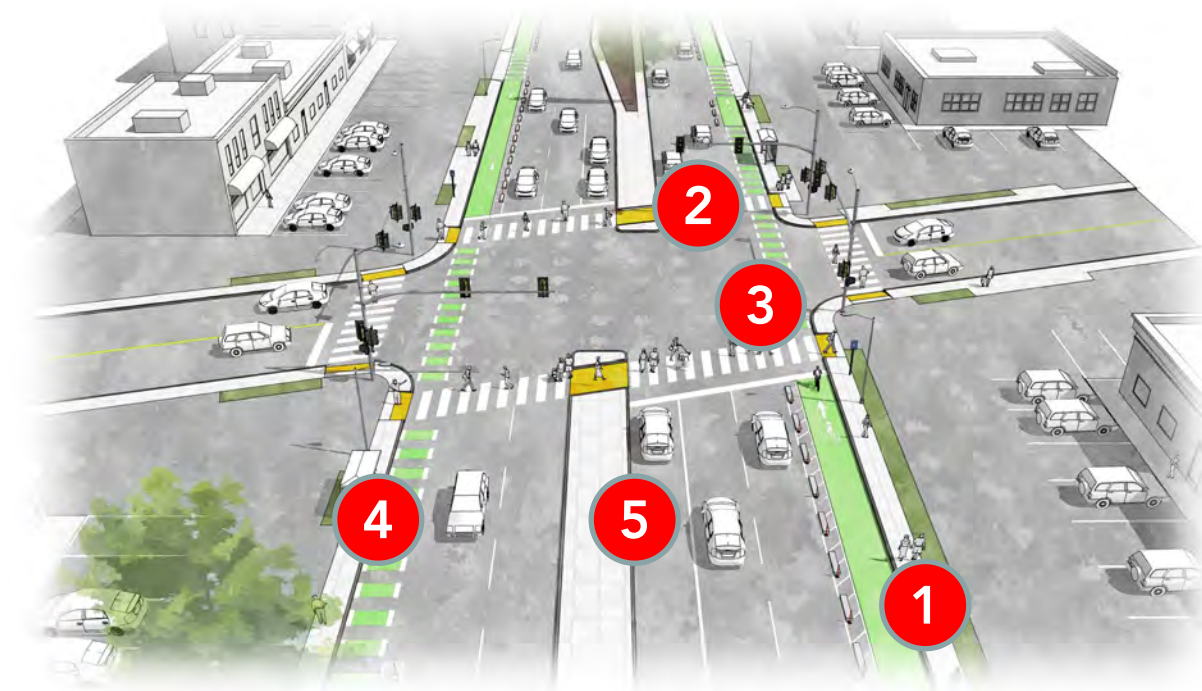
South Segment – Sutterville S to Blair Avenue

(Proposed Concept 2)

- The consultant team presented the emerging design to the community which included:

- 1 New continuous sidewalks
- 2 New crosswalks with a traffic signal at Oregon Dr. and Potrero Way
- 3 New separated bikeways
- 4 Enhanced transit facilities
- 5 Two travel lanes in each direction and maintained turn lanes

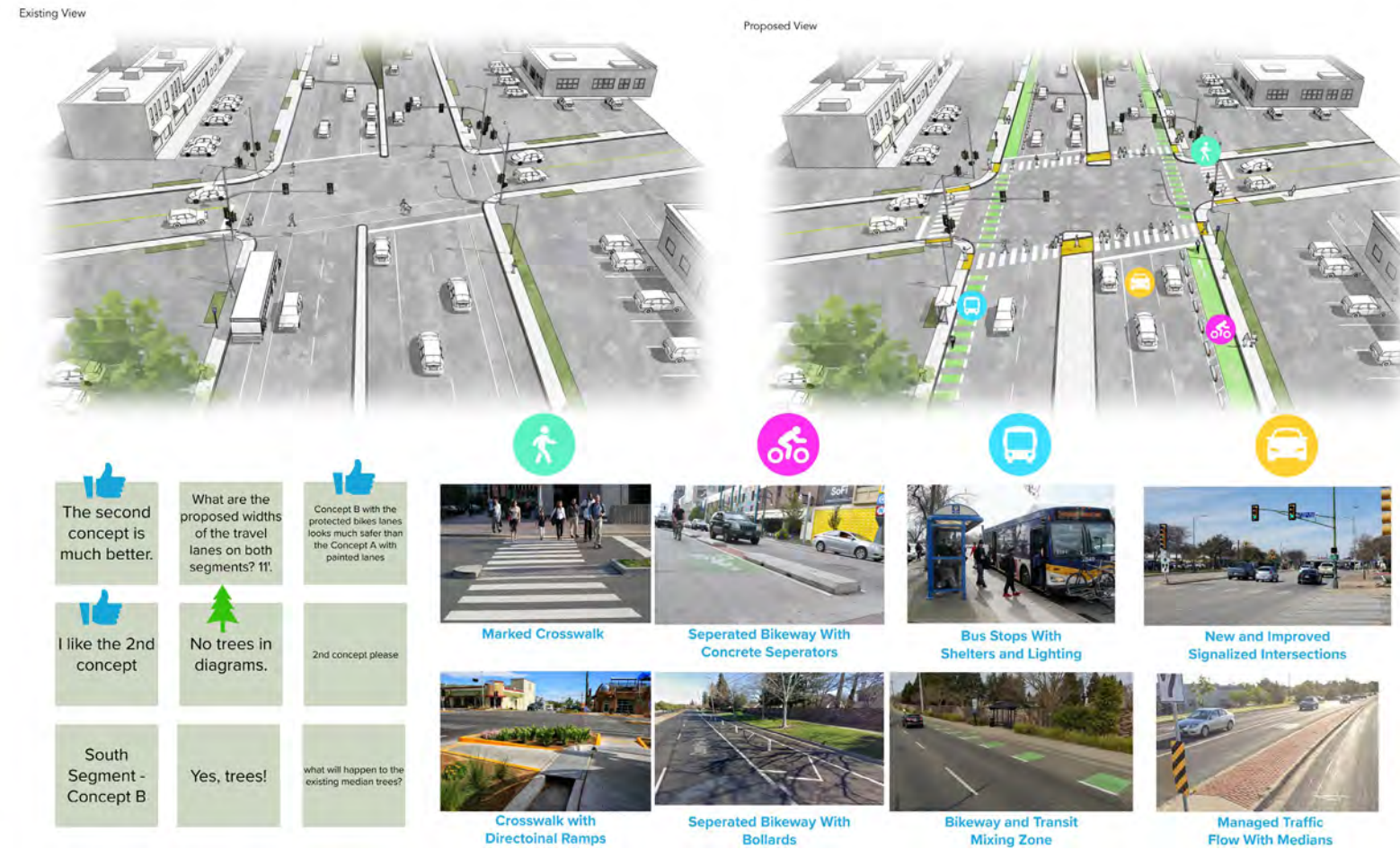
- The community affirmed the emerging opportunities and/or provided additional input on the improvements.



South Segment – Sutterville S to Blair

Avenue (Proposed Concept 2)

- Overall support for the **separated bike lane**
- Concerns about separated bike lanes near **driveways and curb cuts**
- Desire for **wider sidewalks**
- Increased safety at **main intersections**
- Separated bike lanes **incentivizes** biking and bike planning
- Desire for **raising bike lanes** near residential
- Overall support for a **hybrid** of concepts 1 and 2



Additional Comments and Questions

- Do not use parking protected bike lanes in commercial areas where there are lots of driveways as it confuses drivers and obstructs the line of sight.
- Plan for speed reduction elements.
- Does code provide guidance on commercial property orientation?
- Overall appreciation for engagement efforts.

ADDITIONAL COMMENTS AND QUESTIONS

Please do not use parking protected bike lanes in the commercial areas (with lots of driveways). This confuses drivers and limits driver and biker lines of sight and will be more unsafe even than an unprotected street-running bike lane.

Generla plan deemed not ready for road diet, additional counts taken.

Planning for speed reduction elements.

I'm curious as to the outreach for this program? I found out about it through the City newsletter. Were all the Freeport business notified of this? I'm shocked as how little participants there is here.

Is there any city code or guidance that requires commercial properties to face the road when they are redeveloped?

I think there is a requirement for new buildings to get close to the curb. But CVS at Franklin and Sutterville found a loop hole around this.

We will also inform our neighbors. Really appreciate the work you all have done with this plan and community engagement.

Luree: Do believe there are issue needing further discussion. Good idea to have a meeting in person. I initaited process that resulted in report.

Thank you for the opportunity to weigh in on these proposals. We are so appreciative of this work and your efforts.

Thank you for your continuing work and efficient presentation of the project. I will talk to neighbors.

Local businesses appreciate targeted outreach.

NEXT STEPS

On-going Community Engagement (April to May)

- **Community Survey** – Ended on May 15 : freeportblvd.com

Refine **Preferred Design Concept** (June/July 2022)

Community Engagement #3 – Preferred Concept – Aug/Sep 2022



MILESTONE #3: PUBLIC DRAFT DESIGN CONCEPTS AND OPEN HOUSE

SUMMARY



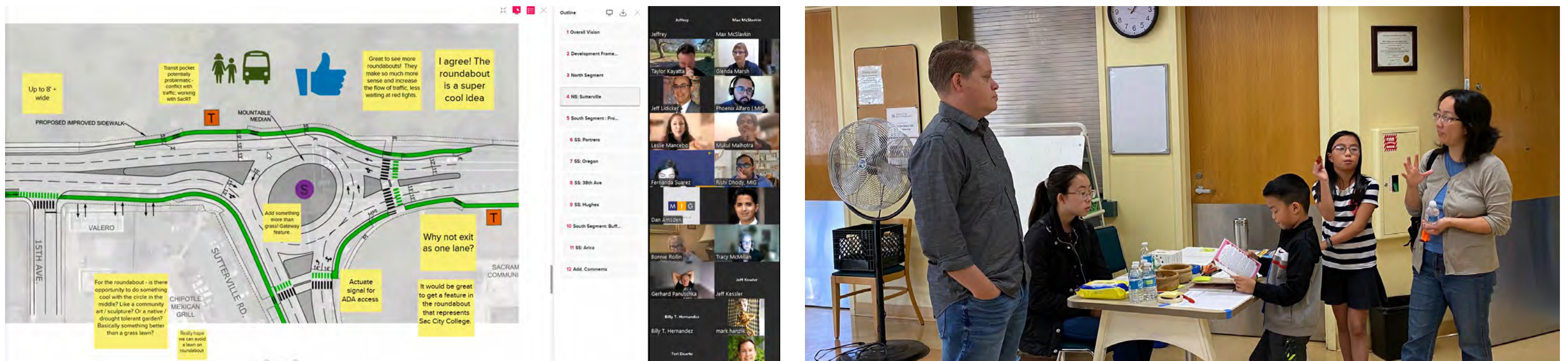
FREEPORT BLVD
SAFETY • MOBILITY • COMMUNITY

City of
SACRAMENTO

**FREEPORT BOULEVARD
TRANSPORTATION PLAN**

INTRODUCTION

- Public Draft Design Concepts Workshop #3 occurred on **October 26th, 2022**, from 6:30 pm – 8:00 pm.
 - The virtual workshop was held on **Zoom** and included an interactive discussion with **MURAL**.
 - **Over 24 people** attended the meeting
 - The **video zoom recording** of the Public Draft Design Concepts Workshop #3 will be posted on the project website: www.freeportblvd.com
- The Community Open House occurred on **October 29, 2022**, from 11:30 am to 1:30 pm
 - **Over 28 people** attended the Open House



OVERVIEW

- The purpose of Design Concepts Workshop #3 was to provide an overview of the **public draft design concepts and allow participants to weigh in on their preferred options.**
- City Team included:
 - **Leslie Mancebo**, Project Manager, City of Sacramento
- Consultant Team included:
 - **Mukul Malhotra**, MIG
 - **Rishi Dhody**, MIG
 - **Phoenix Alfaro**, MIG
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- This document provides a summary of the Public Draft Design Concepts Workshop #3.



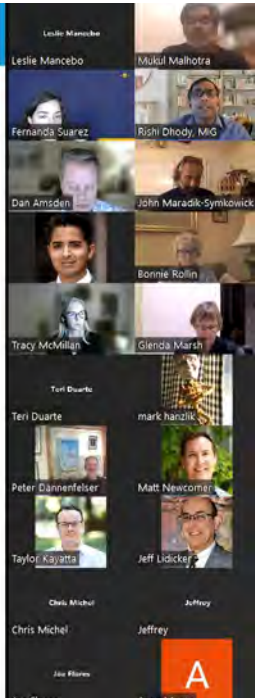
MEETING AGENDA

- Welcome and Introductions
- Project Purpose, Goals and Process
- Community Vision and Goals
- Public Draft Design Framework Discussion
- Public Draft Design Concepts Discussion
- Next Steps

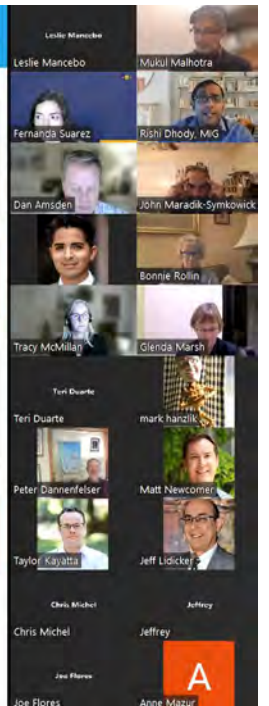
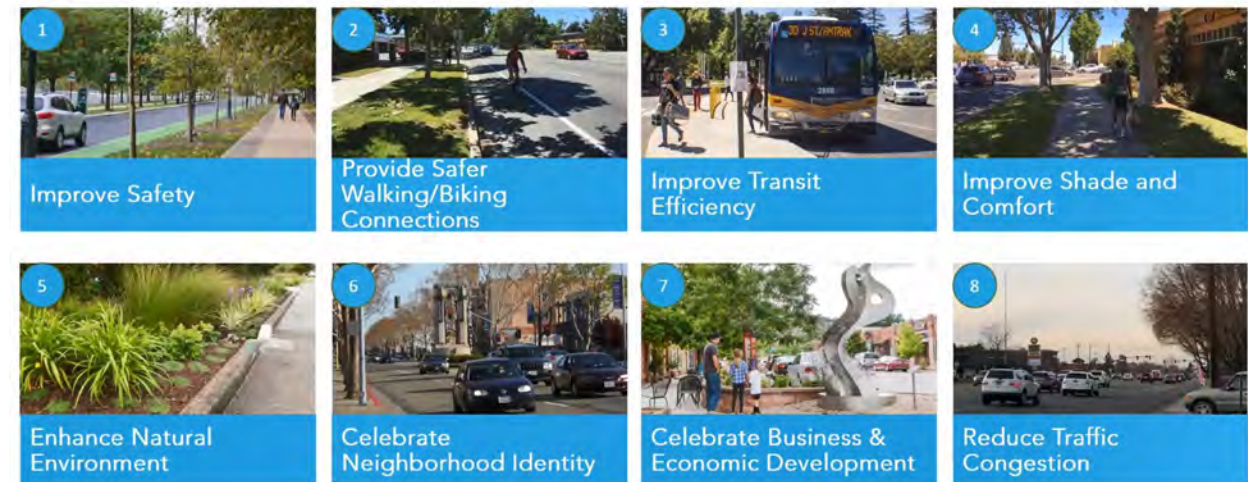
Community Vision



City of Sacramento | Commercial Corridors Transportation Plans

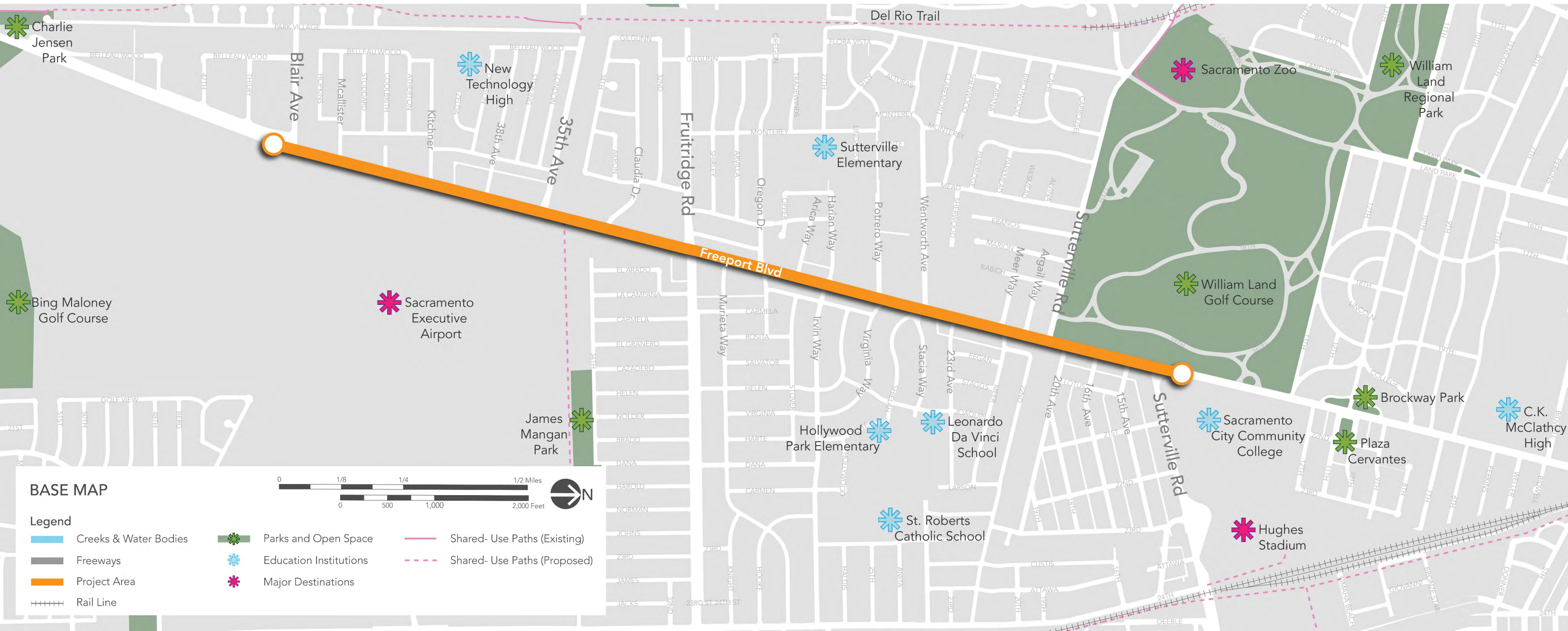


Community Vision



PROJECT AREA

The project area limits are from Sutterville Road to Blair Avenue

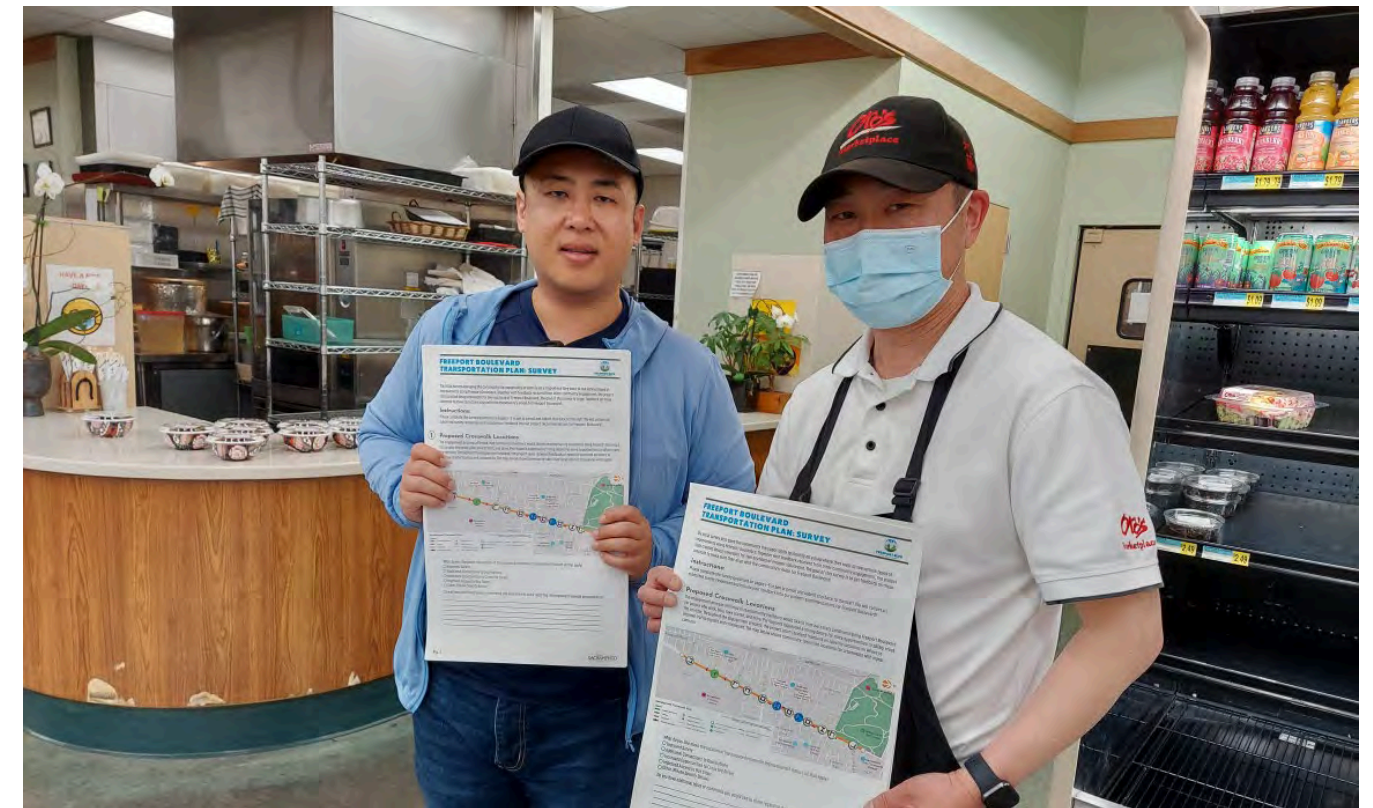


PROJECT GOALS

- **Safety** for all users.
- **Multi-modal Mobility** for people who walk, bike, take transit and drive.
- **Community** identity.
- Meaningful and **equitable community and stakeholder engagement.**
- Develop **conceptual designs for short- and long-term improvements.**
- Coordinate and **build upon previous and concurrent studies** and initiatives.

COMMUNITY AND STAKEHODLER ENGAGEMENT

- Hollywood Park Neighborhood Association
- DaVinci School
- McClatchy High School
- Neighborhood Resident Listening Session
- Mangan Park Neighborhood Association
- Business Contacting
- Belle Cooledge Library Pop Up Event



PROJECT PROCESS - COMMUNITY EVENTS AND MATERIALS

PLAN DE TRANSPORTE DE FREEPORT BOULEVARD



QUEREMOS ESCUCHAR SUS COMENTARIOS!

En Junio del 2021, la Ciudad comenzó un esfuerzo de planificación para identificar los valores comunitarios y las necesidades de Freeport Boulevard. Basado en los comentarios de la comunidad a lo largo del proyecto, análisis técnicos y mejores prácticas en diseño y seguridad vial, el plan revelará el concepto de diseño preferido para el corredor.

CÓMO PARTICIPAR:

TALLER DE DISEÑO PREFERIDO:

Miercoles, Octubre 26, 2022 de 6:30 pm - 8:00 pm
Visite el sitio web del proyecto para obtener el enlace de Zoom

CASA ABIERTA DE DISEÑO PREFERIDO:

Sabado, Octubre 29, 2022 de 11:30 am - 1:30 pm
Ubicación: Belle Coolidge Library
Belle Coolidge Community Room
5600 S Land Park Dr.

COMUNÍQUESE CON:
Drew Hart, Transportation Planner
ahart@cityofsacramento.org
916.808.6725

SITIO WEB DEL PROYECTO:
freeportblvd.com



3 南段 - 从Sutterville西街到Blair大街 建议方案 1

- 此方案提供以下改变:
- 人行道和人行道坡道改善
 - 树木在人行道足够宽的地方提供树荫
 - 缓冲式自行车道 (沿停车道旁边的街道标绘的缓冲区)
 - 提供巴士站遮掩和便利设施的公共交通的改善
 - 减少行车道宽度以鼓励交通稳静化, 并同步交通信号以改善交通流量。
 - 保留停车位

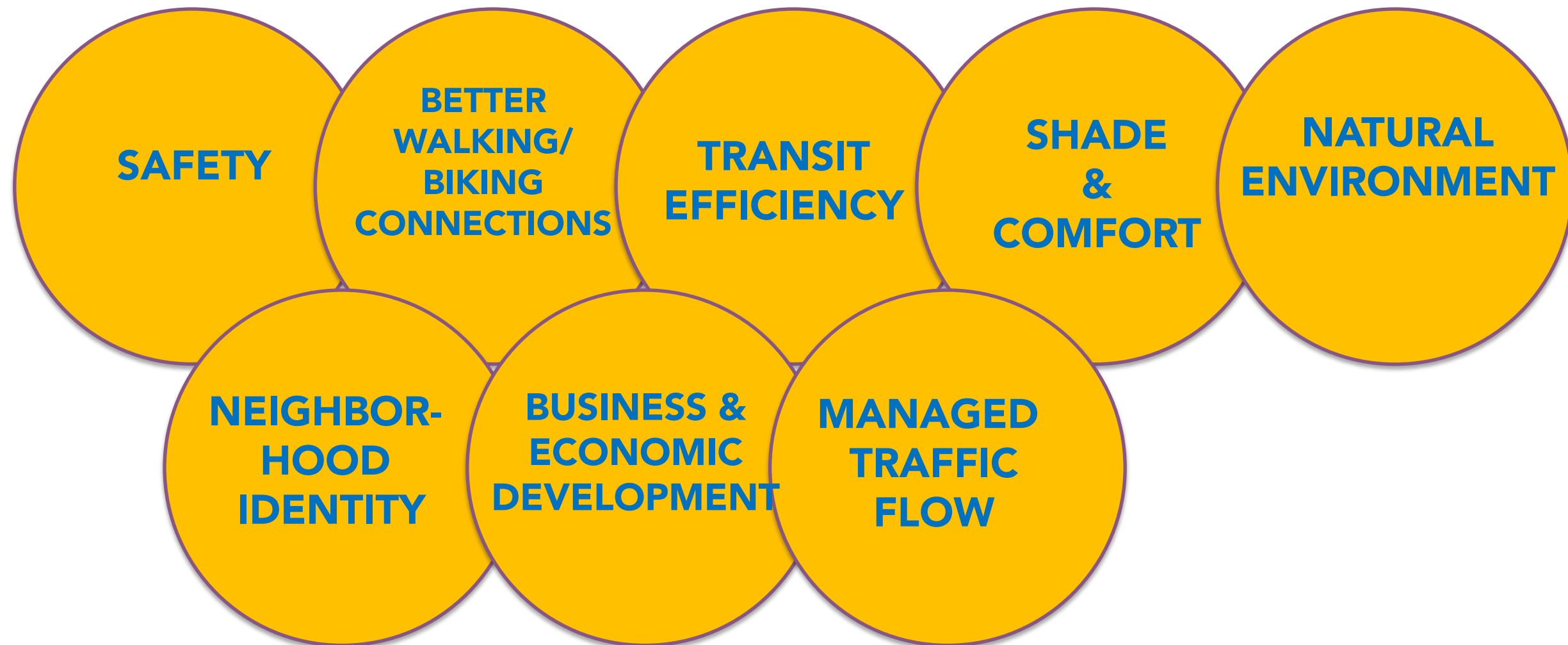


有☒的人行横道☒☒木在可用空☒☒定向坡道的人行横

☒缓冲式自行☒道行☒道和公交混合区

COMMUNITY VISION

The consultant team presented the **Community Vision and Public Draft Design Framework** for the corridor which was affirmed by the community.



COMMUNITY VISION

The consultant team presented various **improvement opportunities** and the community **affirmed the overall vision** for the corridor.



Improve Safety



Provide Safer Walking/Biking Connections



Improve Transit Efficiency



Improve Shade and Comfort



Enhance Natural Environment



Celebrate Neighborhood Identity



Celebrate Business & Economic Development

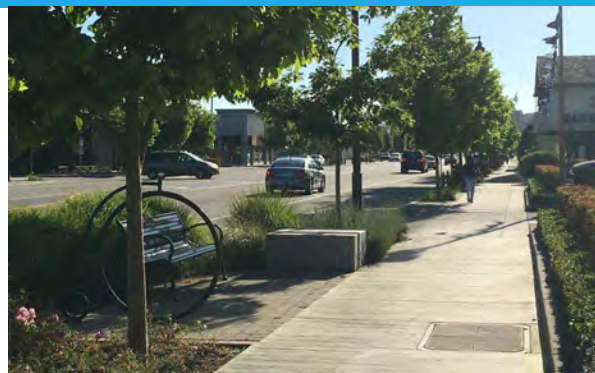


Reduce Traffic Congestion

COMMUNITY VISION

The **community** would like to see improvements to **crosswalks** and sidewalks to improve overall **safety**. Bicycle improvements are the **top priorities** for the community. The community would like **continuous bicycle facilities**.

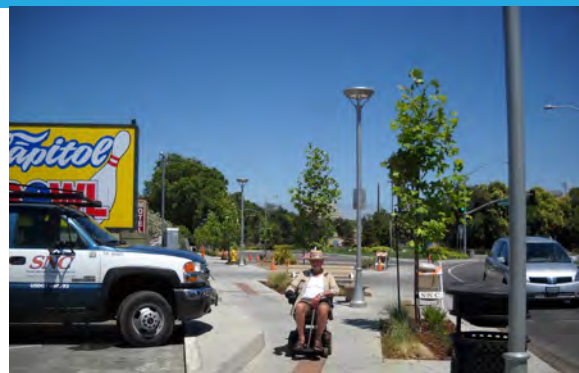
Sidewalk and Crosswalk Improvements



Street Trees and Shade
76%



Street and Pedestrian Lighting
71%



Wider Sidewalks
64%



Improved Crosswalks
83%



New Crosswalks
65%

##% of people responded to the type of the improvement

Bike Improvements



Continuous Bike Facilities
87%



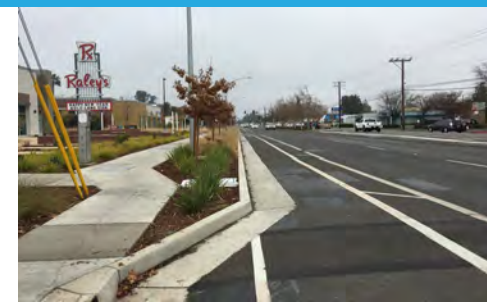
Improved Bike Connections
86%



Separated, dedicated, bike facilities
76%



New and Improved Bike Parking
67%



Buffered Bike Facilities
63%

##% of people responded to the type of the improvement

Transit Improvements



Improved Existing Bus Stops

85%



Bus Route Location & Frequency

68%

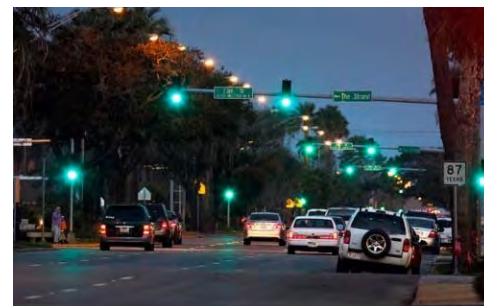


Additional Bus Stops with Shelters

46%

##% of people responded to the type of the improvement

Driving Improvements



Synchronize Existing Traffic Signals

77%



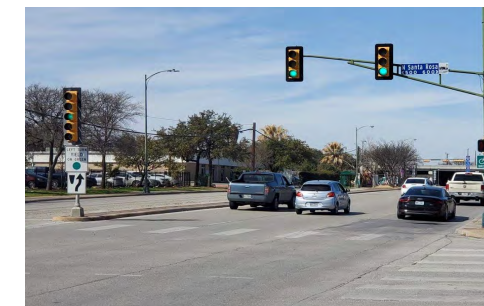
Managed Traffic Speed for Safety

67%



Managed Traffic Flow with Medians

67%



Additional Traffic Signals

36%

##% of people responded to the type of the improvement

PUBLIC DRAFT DESIGN FRAMEWORK

- The consultant team presented the **draft design framework** which included:
 - **Improvements to Existing Signal**
 - **New Planned Signal and Signal Improvements**
 - **Proposed Signal with Crosswalks**
- The community affirmed the proposed signals to improve overall connectivity and safety.



PUBLIC DRAFT DESIGN FRAMEWORK - COMMUNITY DISCUSSION

The community affirmed the **draft design framework** and provided additional feedback:

- Desire for additional protected crosswalks at both Sutterville intersections to access the Landpark
- Add trees, medians and parking as safety measures to slow down traffic
- Consolidate driveways to create continuous sidewalks



Get rid of all parking for protected bike lane	adding a lot of sidewalks, but want to see wider sidewalks. Easement of private property, or taking away from street? If letter, reason for getting rid of parking.	Airport not major destination, going to retail, would not want sidewalks to be continuous there.	I do not agree with removing all of on street parking. A lot of the small businesses on this corridor rely on the on street parking because of the small lots. I do support better protected bike lanes and bike racks along the business corridor.	Encourage other means of transportation over people going to executive airport.	Personally, I'm curious if the possibility of removing two lanes of traffic to implement traffic calming measures such as trees in a median between Sutterville and Fruitridge road have been considered, given that both roads have on and off ramps to both 5 and 99.	lots of traffic is commuters	I agree because on-street parking tends to slow traffic. Freeport Blvd needs as many traffic-calming measures as possible, including trees in the medians and along sidewalks on both sides.	Can someone address what the plan is for sequenced lighting north and south on Freeport?	why would you keep the parking at the cost of jeopardizing bikers' safety?	We need to support local businesses who need parking.	Local businesses will do better with improved walking and Bikeability. What is not okay is continuing to design systems that kill bikers.	I'm a transit advocate and very glad SACRT is being engaged on using bus stops, their planning professionals can help solve for best solution for the built-environment. agree 100% about getting rid of the current island, it's ridiculous!	Have heard concerns, understand how it is used.	Need to have bulbouts
without trees, miserable experience, equity issue.	City college system built on cars	Become more autocratic recently - Raleighs	Also a quick "thank you" for improving the bike lanes through the Fruitridge intersection. In my biking experience, that is the most dangerous intersection in the whole corridor.	Need to think of local businesses we can walk to - appreciate balance	Cesar Chavez street in San Francisco is a good example of how a traffic calming median with trees can really transform a majorly trafficked street	Parking along the road does NOT work as traffic calming with the situation as a barrier for the traffic, they won't slow down at all. How about supporting the local businesses with bicycle traffic? Remove that eye sore street parking completely.	narrower and fewer lanes and more signals will help slow the speed.	Future businesses may want more walkable environment	We'll need sustained amount of parking opportunities to attract new and better retail into the future. Need to figure that out.	Planters that separate cars	Removing parking would allow for more trees.	Price available onsite parking, and you can eliminate street parking to improve trees, sidewalks, and better bike access	Yes, bulb outs! Bulb outs are great. Bulb outs provide more space for trees.	Hand parking in the center can be an effective way of slowing traffic, while supporting the local businesses. As you come from the south, you'll see a lot of parking in the center of the block. The amount of cars and people in the act of pulling the bulb down and down. The more will frequently happen, so cars will just see them and their chance to go home.

The community affirmed the **draft design framework** and provided additional feedback:

- Keep only one lane in each direction to give more space for pedestrians and bicyclists
- Add left turn signals to improve safety
- Get rid of parking to provide more space for protected bike lanes
- Widen sidewalks and protected bike lanes
- Concerns about local businesses and a lack of parking
- Support for improvements to transit facilities
- Consider a stop sign or traffic light near Garden Valley Elementary
- Support for bike lane improvement to Fruitridge as it's the most dangerous intersection in the corridor
- Add planters between parking
- Add protected right turn at Sutterville
- Add climate mitigation features

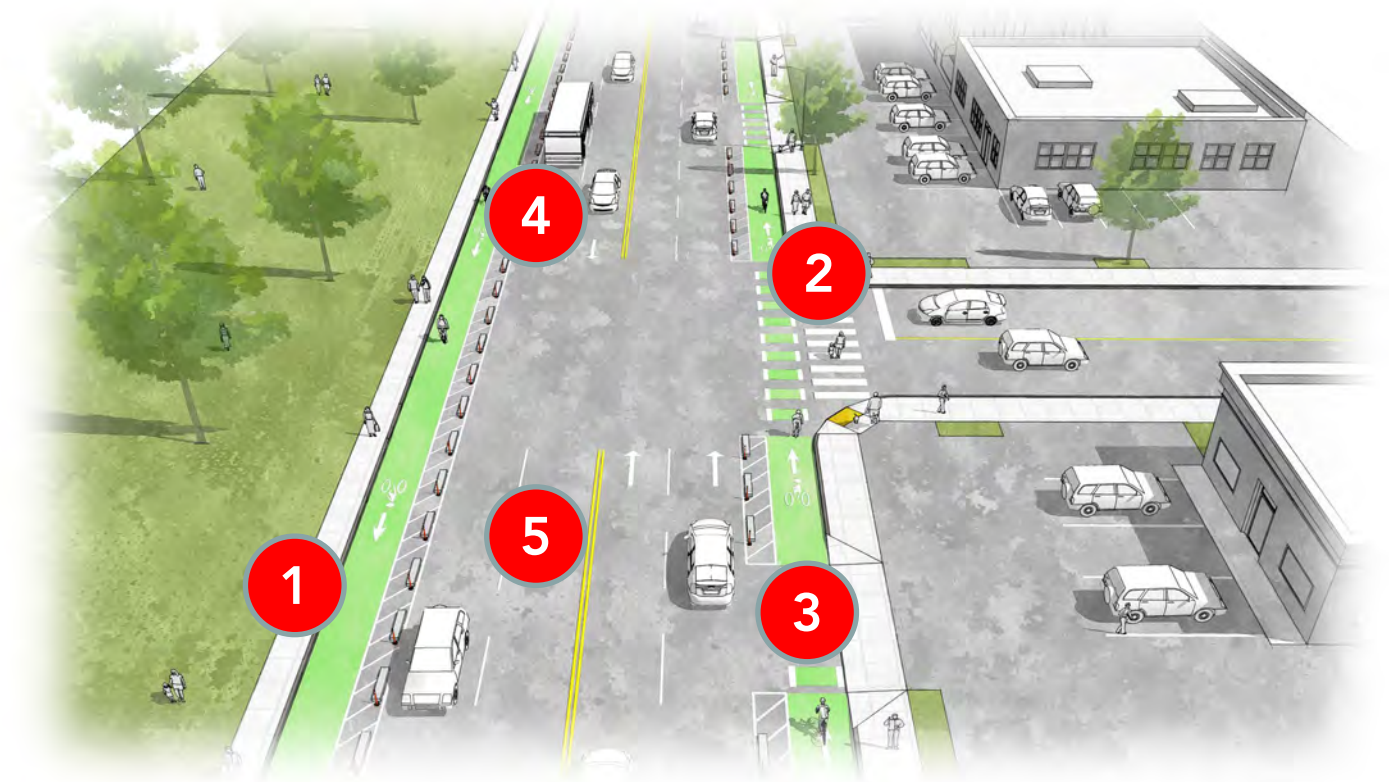
PUBLIC DRAFT DESIGN CONCEPTS

- The consultant team presented the **public draft design concepts** for the corridor.
- The consultant team then opened the forum for the **community discussion**.
- Participants were requested to share what they **liked and disliked** about each design.
- The discussion focused on design concepts for the following segments:
 - **North Segment - From Sutterville N to Sutterville S**
 - **South Segment - From Sutterville S to Blair Ave.**



North Segment - Sutterville N to Sutterville S

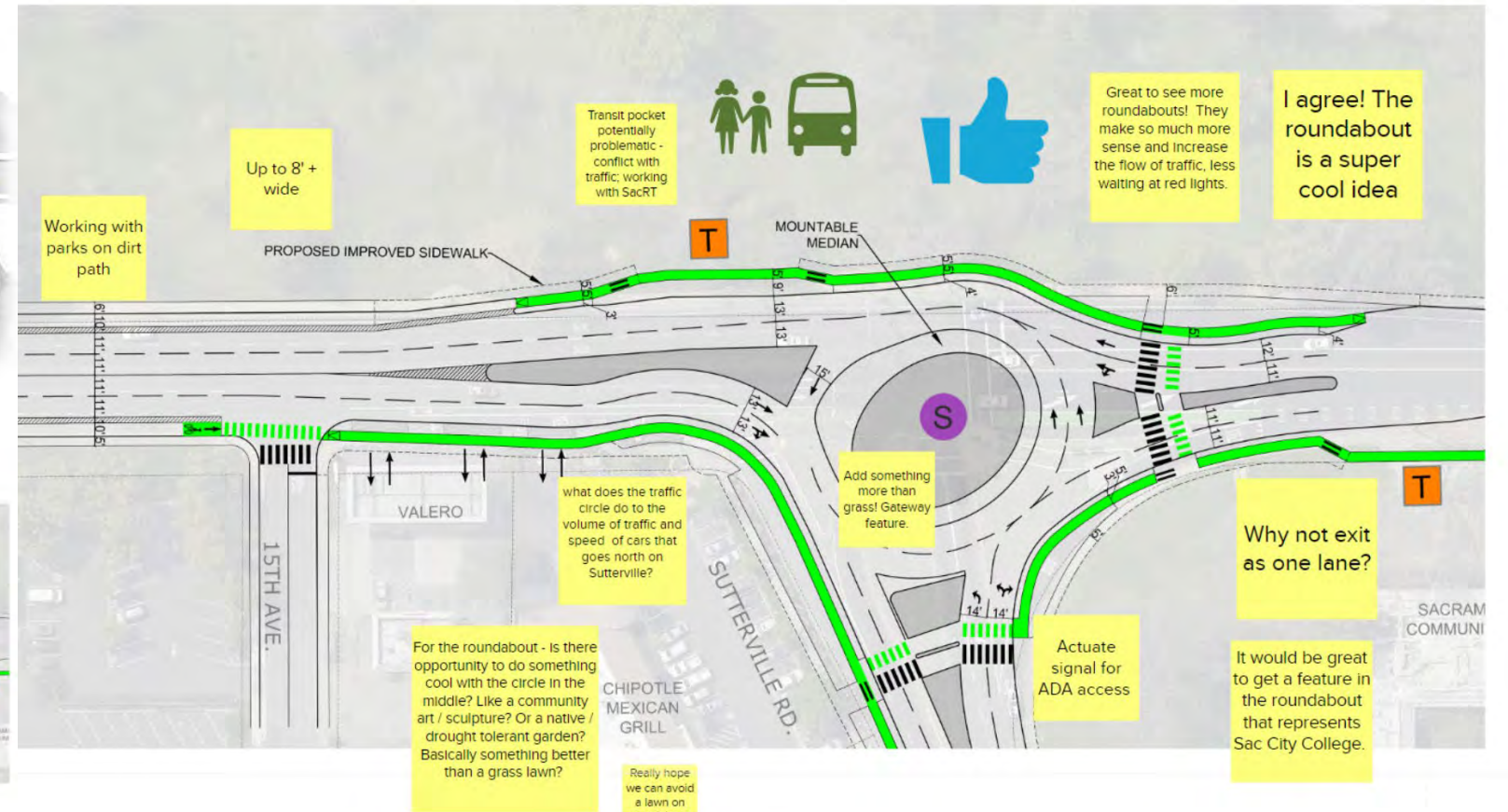
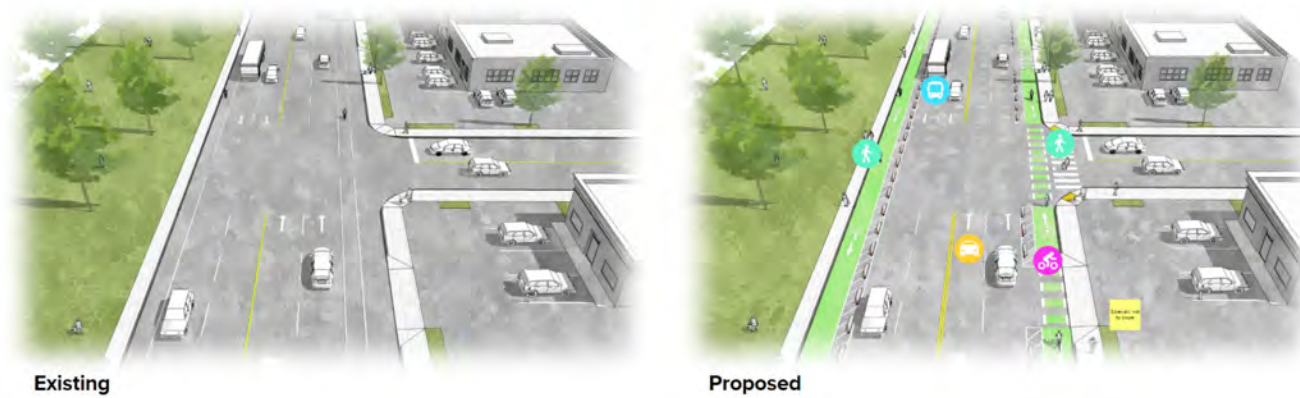
- The consultant team presented the design concept to the community which included:
 - 1 New continuous sidewalks
 - 2 Improved crosswalks
 - 3 New separated bikeways
 - 4 Enhanced transit facilities
 - 5 2 travel lanes in each direction
- The community **affirmed the design concept** and **provided additional input** on the improvements.



North Segment – From Sutterville N to Sutterville S

- Support for roundabouts to slow traffic and provide safety
- Add feature to roundabout that represents Sac City College
- Desire for ADA improvements and providing access for everyone
- Reduce roundabout exit to one lane going NB
- Suggestion to better utilize the grass space in the roundabout

North Segment - From Sutterville North to Sutterville South



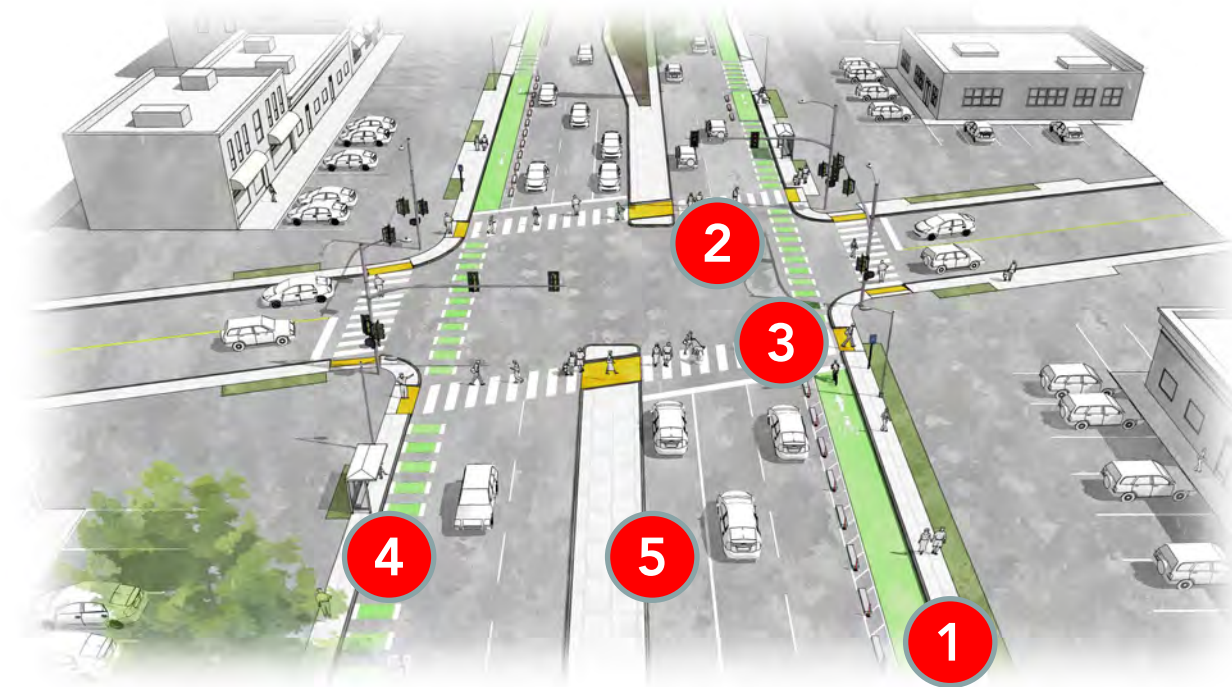
North Segment – From Sutterville N to Sutterville S

- Desire for additional protected crosswalks at both Sutterville intersections to access the Landpark
- Add trees, medians, and parking as safety measures to slow down traffic
- Support for improvements to transit facilities
- Add DG path along the sidewalk in the park area
- Widen sidewalks and protected bike lanes
- SB transit stop at roundabout makes crossing Freeport inconvenient, move to the other side
- Improve left turn at 15th Ave., consider restricting left turns from 15th and 16th into Freeport

South Segment –Sutterville S to Blair Avenue (Proposed Concept 1: Separated Bikeway)

- The consultant team presented the draft design conc included:

- 1 New continuous sidewalks
- 2 New crosswalks with a traffic signal at 4 locations
- 3 New separated bikeways
- 4 Enhanced transit facilities
- 5 2 travel lanes in each direction and maintained turn lanes



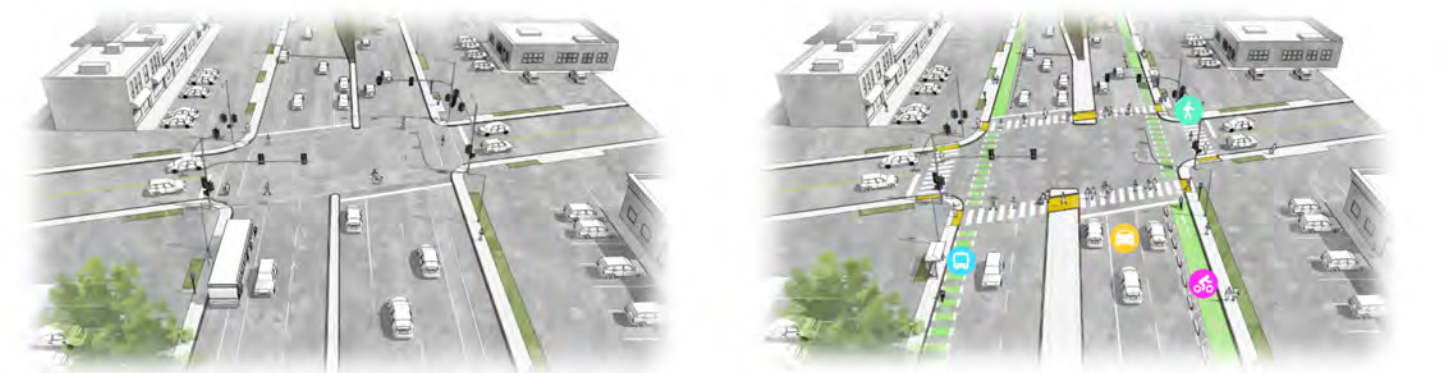
- The community affirmed the draft design concept and provided additional input on the improvements.

SOUTH SEGMENT - CONCEPT 1 - COMMUNITY DISCUSSION

South Segment – From Sutterville S to Blair Avenue (Proposed Concept 1: Separated Bikeway)

- Overall support for the sidewalk improvements and wider sidewalks
- Concerns about offering bike facilities in exchange for parking spaces for local businesses
- Get rid of parking to provide more space for protected bike lanes
- Add trees, medians, and parking as safety measures to slow down traffic
- Consolidate driveways to create continuous sidewalks
- Improve turn from Freeport north to Fruitridge east, very small turn lane with frequent conflicts

South Segment - From Sutterville South to Blair Avenue
Proposed Concept 1: Separated Bikeway



Existing

Proposed

Proposed Plan Layout



What is involved with widening sidewalks in south segment?	Why not move parking out to the travelled lanes so that the bike lane is protected?	This was recently implemented at Florin in Greenhaven.	Using vehicle parking as a barrier for the bike lane has been implemented successfully in multiple cities, to my knowledge	++++ re: protected bike lane	I agree with not using parking protected bike lanes on this corridor. With all the driveways here, I would feel less safe as a bicyclist due to the reduced visibility about the entering and exiting vehicles.	Question: are the bike/pedestrian crossings near Potrero on-demand? Meaning they only activate if someone needs to cross. Thank you	Are you eliminating any unnecessary drive ways to create more parking?	Freeport blvd. is all parking lots already. Why do we need so much street parking?
yes to wider sidewalks	tradeoff of continuous bikeway and respecting community requests for maintaining parking for businesses	Appreciate widening sidewalks, but want more wider than this. Seen other transformations. What would it take?	City works w new development to get wider sidewalks and trees.	yes, that fatality of the grandmother and injury to her grandson at Oregon spurred this entire effort and thank you to John and everyone on our Safety Committee!				

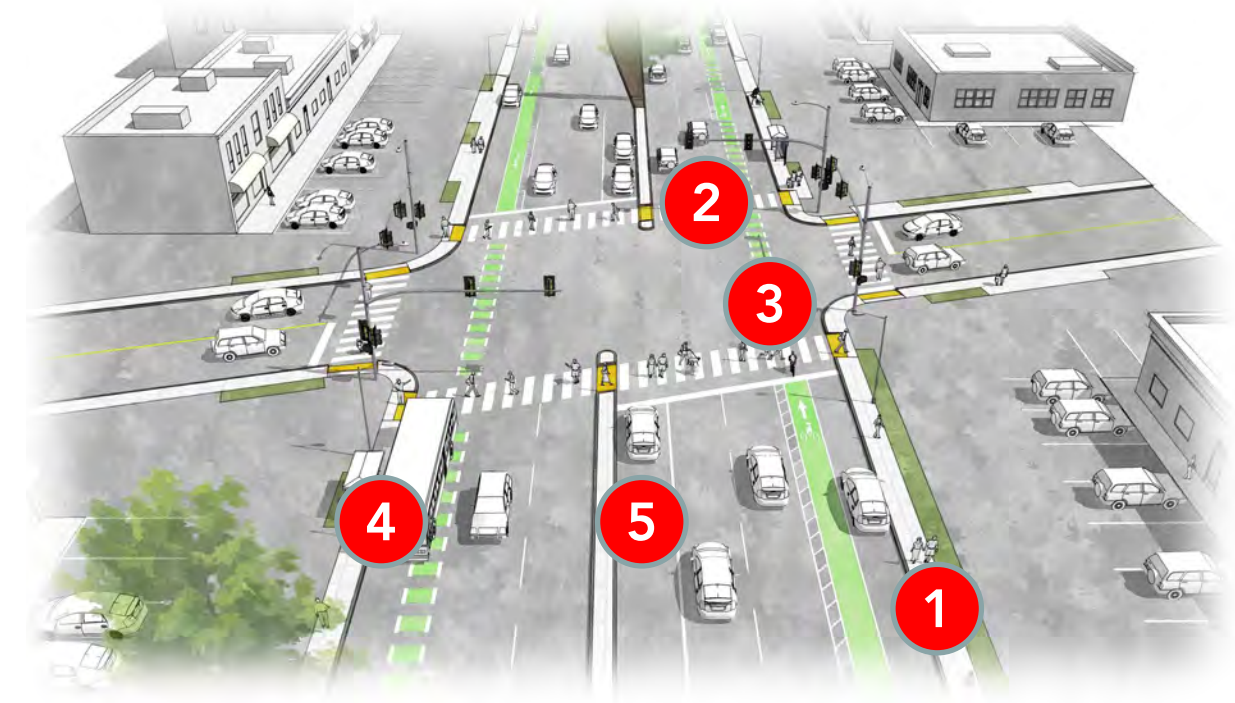
South Segment – From Sutterville S to Blair Avenue (Proposed Concept 1: Separated Bikeway)

- Concern about speeding at Harian and Wentworth
- Long stretch without left turns, add U-turns
- Make Raley's parking entrance safer
- Adding a missing sidewalk adjacent to the airport is not necessary, the budget can go to other improvements

South Segment – From Harian Way to Oregon Drive (Proposed Concept 2)

- The consultant team presented the draft design concept to the community which included:

- 1 New continuous sidewalks
- 2 New crosswalks with a traffic signal at 4 locations
- 3 New buffered bikeways
- 4 Enhanced transit facilities
- 5 2 travel lanes in each direction and maintained turn lanes



- The community affirmed the draft design concept and provided additional input on the improvements.

SOUTH SEGMENT - CONCEPT 2 - COMMUNITY DISCUSSION

South Segment – From Harian Way to Oregon Drive (Proposed Concept 2)

- Concerns about dooring to bicyclists along the parking
- Concerns about local businesses and a lack of parking
- Bike lanes should be next to the sidewalk not parking in order to reduce bicyclist and vehicle conflicts
- Reduce access to from parking to side streets to improve safety at Harian and Irvin
- Support for crosswalk at Oregon

South Segment - From Harian Way to Oregon Drive
Proposed Concept 2: Buffered Bike Lane



I don't see enough to know if a dooring is a real issue, but I am concerned about cars backing into the bike lane. There are a lot of people using the bike lane and it's very dangerous. I don't see other people using the bike lane.

Data I've reviewed indicates dooring is not high frequency. It really depends a lot on what the amount of space is for bikes along side parked cars. The hazard can be reduced.

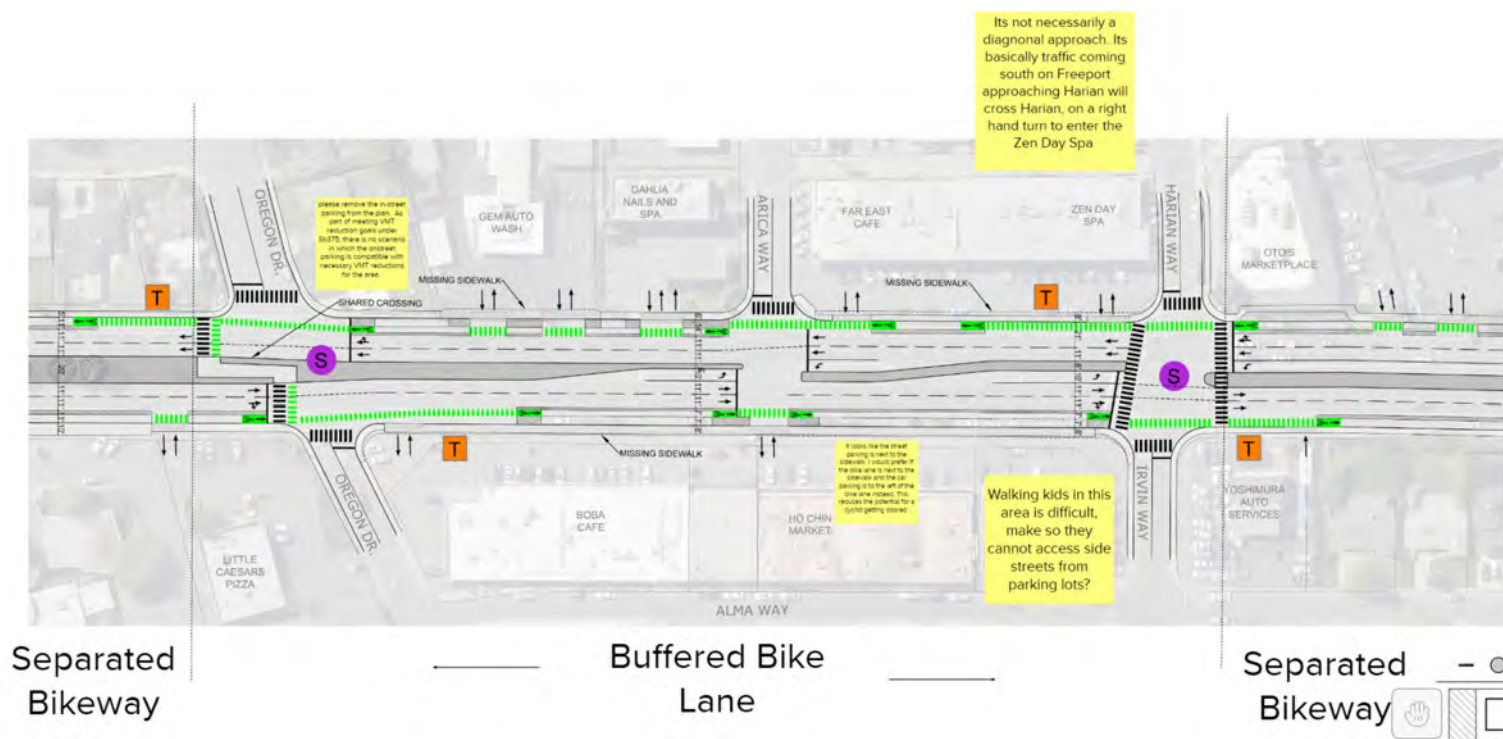
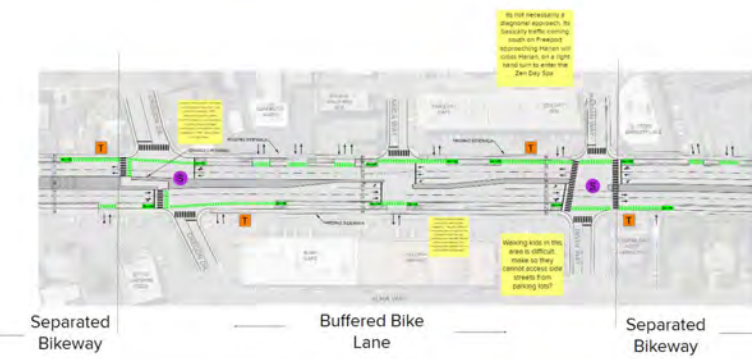
I am less concerned with getting doored than I am with cars backing into the bike lane. Take your bike over to the parking lot and park it. It's not safe to be on the bike lane with a car backing into you. That is SCARY.

my experience also shows that dooring is not only happening but also very dangerous for the bicyclist.

I personally don't find dooring my top concern and I am car free. Use bike as my primary transportation.

Car dooring a cyclist is not that frequent. It's more of a problem in a city with a lot of cars. I don't see a lot of cars backing into the bike lane. I don't see a lot of cars backing into the bike lane.

I love those businesses too and don't want to have them. It's a tough job. I know it's tough to know, but it is possible that parking is more valuable to the businesses because of how unmovable bikeable people are.



Additional Comments and Questions

- Consider bulb-outs at Oregon and Irvin/Harian crossroads
- What happens after the plan is finalized?
- Overall appreciation and support for engagement and design efforts

ADDITIONAL COMMENTS AND QUESTIONS

Thank you so much for this presentation. And thanks for all the great comments. I'm really excited about the future of this corridor.

Yes! Thanks to the design team! It really is sooooo much of a giant improvement. Really appreciate the overall design!

I do really appreciate the folks that have put so much work into this.

Thanks so much! Please consider the bulbouts into the parking at Oregon and Irvin/Harian crossings? Thanks again!

What happens after the plan is final?



NEXT STEPS

- Refine **Public Draft Design Concept** (Nov/Dec 2022)
- **Public Draft Plan** – (Dec 2022 - Jan 2023)

PROJECT WEBSITE:
freeportblvd.com



APPENDIX C



SURVEY SUMMARIES

SUMMARY AND ANALYSIS



FREEPORT BLVD
SAFETY • MOBILITY • COMMUNITY

City of
SACRAMENTO

**FREEPORT BOULEVARD
TRANSPORTATION PLAN**

INTRODUCTION

- Appendix C provides summaries and analyses produced for the two surveys administered during the project. These surveys were conducted to gather feedback on potential road design changes for the first two milestones of the project. The survey asked for input about general areas in need of attention, as well as the preferred palette of improvements for different modes of travel. Surveys were made available online and in print.

Instructions

You will be asked to place a pin on the map for many of the questions in this survey. First, click on the colored pin marker. This window will disappear and you can move the marker (or the map) to place it where you want to answer. Once you place your pin, this window will automatically reappear.

You can zoom in and out using the +/- buttons on the right and move around the map using your mouse or buttons on the map. You can also search by address using the magnifying glass. When you are done you can move to the next page by clicking the arrow at the bottom of the page. Let's begin!

The survey is divided into several topics:

- Travel Along Freeport Blvd
- Overarching Community Vision and Goals
- Improving Freeport Blvd for Pedestrians
- Improving Freeport Blvd for Bicyclists
- Improving Freeport Blvd for Bus Riders
- Enhancing Local Business and Economic Development
- Tell us about yourself

The questions below (Home, Work) are **optional** and the responses will be used to help the project team understand how well the survey has reached the community. If you live or work out of the area, feel free to zoom out and find your home and place of work.

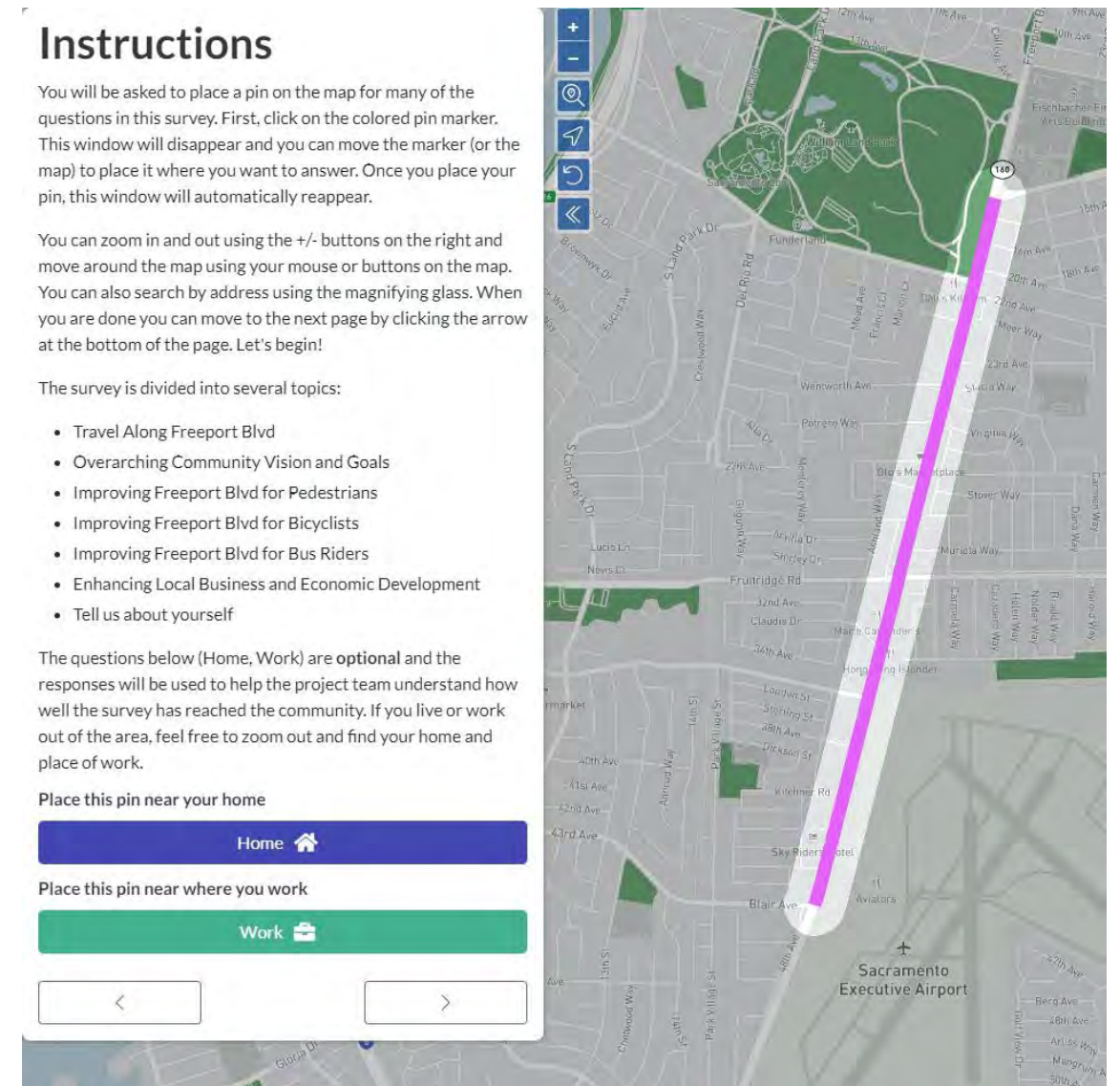
Place this pin near your home

Home 🏠

Place this pin near where you work

Work 🏢

< >



Clip shot of the online version of the survey



SURVEY #1

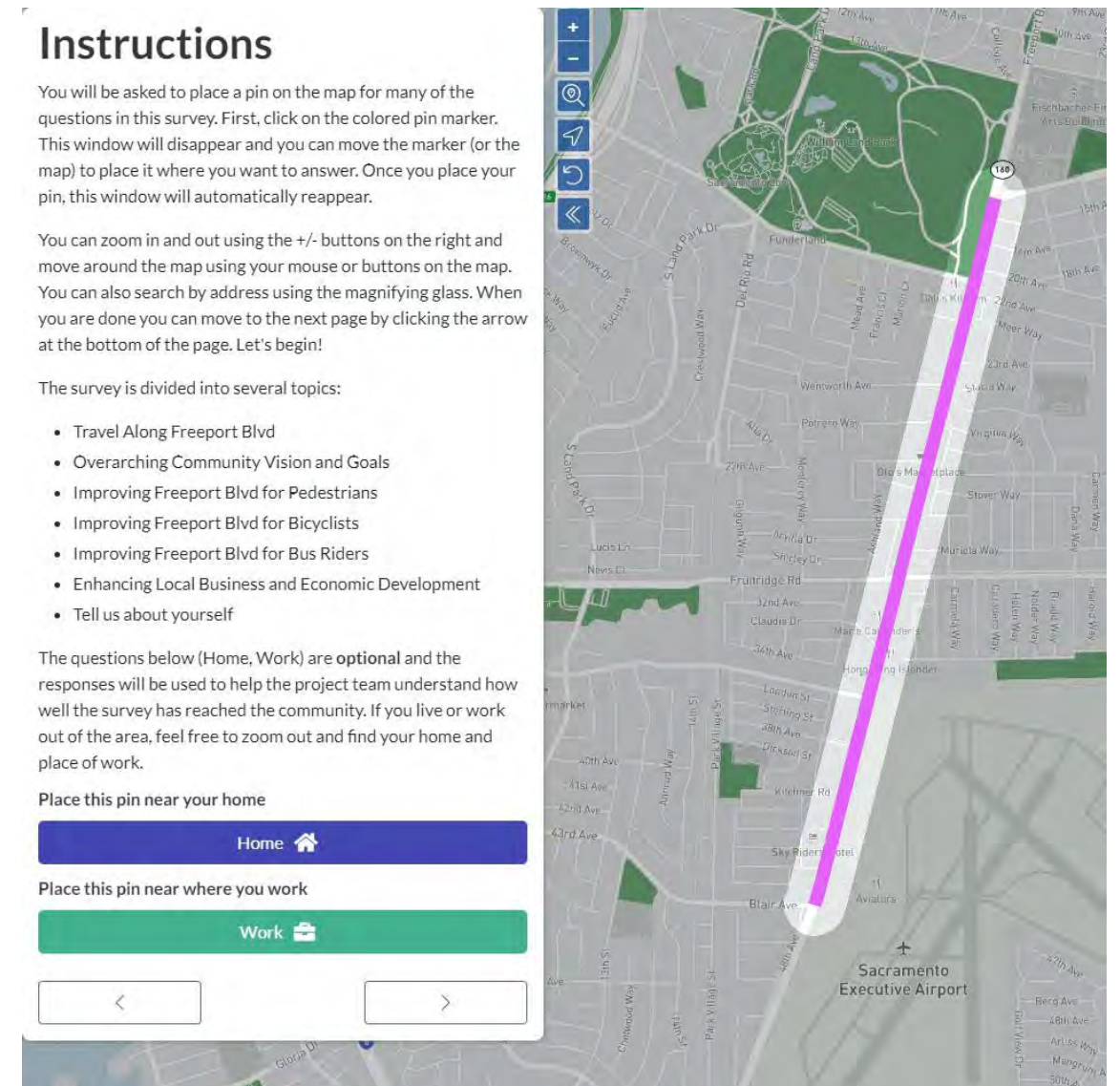
SUMMARY AND ANALYSIS



FREEPORT BOULEVARD TRANSPORTATION PLAN

SURVEY #1: OVERVIEW

- Survey became available on **September 24, 2021** and closed on **November 22, 2021**.
- It was available in English, Spanish, and Chinese.
- The online version of the survey was created using **Maptionnaire**, which is a map-based survey tool used to facilitate simple and effective public participation.



Instructions

You will be asked to place a pin on the map for many of the questions in this survey. First, click on the colored pin marker. This window will disappear and you can move the marker (or the map) to place it where you want to answer. Once you place your pin, this window will automatically reappear.

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Place this pin near your home

Home 🏠

Place this pin near where you work

Work 🏢

< >

Sacramento Executive Airport

Clip shot of the online version of the survey

SURVEY #1: OVERVIEW

The **online** and **paper** versions of the survey were distributed using the following methods:

- Shared on the project webpage
- Flyering and Business Cards
- Pop-Events
- Door-to-Door Canvassing
- Community Walk Audits
- Community Workshop



Outreach photos where the survey was distributed

SURVEY #1: OVERALL RESPONSE

- **Over 376 respondents**
 - 374 online survey submissions
 - 2 paper survey submissions
 - 3 responses in Chinese
 - Over 279 respondents completed the entire survey
- This analysis examines all the **responses** collected and summarizes key findings to present a clear vision on what the community wants to see for the future of Freeport Boulevard.



Mapita Survey Hot-spot Analysis

SURVEY #1: OVERALL RESPONSE

About **276** people who responded to the survey **live around Freeport Boulevard**

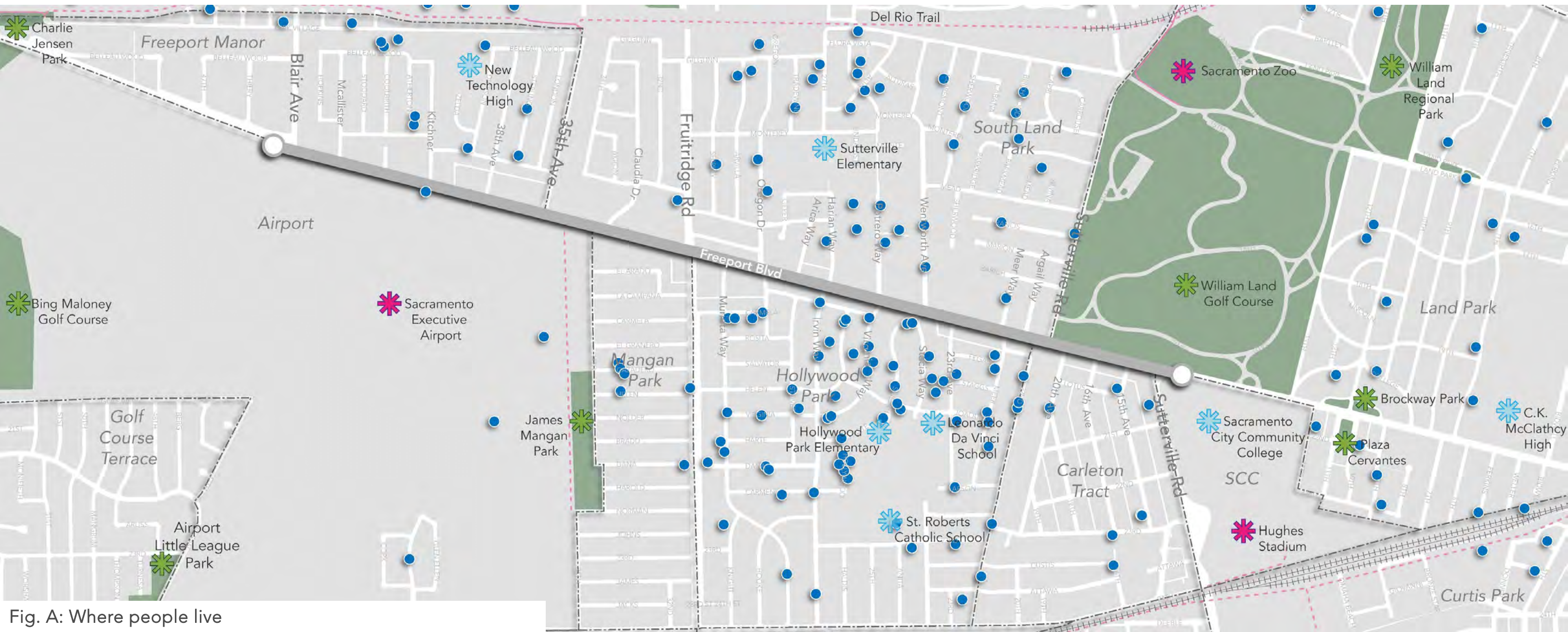


Fig. A: Where people live

SURVEY #1: WHERE PEOPLE WORK

About **151** people who responded to the survey **work** around **Freeport Boulevard**

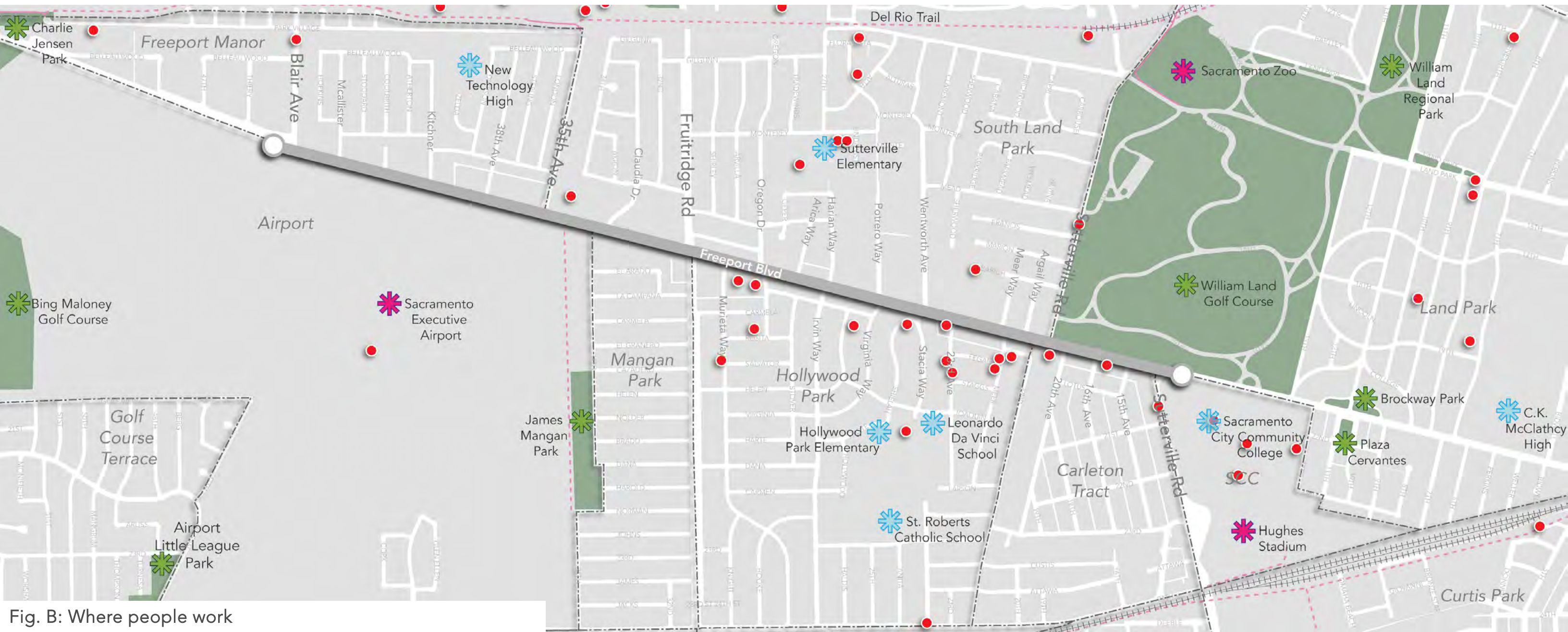


Fig. B: Where people work



SURVEY # 1: DEMOGRAPHICS

SURVEY #1: AGE

The age of survey respondents ranged from 18 – 65+ years old.
35 – 44-year-olds made up most of respondents.

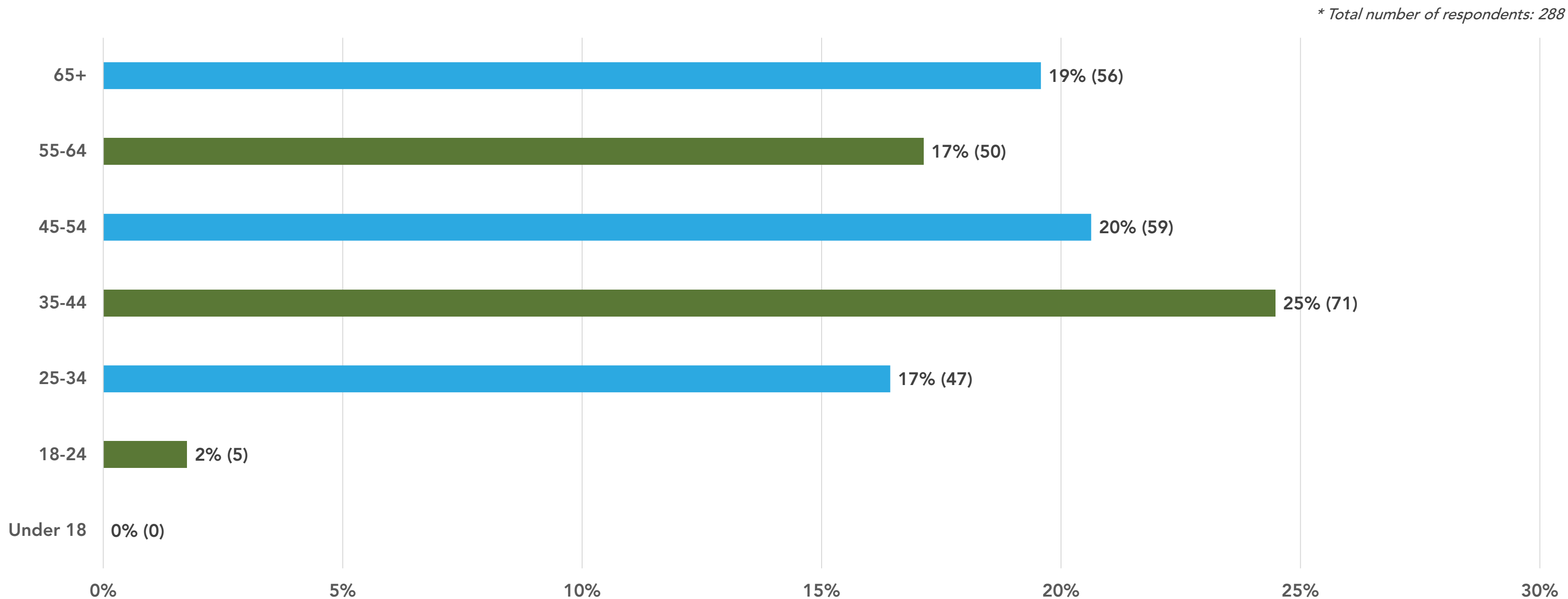


Fig. C: Age Chart

SURVEY #1: GENDER

Most survey respondents identified as **female**. Males make up the second largest group.

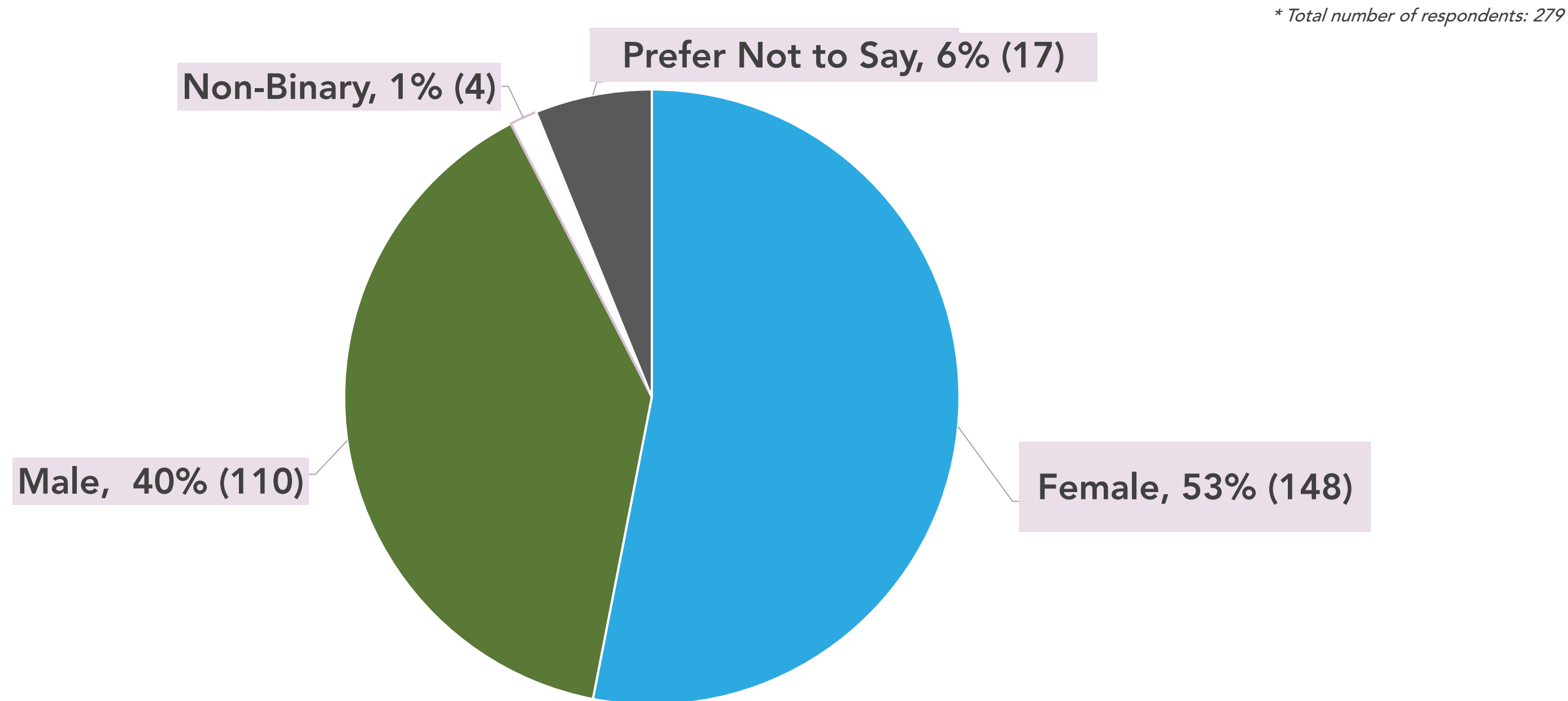


Fig. D: Gender of Survey Respondents

SURVEY #1: RACE/ETHNICITY

Caucasian/White makes up the largest racial/ethnic group of survey respondents. Minorities and those who prefer not to answer or to self-identify, make up less than 50% of respondents.

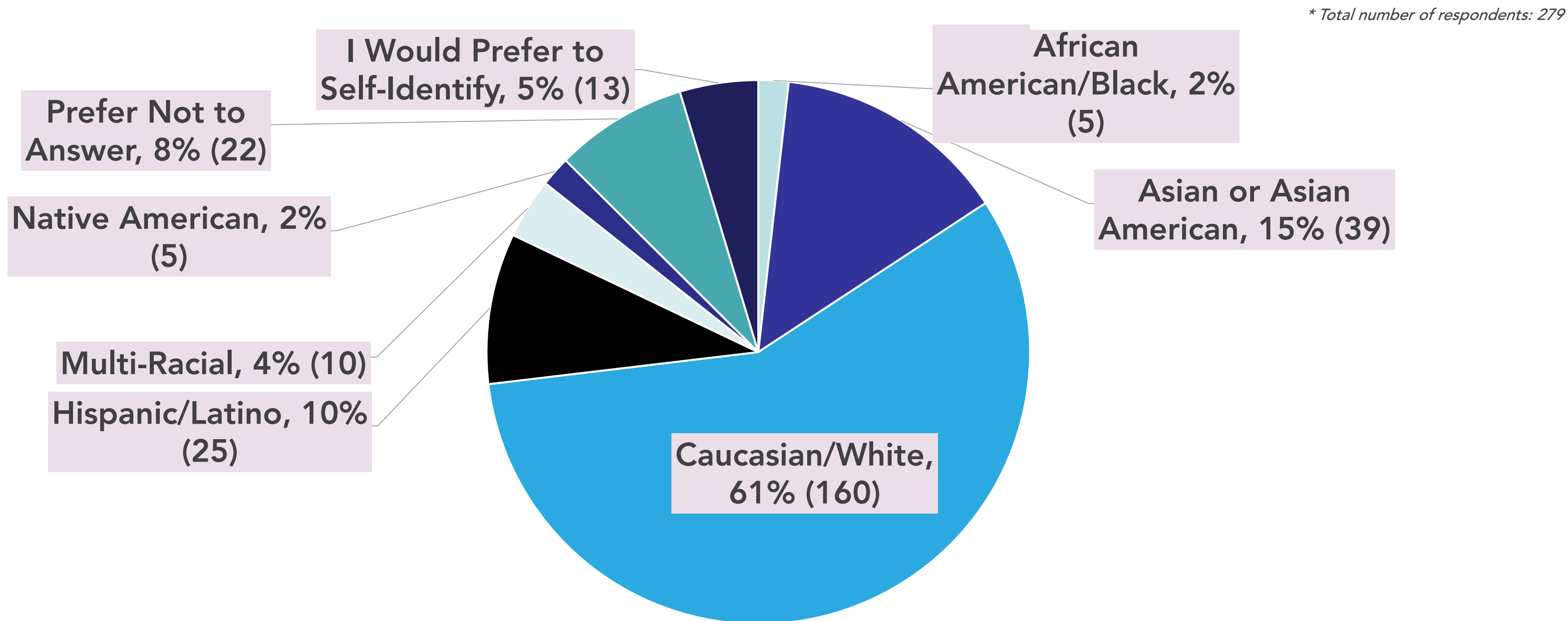


Fig. E: Race/ethnicity of survey respondents

SURVEY #1: HOW LONG HAVE YOU LIVED OR WORKED IN AND AROUND THE AREA?

A majority of survey respondents have lived or worked in and around the area **for more than 10 years.**

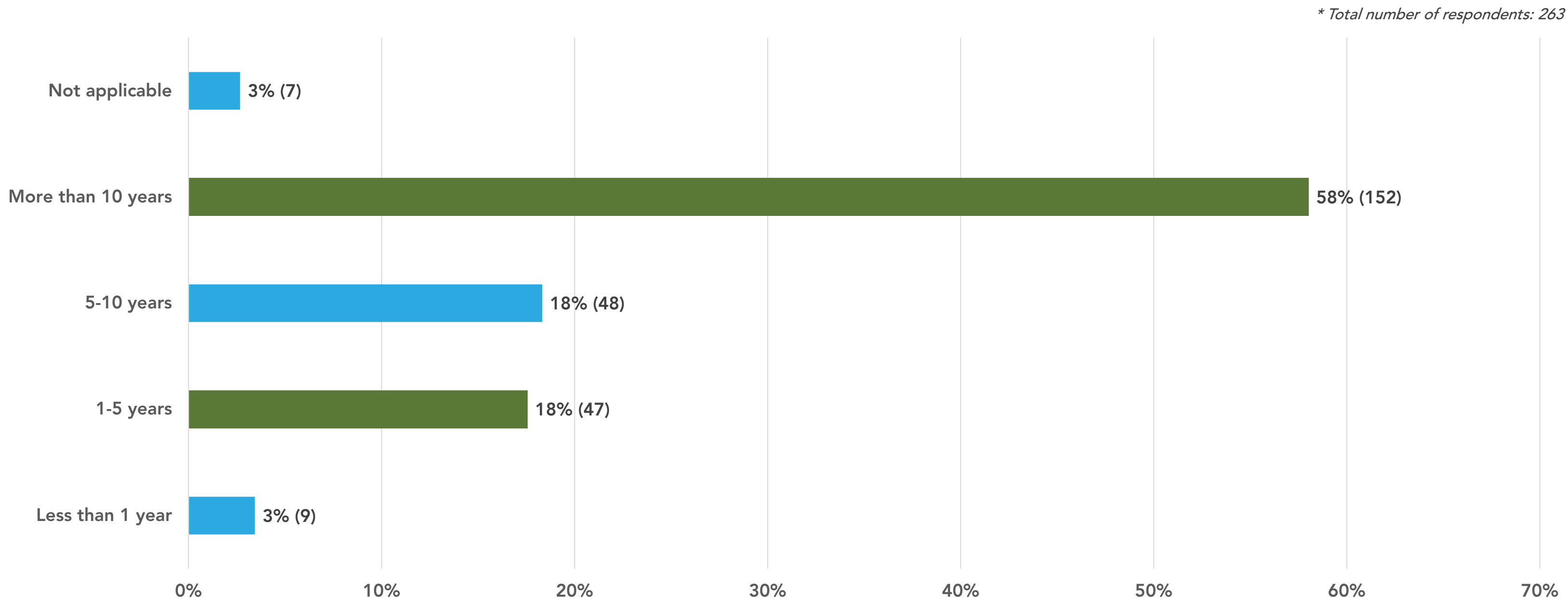


Fig. F: Age group of people who live and work around Freeport Boulevard

SURVEY #1: WHERE PEOPLE SHOP, PLAY, OR VISIT

About **1773 destinations** were identified by the survey respondents.

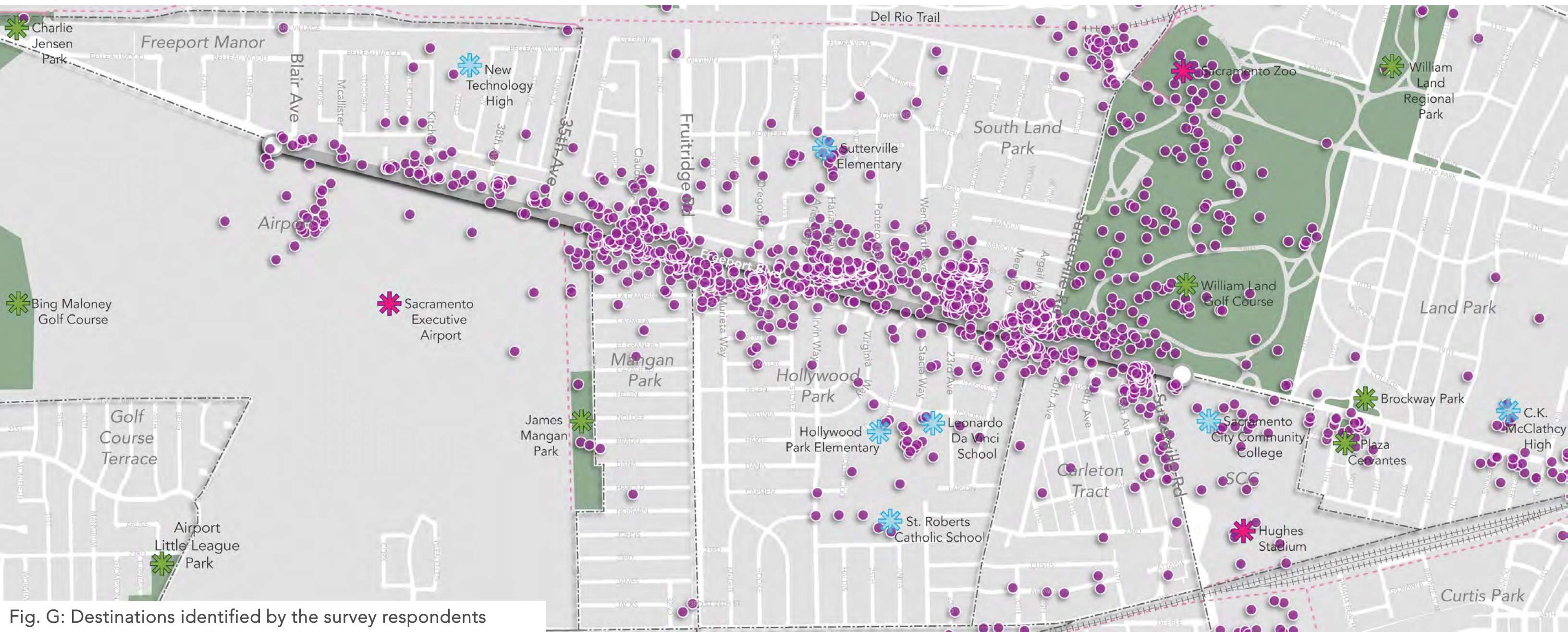


Fig. G: Destinations identified by the survey respondents



SURVEY #1: COMMUNITY VISION

SURVEY #1: VISION ELEMENTS

The vision elements shown to the right were identified through the common themes found in responses from the survey. This included looking at the overall responses for the questions asked and the open-ended comments that were received.



Improve Safety



Provide Safer Walking/Biking Connections



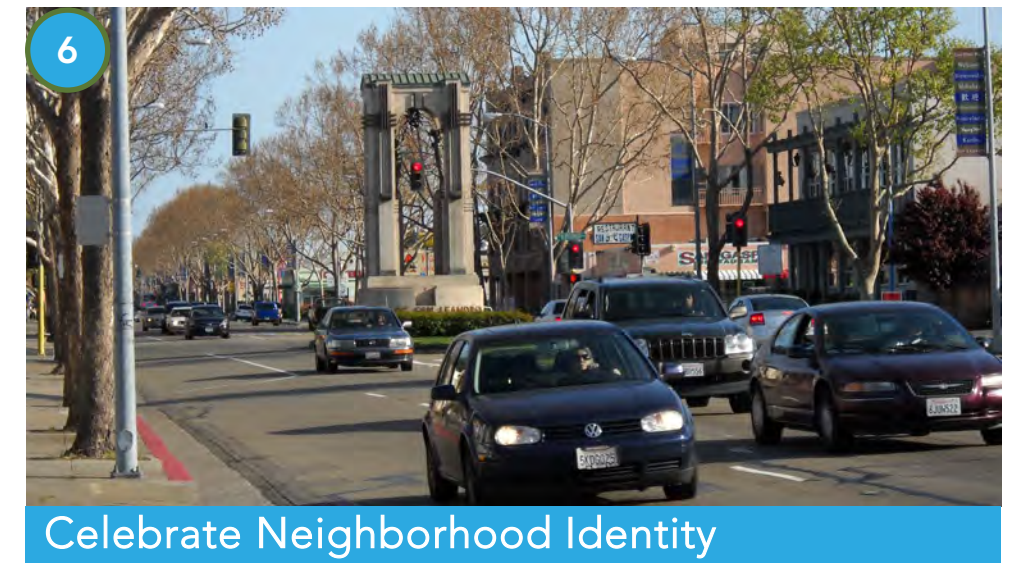
Improve Transit Efficiency



Improve Shade and Comfort

SURVEY #1: VISION ELEMENTS

The vision elements shown to the right were identified through the common themes found in responses from the survey. This included looking at the overall responses for the questions asked and the open-ended comments that were received.



SURVEY #1: COMMUNITY VISION

Over 80% of responses from people surveyed said they would like to **improve safety for people walking, biking, taking transit and drive.**

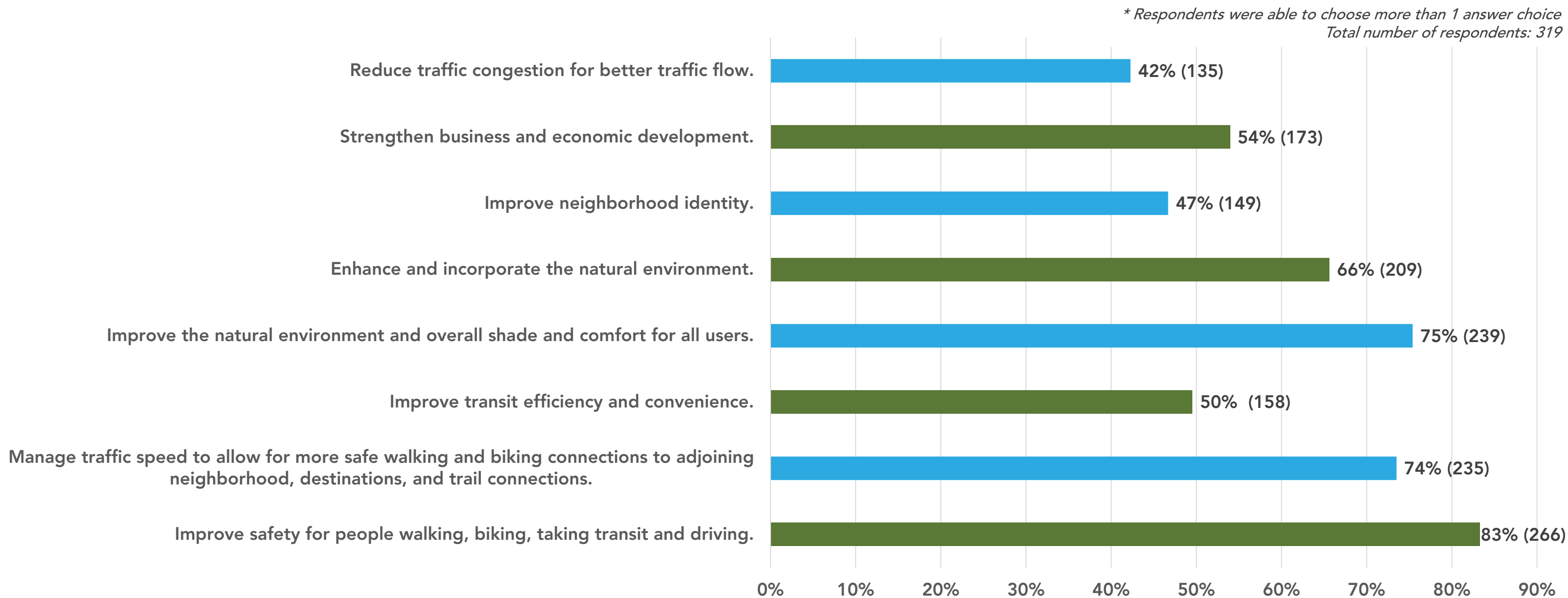


Fig. H: Community Vision

SURVEY #1: OTHER COMMUNITY VISION COMMENTS

"Create safe pedestrian commute/walk areas/routes that don't have car traffic."

"Continue the green bike lanes."

"Need wide sidewalks and interesting shops or landmarks near the sidewalk"

"Better lighting through the corridor for all who use it"

"Supporting existing small businesses. Keeping the multicultural nature of the restaurants and businesses"

"Install crosswalks with a light so families can't walk to school safely."

"ADA compliant sidewalks. Safe crossings across Freeport Blvd."

"Prioritize neighborhood access, from and across both sides of Freeport, by adding back and enhancing the ability for peds and bikes to access and cross Freeport."

"Slowing speeding traffic would help us all."

"Beautify the corridor by burying power lines, add plants to medians and sidewalk areas"

"Preserve the area's mid-century identity - architecture and neon signage"



SURVEY #1: MULTI-MODAL MOBILITY IMPROVEMENTS

SURVEY #1: MODE SHIFT ANALYSIS

A **mode shift analysis** was performed using responses from the survey to compare **current and preferred modes of travel** along Freeport Boulevard. Overall, there was a desire to **decrease the amount of driving** and **increase the use of other modes of transportation** such as walking, biking, and riding the bus. Respondents who chose "Other" listed light rail, streetcar, and scooters as ways they currently or want to travel along Freeport Boulevard.

** Respondents were able to choose more than 1 answer choice
Total number of respondents: 365 (Usually Travel) and 362 (Want to Travel)*

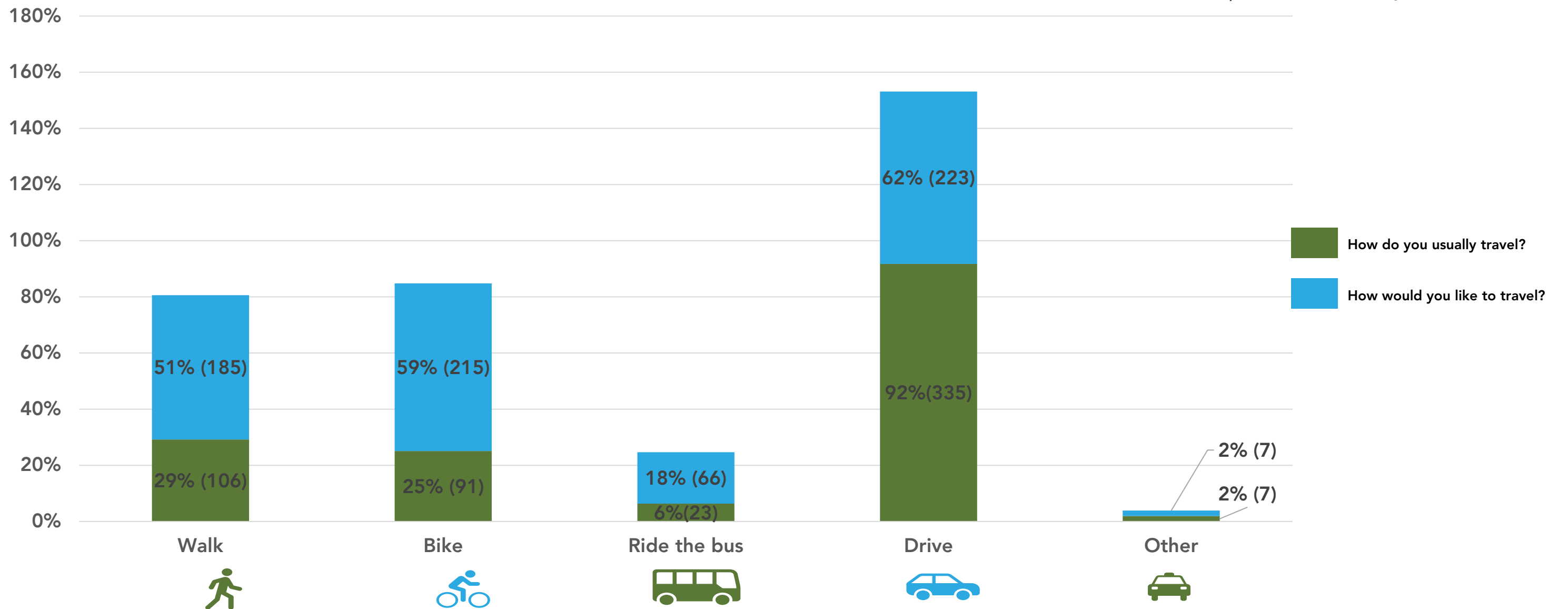


Fig. 1: How respondents currently travel along Freeport Boulevard and how they would like to travel

SURVEY #1: MODE SHIFT ANALYSIS - WALKING

Currently 29% of people walk on the corridor, but there is a desire to **increase the amount of people walking to 51%**.



** Respondents were able to choose more than 1 answer choice
Total number of respondents: 365 (Usually Travel) and 362 (Want to Travel)*

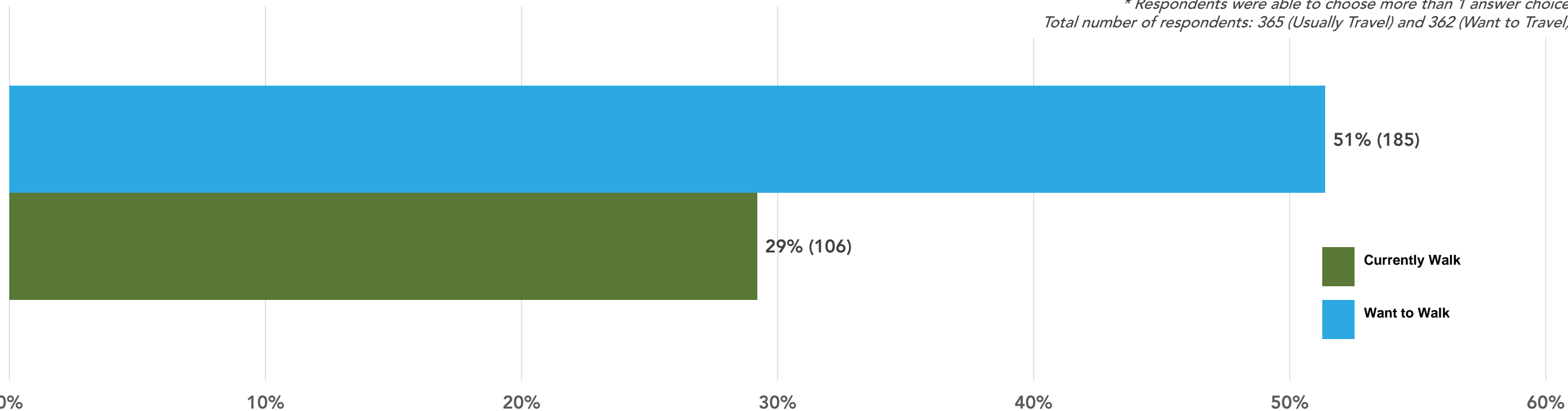


Fig. J: Mode Shift Analysis - Walking

SURVEY #1: MODE SHIFT ANALYSIS - BIKING

Currently 25% of people bike on the corridor, but there is a desire to **increase the amount of people biking to 59%**.



** Respondents were able to choose more than 1 answer choice
Total number of respondents: 365 (Usually Travel) and 362 (Want to Travel)*

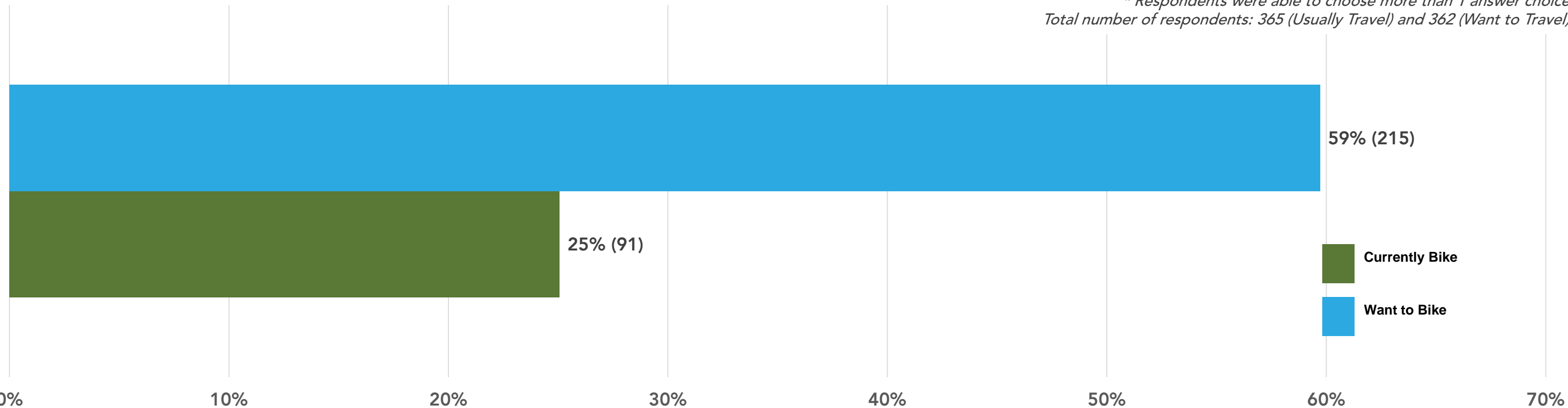


Fig. K: Mode Shift Analysis - Biking

SURVEY #1: MODE SHIFT ANALYSIS - RIDING THE BUS

Currently 6% of people ride the bus, but there is a desire to **increase the amount of people taking transit to 18%.**



** Respondents were able to choose more than 1 answer choice
Total number of respondents: 365 (Usually Travel) and 362 (Want to Travel)*

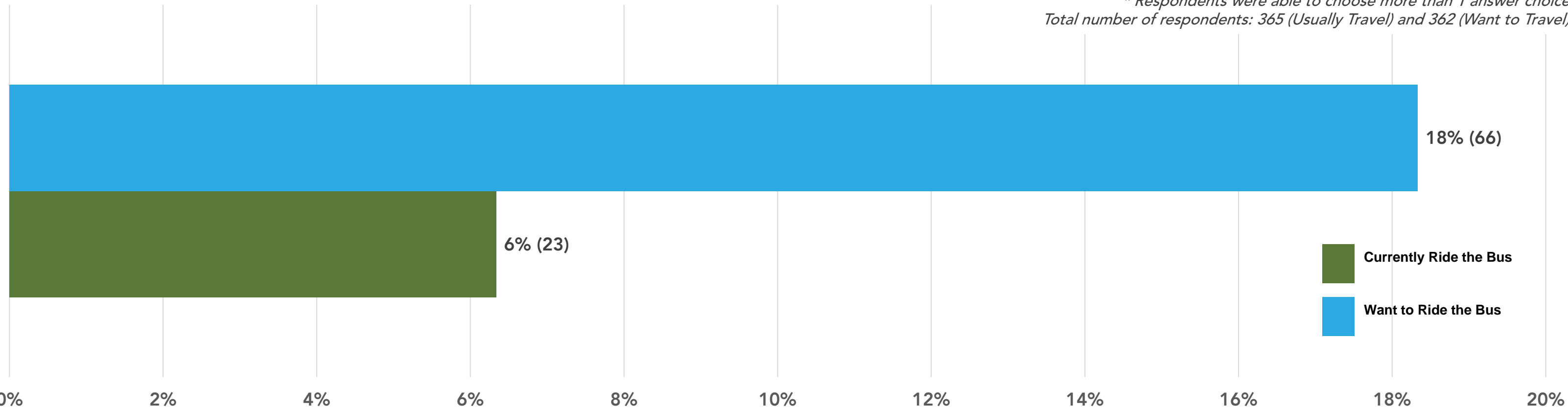


Fig. L: Mode Shift Analysis - Transit

SURVEY #1: MODE SHIFT ANALYSIS - DRIVING

Currently 92% of people drive on the corridor, but there is a desire to **decrease the amount of people driving to 62%**.

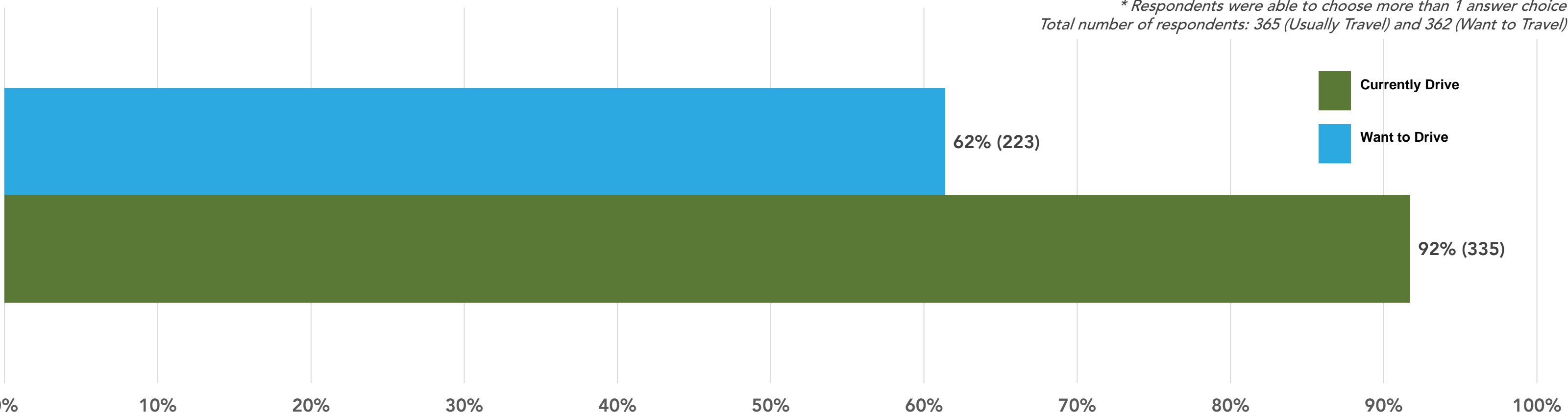


Fig. M: Mode Shift Analysis - Driving



SURVEY #1: EMERGING OPPORTUNITIES



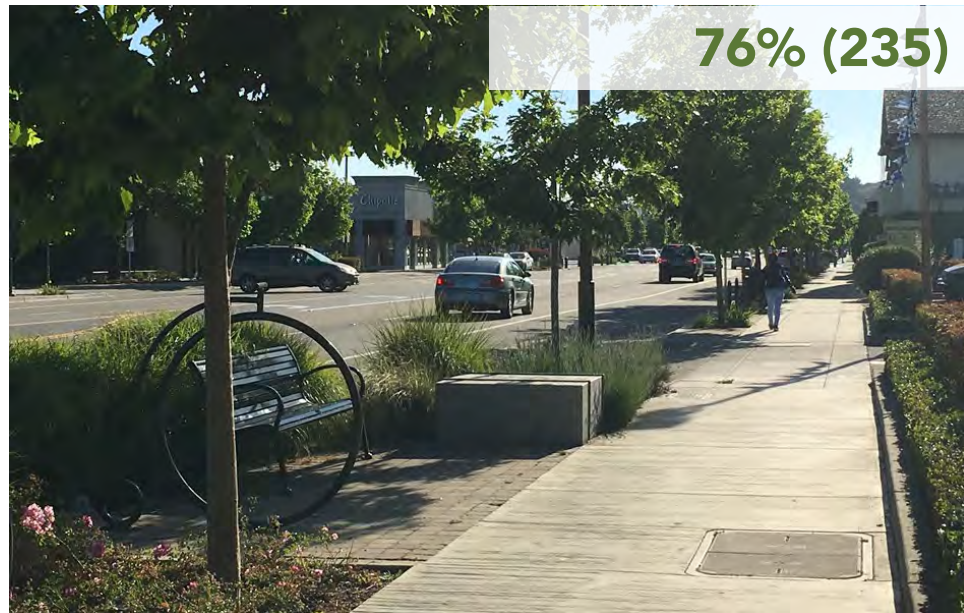
FREEPORT BLVD
SAFETY • MOBILITY • COMMUNITY

City of
SACRAMENTO

**FREEPORT BOULEVARD
TRANSPORTATION PLAN**

SURVEY #1: WALK AND ROLL IMPROVEMENTS

About 76% of responses from people surveyed said they would like to see more **street trees and shade**. 71% people also desire for **street and pedestrian lighting**.



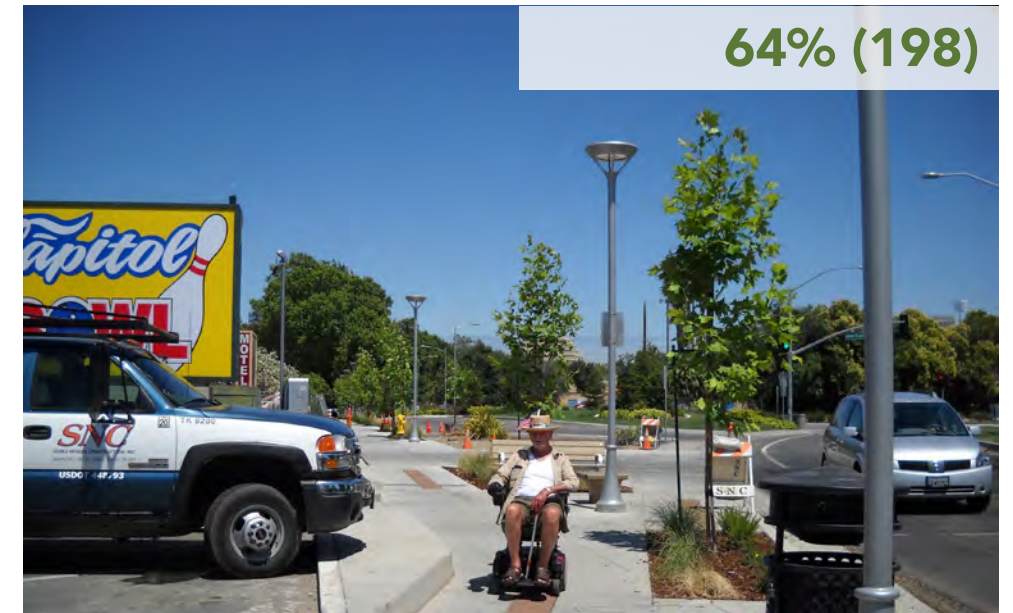
76% (235)

Street Trees and Shade



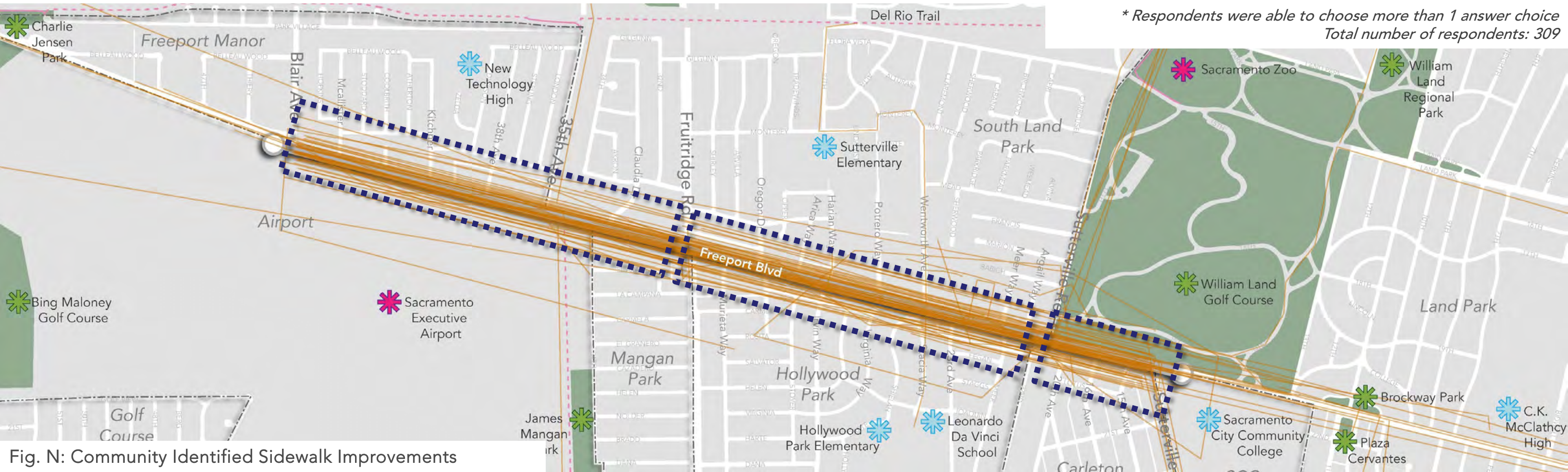
71% (218)

Street and Pedestrian Lighting



64% (198)

Wider Sidewalks



* Respondents were able to choose more than 1 answer choice
Total number of respondents: 309

Fig. N: Community Identified Sidewalk Improvements

Location **Specific Improvements**

- From 38th to Oregon
- From Oregon to Argail Way
- From Sutterville to 13th

As you walk along Freeport Boulevard, are there other **issues or **challenges** that you experience that you would like to improve?**

- Add continuous sidewalks at all crossings.
- All along freeport there are various signs poles that extend into the sidewalks and are too narrow for wheelchairs to go through.
- At Fruitridge the right turn lane design for vehicles is dangerous for people walking and biking. Slow turning vehicles by proving 90 degree turns, not broad free-flow-like turns.
- People drive **WAY** too fast. It's not safe to be on foot, especially with kids.
- Poor landscaping in some areas and streets need to upgrade raised dividers between different sides of traffic.
- Some areas do not have real sidewalks - they are part of horrible parking lots.
- Would like to see more crosswalks with flashing lights or stop signs similar to those on Sutterville and Freeport by City College.

SURVEY #1: CROSSWALK IMPROVEMENTS

Survey results showed that more responses supported **improved existing crosswalks** (83%) than adding **new and more opportunities to cross the street** (65%).



Improve Existing Crosswalks



New opportunities to cross the street



Fig. O: Community Identified Crosswalk Improvements

SURVEY #1: WALK AND ROLL IMPROVEMENTS - CROSSWALKS

Priority Crosswalk Improvements

Existing or New Proposed Intersections:

- Both Sutterville Intersections
- Meer Way Intersection
- Stacia Way Intersection
- Irvin Way Intersection
- Fruitridge Intersection
- Claudia Intersection
- 35th Intersection
- Blair Intersection
- 16th Intersection
- 23rd Intersection
- Virginia Way Intersection
- Oregon Intersection
- 38th Ave Intersection
- Kitchner
- McAllister



SURVEY #1: BIKE IMPROVEMENTS

Connectivity was a common theme found in all responses from the survey. 87% of responses supported **continuous bike facilities** to planned destinations.



87% (233)



67% (180)



86% (231)

Continuous Bike Facilities

New and Improved Bike Parking

Improved Bike Connections



Fig. P: Community Identified Bike Improvements

SURVEY #1: BIKE IMPROVEMENTS

When it comes to a preferred bike facility, 76% of responses supported **separated, dedicated, bike facilities**.



Separated, dedicated, bike facilities



Buffered bike facilities



Fig. P: Community Identified Bike Improvements

Location **Specific Improvements**

- From Blair to Fruitridge
- From Fruitridge to Sutterville

When biking along Freeport Boulevard, are there other **issues** or **challenges** that you experience that you would like to improve?

- A safe route for bikes to McClatchy high school. Students go on the wrong side of the street in the mornings because there isn't a good place to cross Freeport- it's dangerous.
- Using Freeport to get to downtown by bike would be ideal but we would need the city to commit to cleaning the streets from debris and ideally protected bike lanes both vertically and horizontally.
- Better separation from traffic, better paint indication on the asphalt, I would also like to see improved signage and connection to the Sacramento River bike trail.
- Freeport is scary to bike on. We use the sidewalk, but it's pretty narrow!
- Vehicles drive too fast and don't look out for bikes. There are too many driveways and other dangerous crossings for Freeport to be bike friendly right now.

SURVEY #1: TRANSIT IMPROVEMENTS

According to survey, there is a **desire to use more transit** if it was more convenient and efficient. 85% of responses supported **improving existing bus stops**.



85% (194)



68% (154)

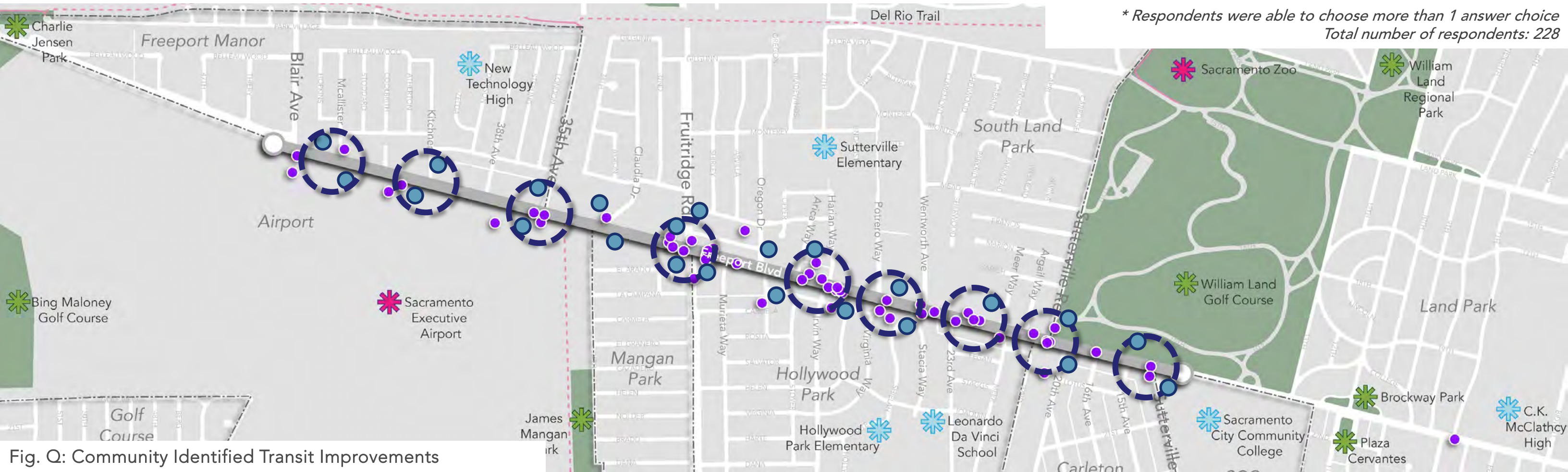


46% (105)

Improved Existing Bus Stops

Bus Route Location & Frequency

Additional Bus Stops with Shelters



* Respondents were able to choose more than 1 answer choice
Total number of respondents: 228

Fig. Q: Community Identified Transit Improvements

Location **Specific Improvements**

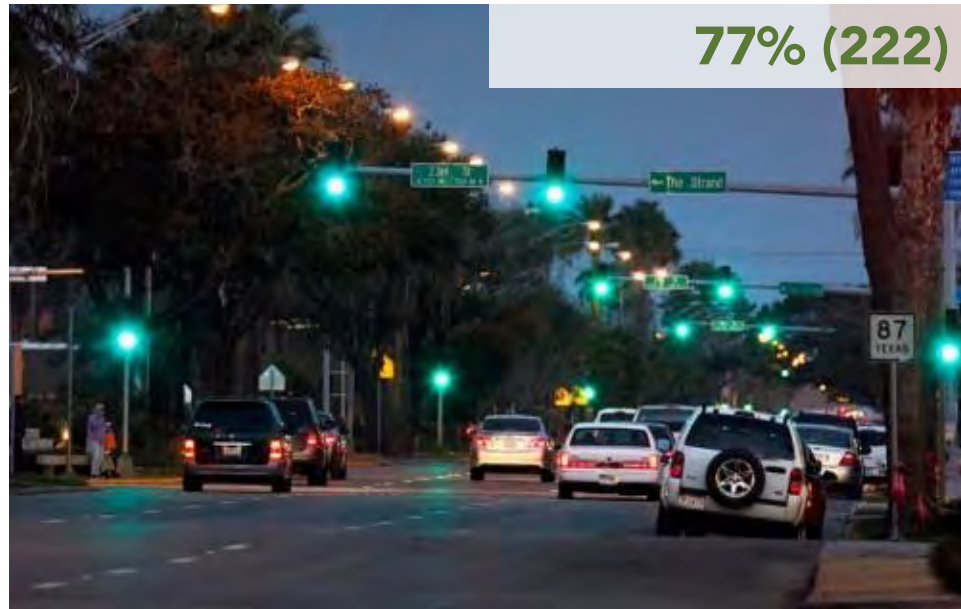
- In front of Raley's
- Around the 35th Intersection
- Around the Potrero Intersection
- Around the Fruitridge Intersection
- Between 23rd and Meer Way
- Between both Sutterville Intersections

As you move through the corridor using transit, are there other **issues or **challenges** that you experience with transit that you would like to improve?**

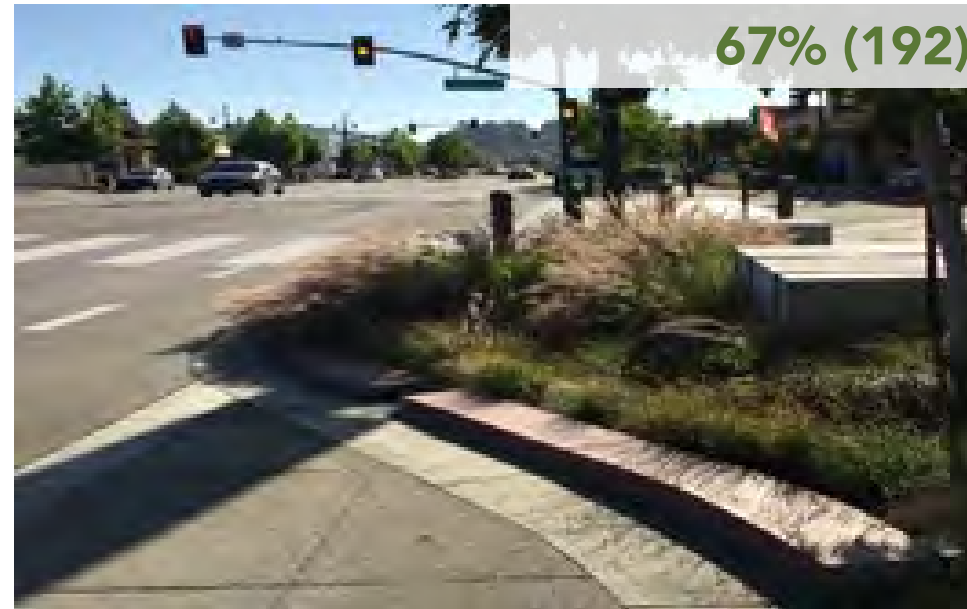
- Add back stops on the 11 for kids coming from California Middle School towards Freeport and Kitchner. To avoid having to cross the intersections at Sutterville and freeport.
- An unhoused person was using the bench for the bus stop in front of Airway Market so the bench was removed.
- Automated times and information for riders at stations.
- Stops need to be closer to intersections.

SURVEY #1: DRIVING IMPROVEMENTS

More than 90% of people currently drive along the corridor. There is support from 77% of responses for **synchronizing existing signals**.



77% (222)



67% (192)



67% (192)

Synchronize Existing Traffic Signals

Managed Traffic Speed for Safety

Manage Traffic Flow with Medians

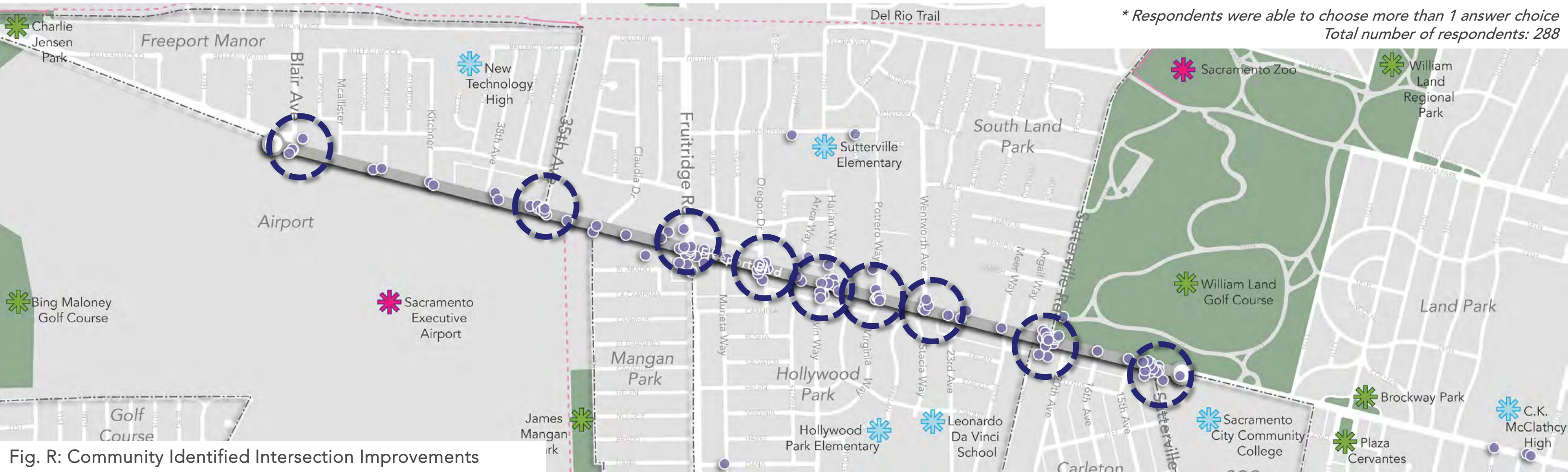
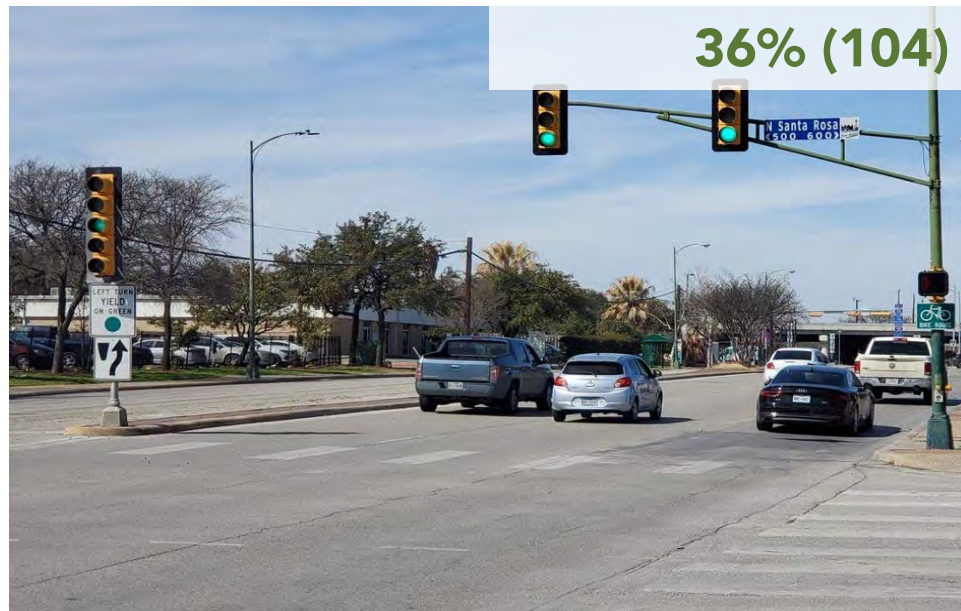


Fig. R: Community Identified Intersection Improvements

SURVEY #1: DRIVING IMPROVEMENTS

There is also support for adding **new signalized intersections** (36%).



Additional Traffic Signals

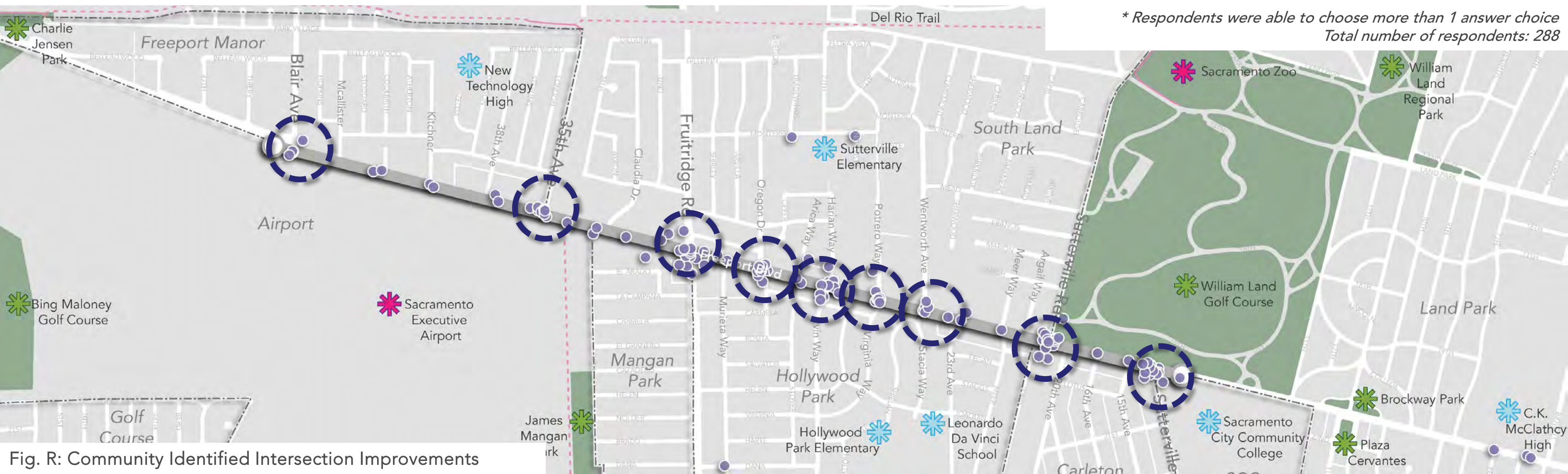


Fig. R: Community Identified Intersection Improvements

Location **Specific Improvements**

- Both Sutterville Intersections
- Wentworth/Stacia Way Intersection
- Potrero/Virginia Way Intersection
- Harian/Irvin Way Intersection
- Oregon Intersection
- Fruitridge Intersection
- 35th Intersection
- Blair Intersection

As you drive along Freeport Boulevard, are there other **issues or **challenges** that you experience while driving that you would like to improve?**

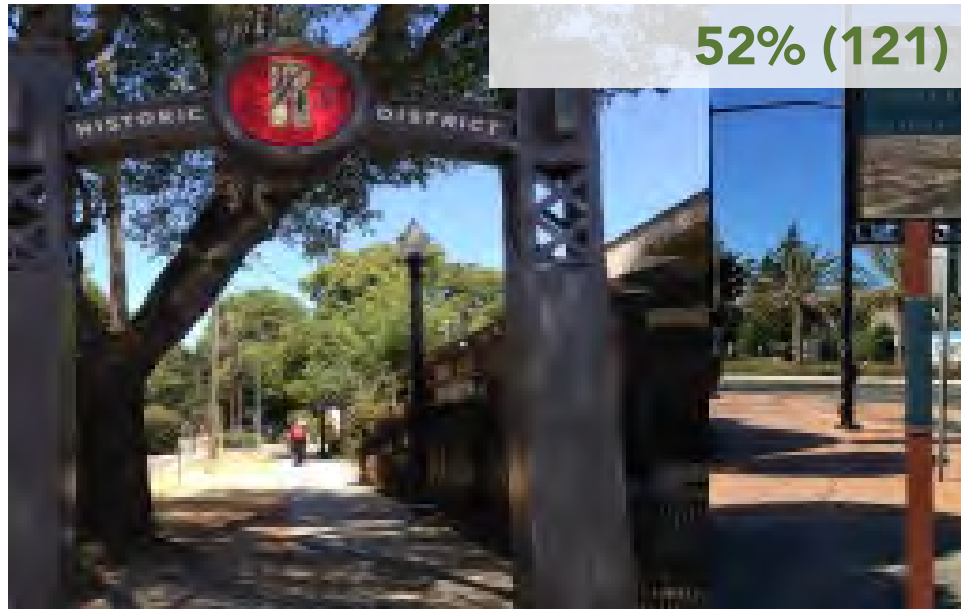
- The signals need to move traffic more efficiently during commute hours. When Delta Shores is fully populated, the traffic will be a nightmare. Sync the lights to keep cars moving North/South.
- The portion of Freeport in front of the new Raleys has a much different feel than the rest of Freeport. Although it looks aesthetically nice, traffic by the driveway to the shopping center gets congested and it's hard to distinguish where the driveway is located since there are no obvious visual cues (e.g no signage) indicating the entrance.
- Speeds needs to be reduced, curb cuts on Frutridge need to be removed. Due to induced demand "Improving traffic flow" will only make the corridor more dangerous for everyone not in a car.

SURVEY #1: DRIVING IMPROVEMENTS

- The visibility of pedestrians and cyclists to drivers - really tough to see. Also, because Freeport Boulevard. is at an angle and how the neighborhood streets are developed, pedestrians spend LOTS of time in the street... meaning a feeling of unease in crossing. Also, creating a slower speed for drivers entering neighborhoods *from* Freeport Boulevard. It's too easy for a car to maintain the 40MPH speed limit well into the neighborhood.
- The southern portion of this street looks blighted and uninviting. When people want to shop their money will flow to fund the improvements. However, the visitors must come first.
- Freeport would be a way better street if you made the speed limit (and all the traffic flow stuff) for ~20 mph.
- Remove car lanes and curb cuts. Add traffic calming devices. Enforce speed laws and take away drivers licenses from people who speed.
- More lighting outside of the businesses for people to see.
- When lights are closer together such as near Sac City it would be helpful if they were synchronized. I don't always feel safe as a driver on Freeport either. The roads are narrow at the intersection of Fruitridge and Freeport going towards downtown. Also, bike infrastructure REALLY needs to be built on Blair Ave in order to connect to Freeport.

SURVEY #1: ECONOMIC DEVELOPMENT IMPROVEMENTS

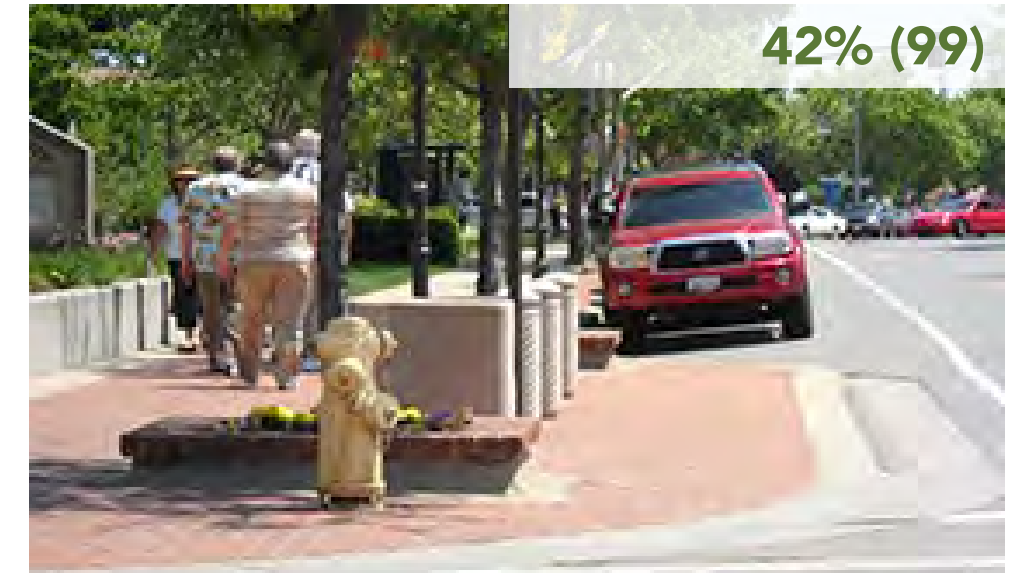
There is a strong interest in supporting economic development and local businesses. About 85% of respondents supported **wider sidewalks for outdoor retail and commerce**.



52% (121)



85% (200)



42% (99)

Wayfinding and Signage

Outdoor Retail and Commerce

On-street parking

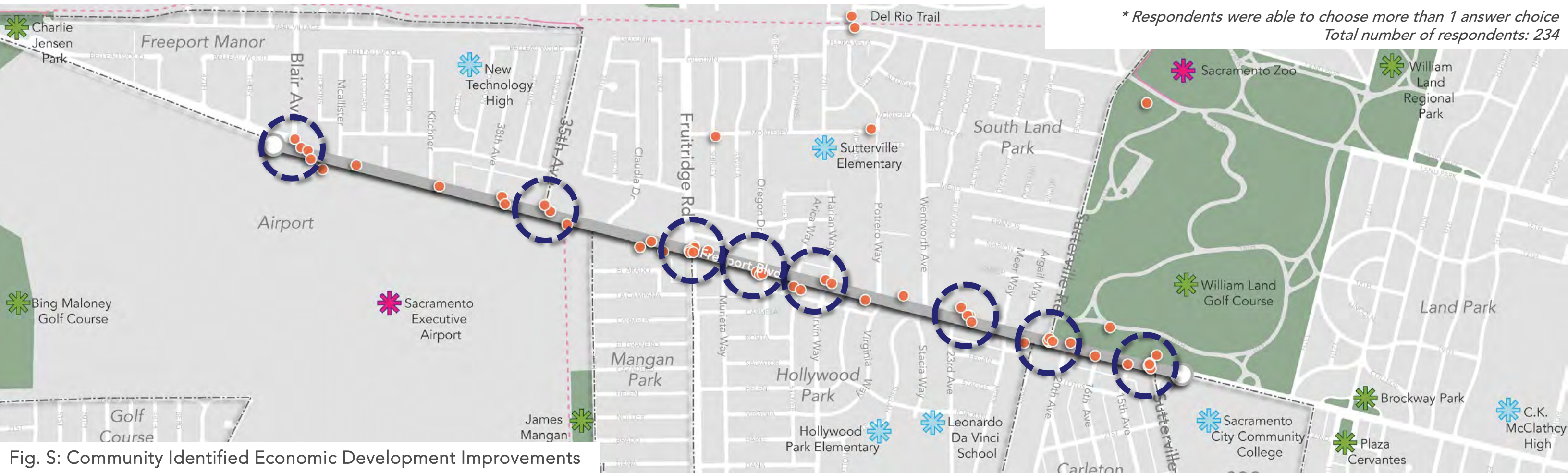


Fig. S: Community Identified Economic Development Improvements

Location **Specific Improvements**

- Both Sutterville Intersections
- In front of Riley's
- Oregon Intersection
- Fruitridge Intersection
- North of the Blair Intersection
- North of the 23rd Intersection

Are there other **improvements or opportunities to support local businesses, destinations, and guide economic development that you think are important?**

- Buffer parking lots from the street with landscaping.
- Businesses should add bike racks and place them in places that actually feel safe.
- Consider dining parklets for existing restaurants; work with strip mall owners to address entry/exit points to make safer.
- Get rid of the huge, ugly and dangerous parking lots and street parking that face the street. Parking should be in the rear of buildings or used as a bike lane buffer. The street side of buildings should be for walking, sitting, eating, and enjoying the outdoors. It shouldn't be an asphalt wasteland like it unfortunately is now.
- Create a slower pace of traffic and incentive to stop.

Additional Comments

- Active transportation is more crucial than ever. We need to drastically improve the safety and accessibility of walking, cycling, and transit options. Cycling in particular has the potential to change long stretches of urban streets like Freeport if it is given proper safety measures and connection to a continuous, widespread network of routes connecting neighborhoods.
- Trees, shrubs and flower beds, please!
- This corridor is nominated as a Green Zone to encourage infill development. Reducing the automobile orientation of this corridor will support Green Zone goals. More info on Green Zones is available at <https://www.sacog.org/greenmeansgo>.
- My kids walk across freeport everyday on their way to school. I'd like them to be able to bike, but the road is too dangerous.



SURVEY #2

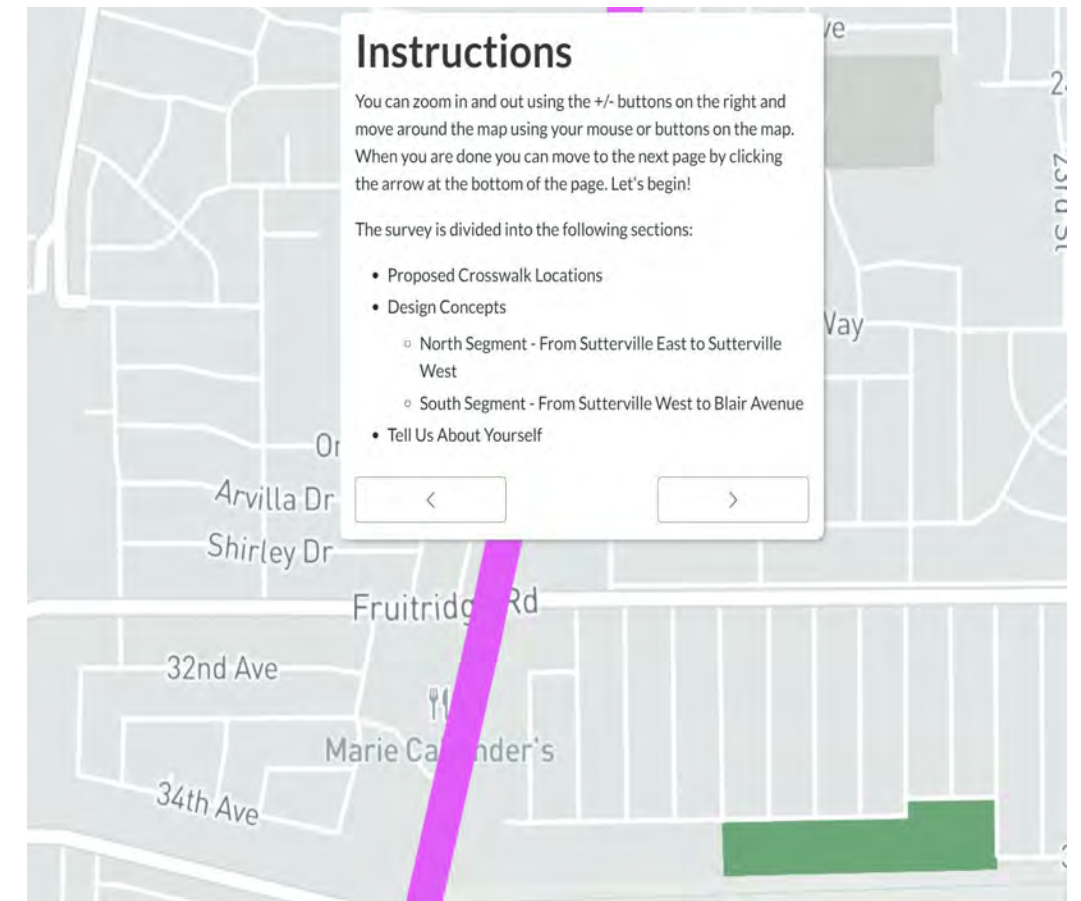
SUMMARY AND ANALYSIS



FREEPORT BOULEVARD TRANSPORTATION PLAN

SURVEY #2: OVERVIEW

- Survey became available on **April 11, 2022** and closed on **May 15, 2022**.
- It was available in English, Spanish, and Chinese.
- The online version of the survey was created using **Maptionnaire**, which is a map-based survey tool used to facilitate simple and effective public participation.



Clip shot of the online version of the survey

SURVEY #2: OVERVIEW

The **online** and **paper** versions of the survey were distributed using the following methods:

- Shared on the project webpage
- Flyering and Business Cards
- Pop-up Events
- Door-to-Door Business Owner Canvassing
- Community Workshop #2 – Design Concepts



Outreach photos where the survey was distributed

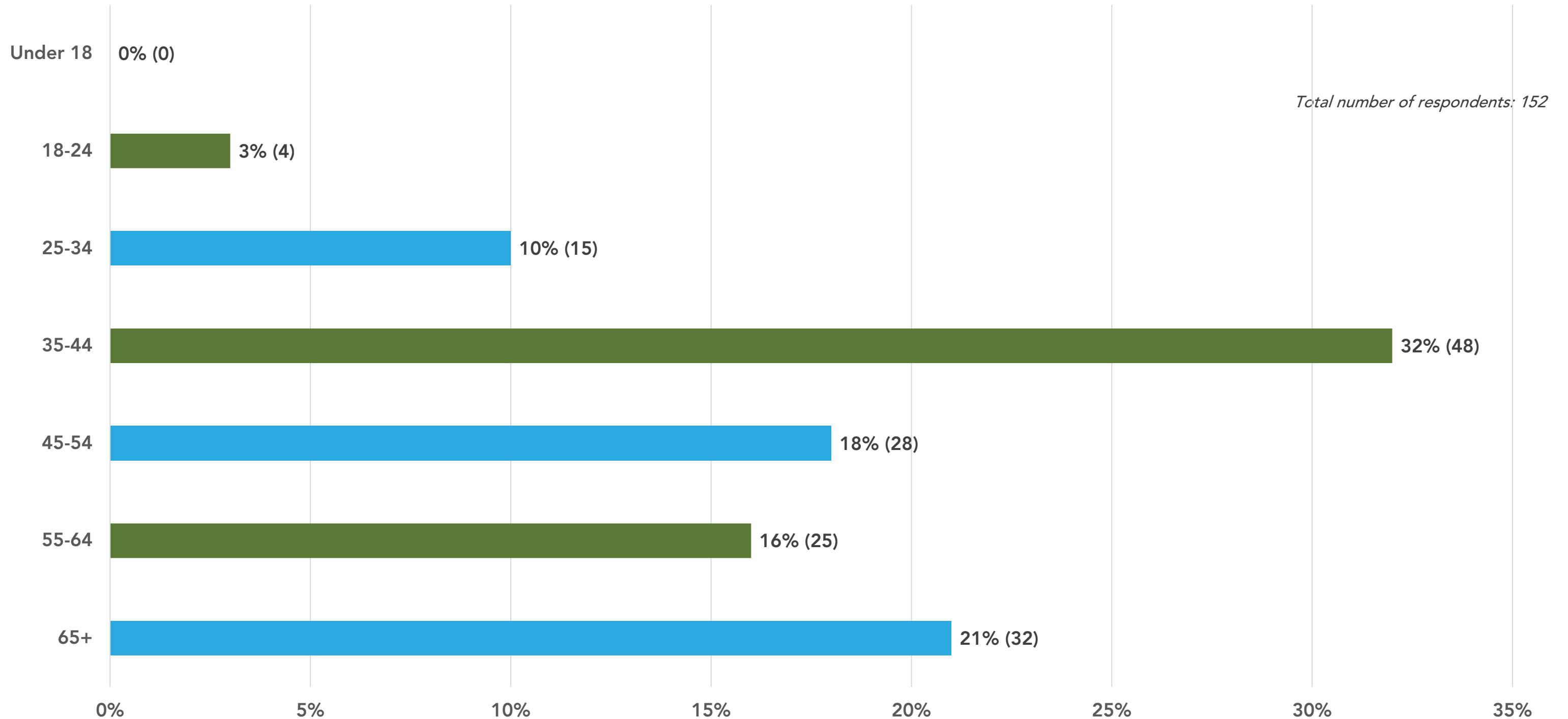
- **Over 416 respondents**
 - 416 online survey submissions
 - All responses are in English
 - Over 151 respondents completed the entire survey
- This analysis examines all the **responses** collected and summarizes key findings to present a clear vision on what the community wants to see for the future of Freeport Boulevard.



SURVEY # 2: DEMOGRAPHICS

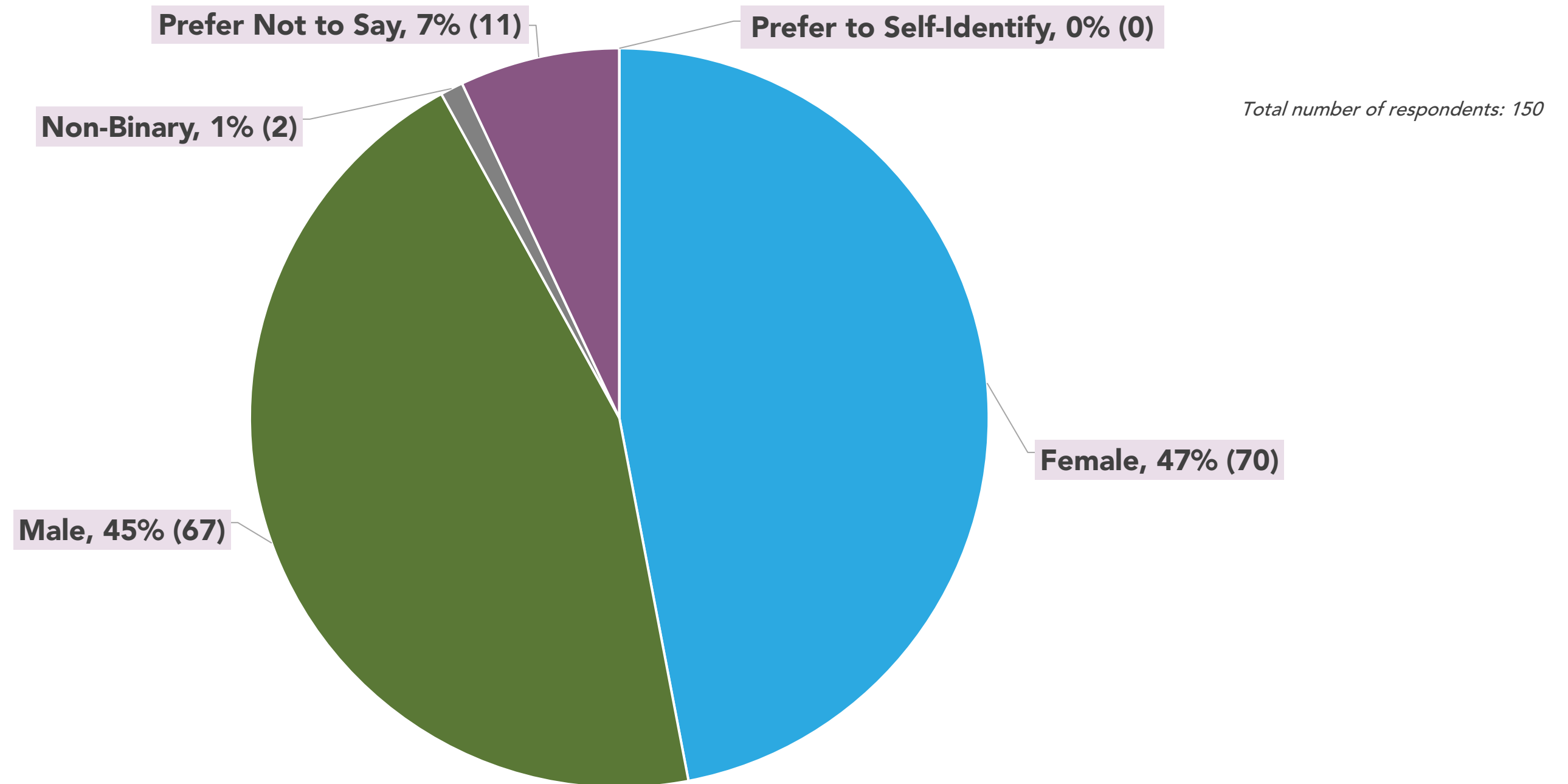
SURVEY #2: AGE

The age of survey respondents ranged from under 18-65+ years old. **35-44-year-olds** made up most of respondents.



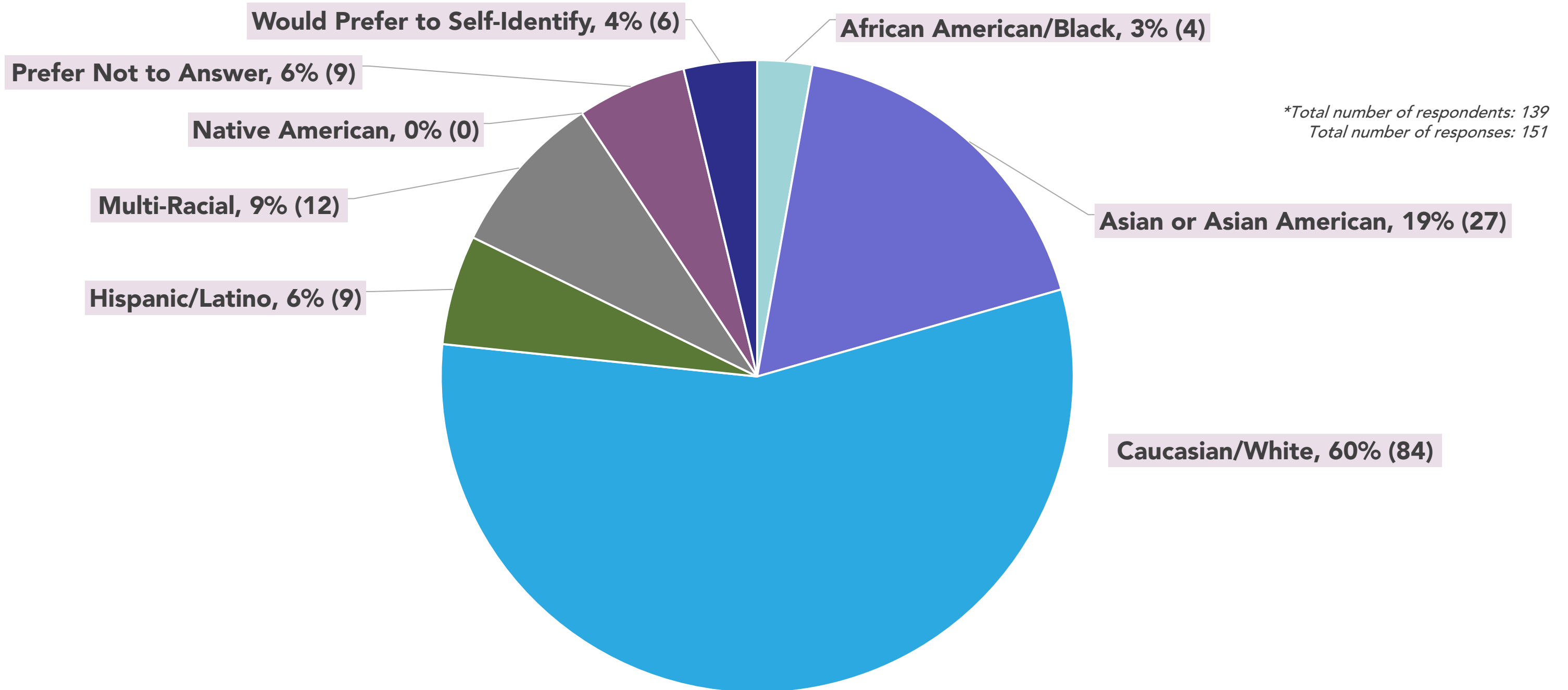
SURVEY #2: GENDER

Most survey respondents identified as **female**. Males make up the second largest group.



SURVEY #2: RACE/ETHNICITY

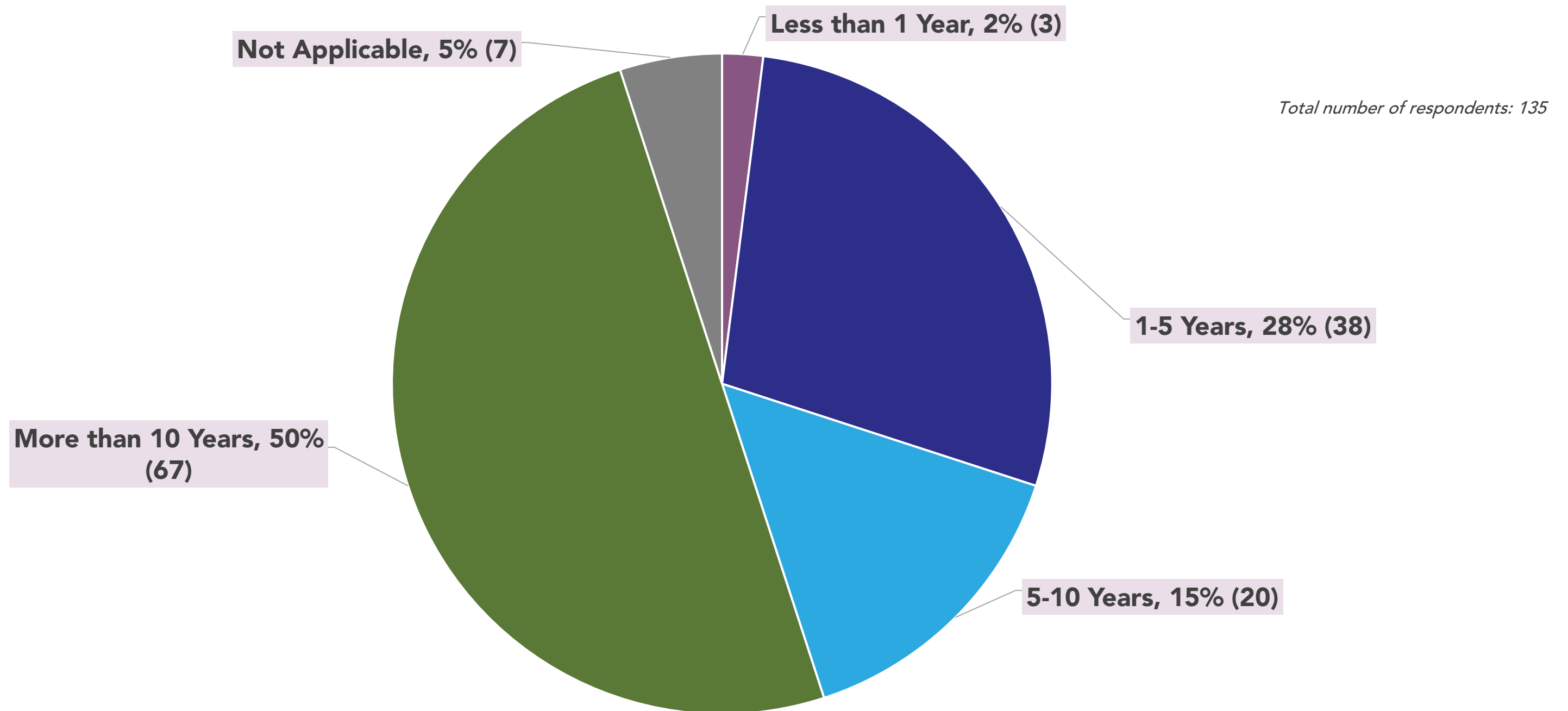
Caucasian/White makes up the largest racial/ethnic group of survey responses. Minorities and those who prefer not to answer or to self-identify, make up less than 50% of responses.



*Respondents were able to choose more than 1 answer choice

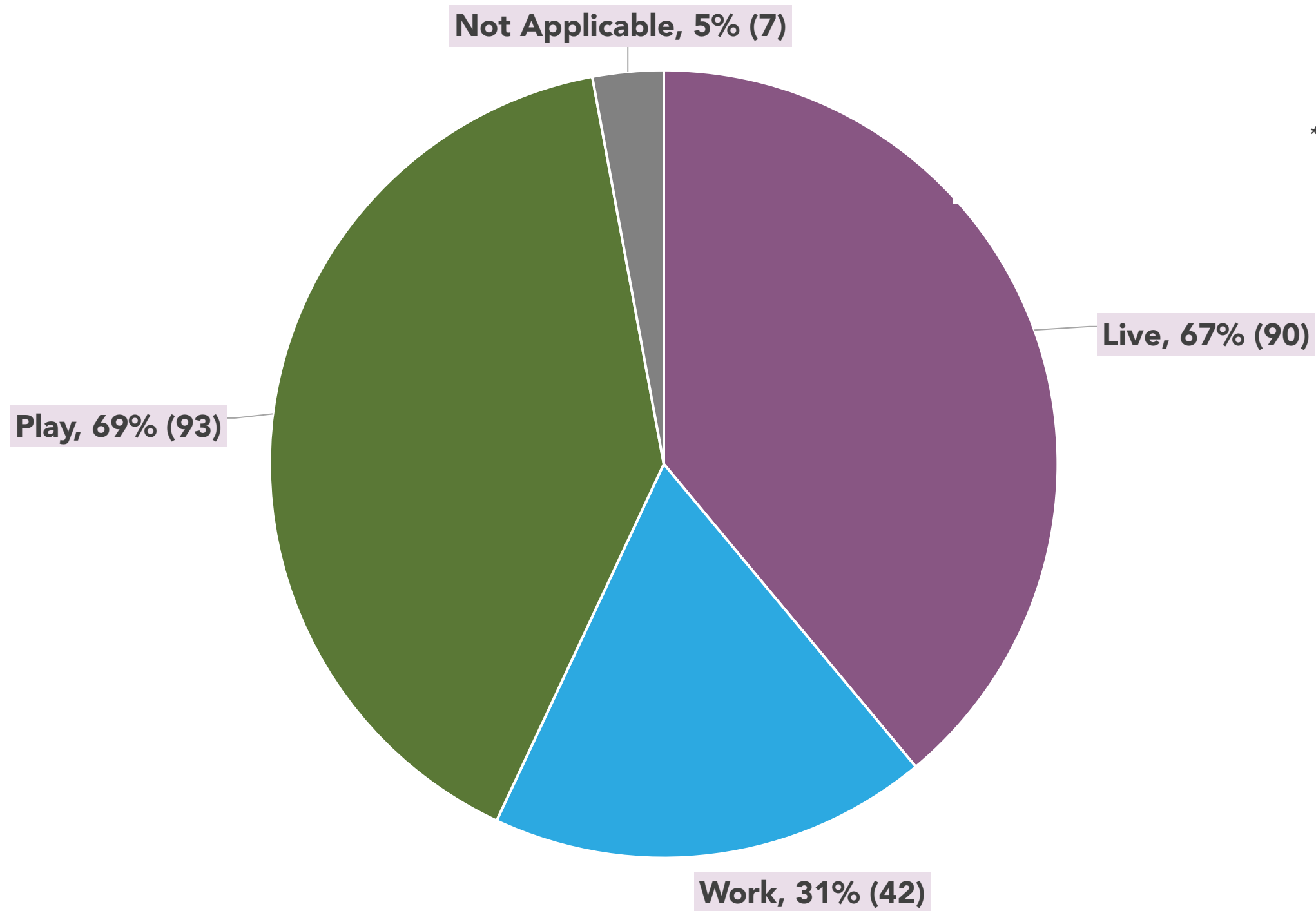
SURVEY #2: LIVED OR WORKED IN AND AROUND THE AREA

Most survey respondents have lived or worked in and around the area **for more than 10 years.**



SURVEY #2: LIVE, WORK, OR PLAY

Most survey respondents **live, work, or play** in the area.



* Total number of respondents: 134
Total number of responses: 232

*Respondents were able to choose more than 1 answer choice



SURVEY # 2: EMERGING DESIGN FRAMEWORK

SURVEY #2: EMERGING DESIGN FRAMEWORK

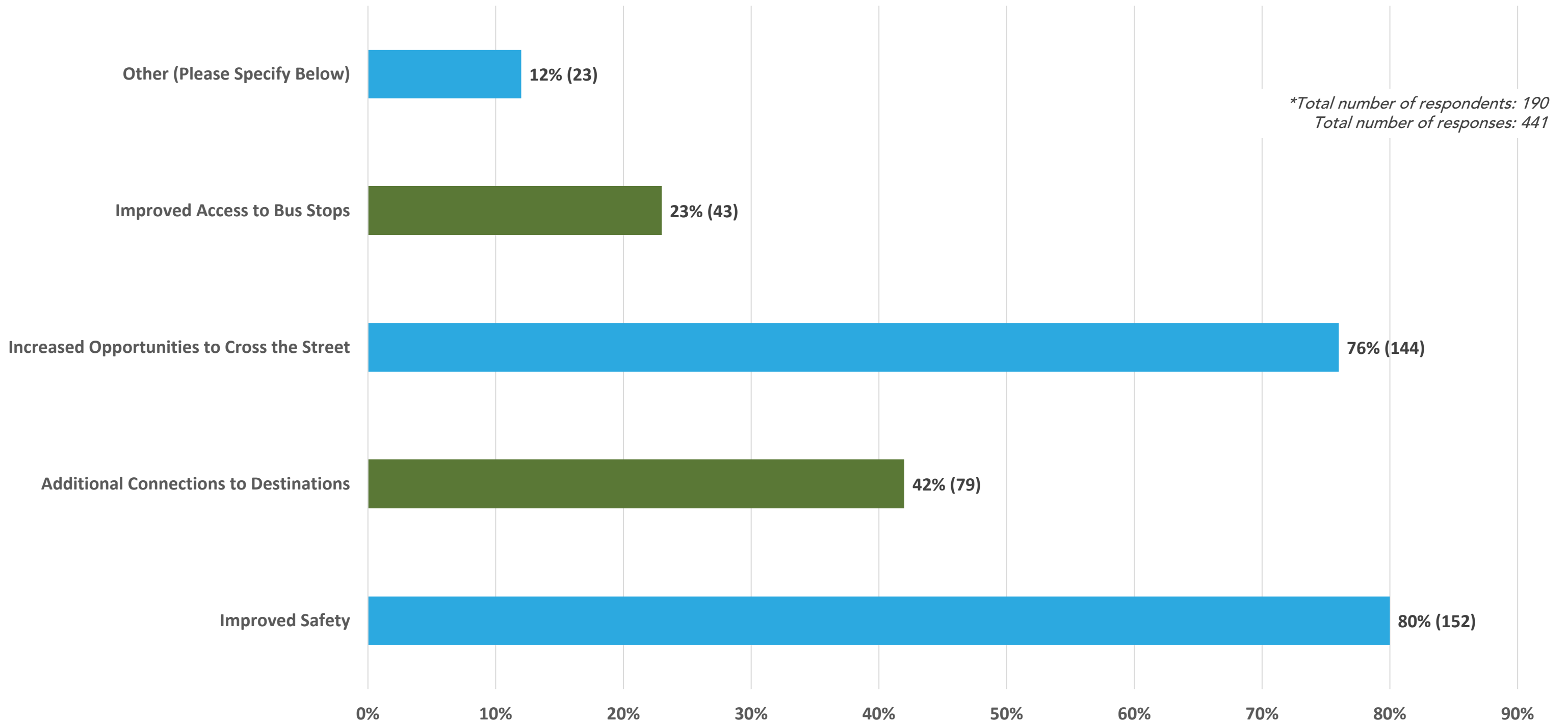
The consultant shared the Emerging Design Framework map which illustrates the locations of:

- Improved existing signals and crosswalks
- Newly proposed crosswalks with signal control



SURVEY #2: EMERGING DESIGN FRAMEWORK

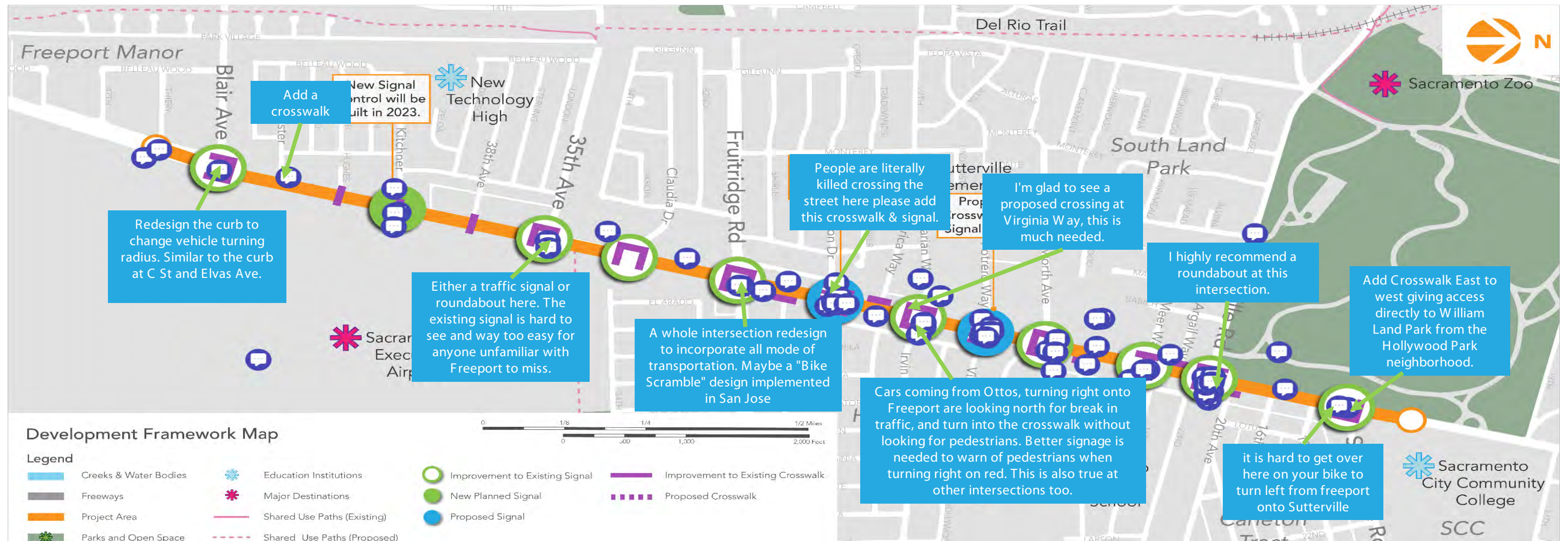
Over 80% of responses from people surveyed feel like the proposed crosswalk and signals will **improve safety**. 76% of survey responses also indicated that the proposed improvements would **increase opportunities to cross the street**.



*Respondents were able to choose more than 1 answer choice

SURVEY #2: EMERGING DESIGN FRAMEWORK COMMUNITY FEEDBACK

The community affirmed the Emerging Design Framework and **provided additional feedback.**



- Overall support of crosswalk with signal control and bikeways.
- Ensure improved and new crosswalk signals are clearly visible and defined.
- Support for reducing vehicle speeds by incorporating traffic calming measures.
- Support for intersection improvements that consider all modes of transportation.
- Explore options such as roundabouts as traffic calming measures.
- Suggestions to redesign turning lanes (similar to the curb at C and Elvas Ave).
- Support for pedestrian safety and better signage in turning lanes.
- Support for proposed/improved crosswalks with signal control at:
 - Portero Way
 - Blair Ave
 - Sutterville Rd (ensure access directly to William Land Park from Hollywood Park neighborhood)
- Improve bicycle route from Freeport onto Sutterville.
- Suggestion to add a roundabout near Fruitridge Road.

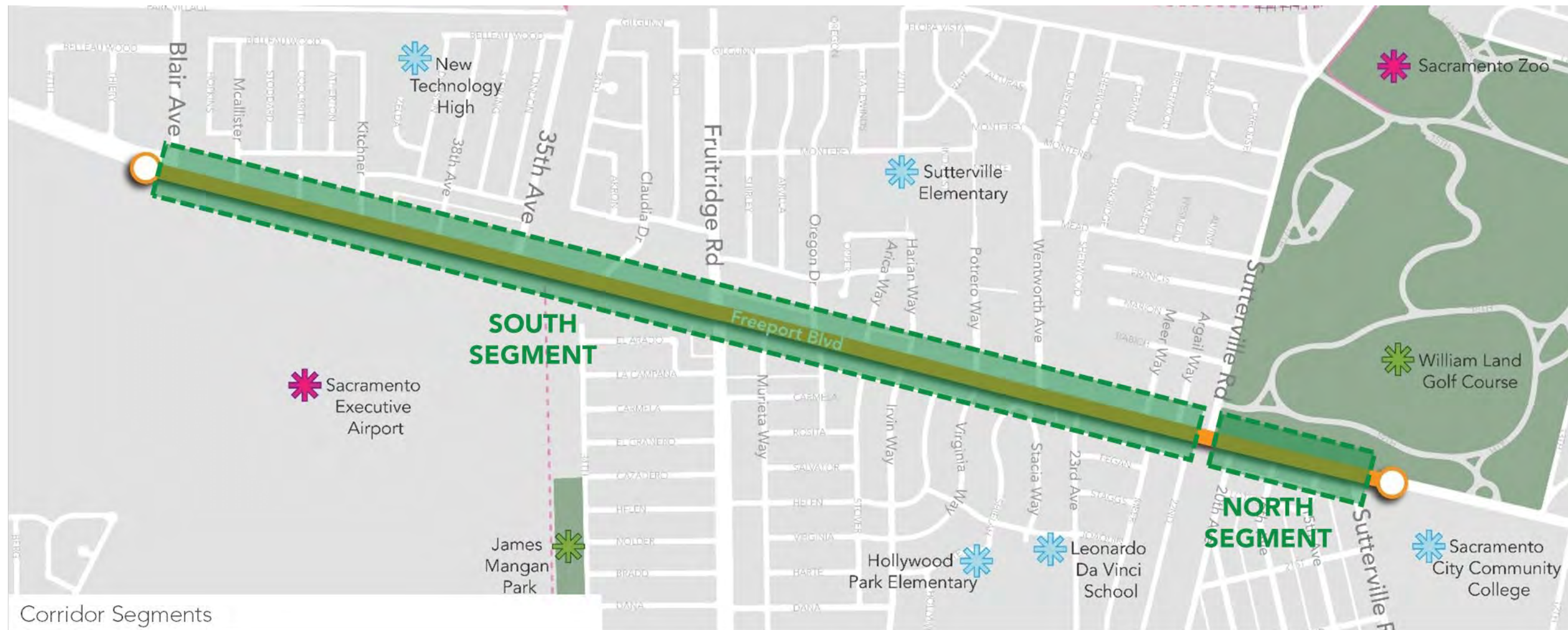


SURVEY # 2: EMERGING DESIGN CONCEPTS

SURVEY #2: CORRIDOR SEGMENTS

The consultant shared the Emerging Design Concepts for the different segments of the corridor shown below:

- **North Segment** - From Sutterville East to Sutterville West
- **South Segment** - From Sutterville West to Blair Ave.



SURVEY #2: NORTH SEGMENT

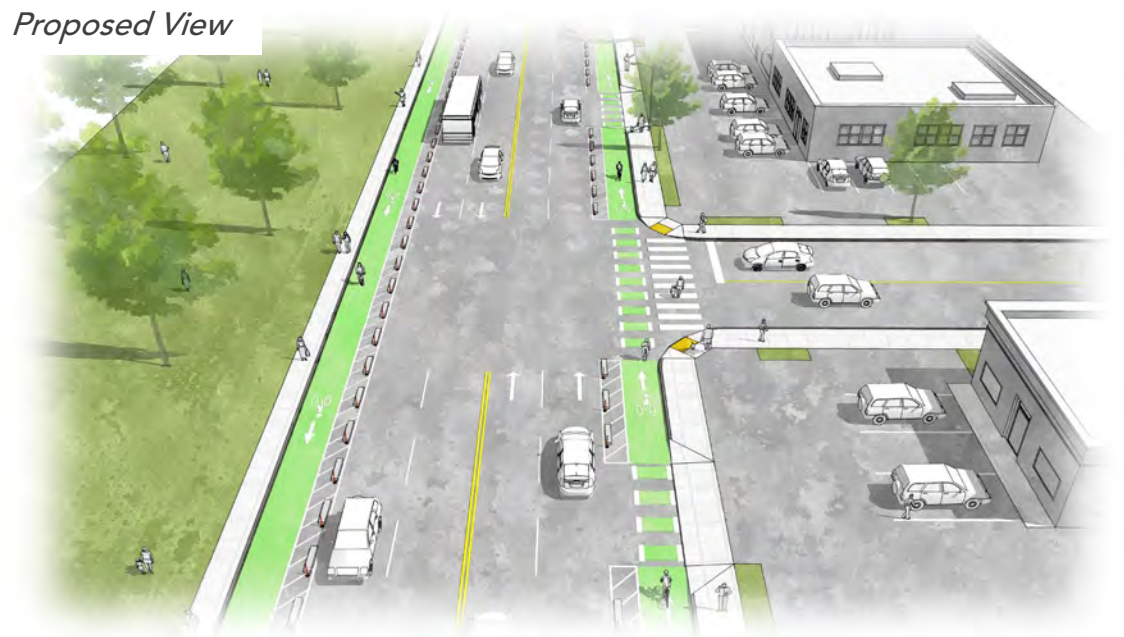
The **consultant team** presented the proposed improvements which included:

- Sidewalk and sidewalk ramp improvements
- Trees to provide shade where the sidewalk is wide enough
- Separated bikeways all along the segment by removing parking on the east side of the street
- Enhanced transit facilities at the bus stop with shelter and amenities
- Reduced travel lane widths to encourage traffic calming, and synchronized traffic signals to improve traffic flow
- Replaced parking for the separated bikeways

Existing View

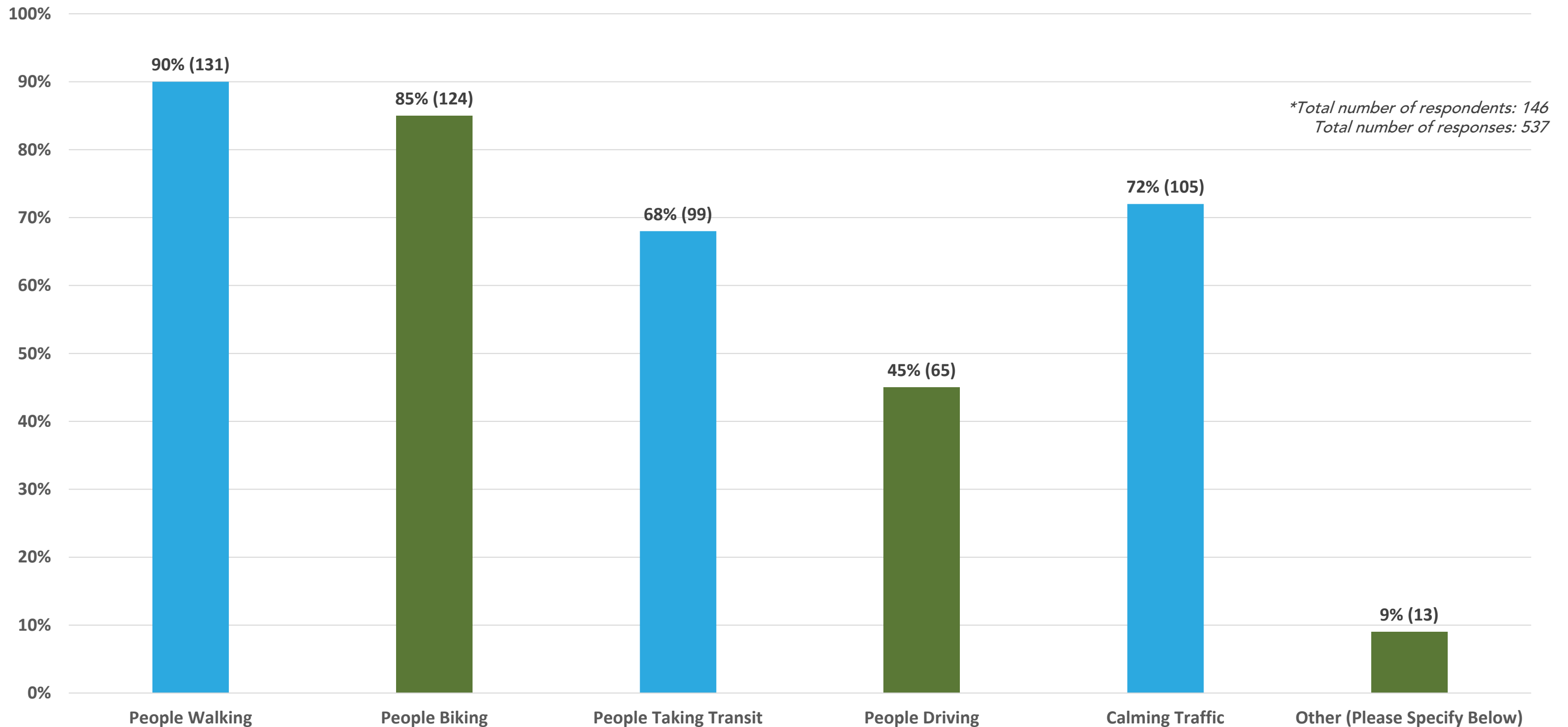


Proposed View



SURVEY #2: NORTH SEGMENT

Over 85% of responses from people surveyed said they support the proposed improvements for **people walking** and **people biking**. 72% of people surveyed also said they support the proposed improvements for **calming traffic**.



*Respondents were able to choose more than 1 answer choice

The community affirmed the emerging design concepts and provided additional feedback.

Pedestrian Improvements

- Support for improved sidewalks and pedestrian friendly intersections.
- Support for trees for shade.
- Suggestion for raised crosswalks at heavily used pedestrian crosswalks.

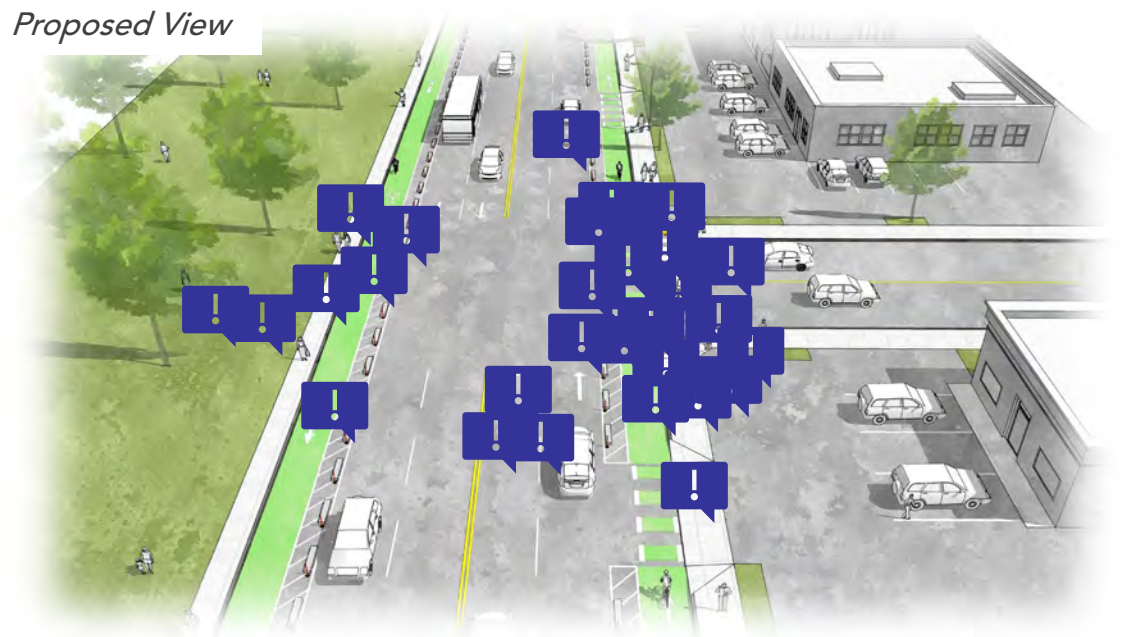
Bicycle Improvements

- Overall support of protected bicycle lanes to ensure safety.
- Ensure the bicycle lanes are clearly visible to vehicles to improve safety.

Existing View



Proposed View



Transit Improvements

- Concerns about bus and bike conflicts.

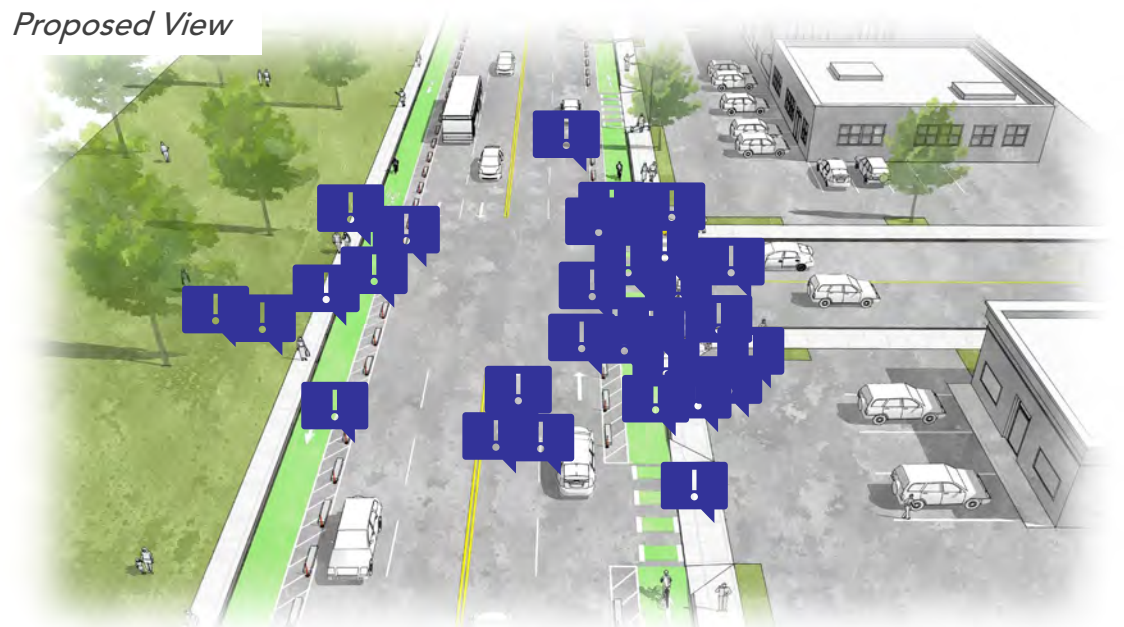
Driving Improvements

- Ensure driveways and access points do not cause significant points of conflict that increase traffic congestion, increase crashes with cyclists, pedestrians, and other vehicles.
- Overall support for safer intersections with traffic calming measures.
- Consider adding brick pavers for traffic calming and visibility.
- Ensure curb height to avoid vehicles parking in bicycle lane.

Existing View



Proposed View



SURVEY #2: SOUTH SEGMENT CONCEPT 1

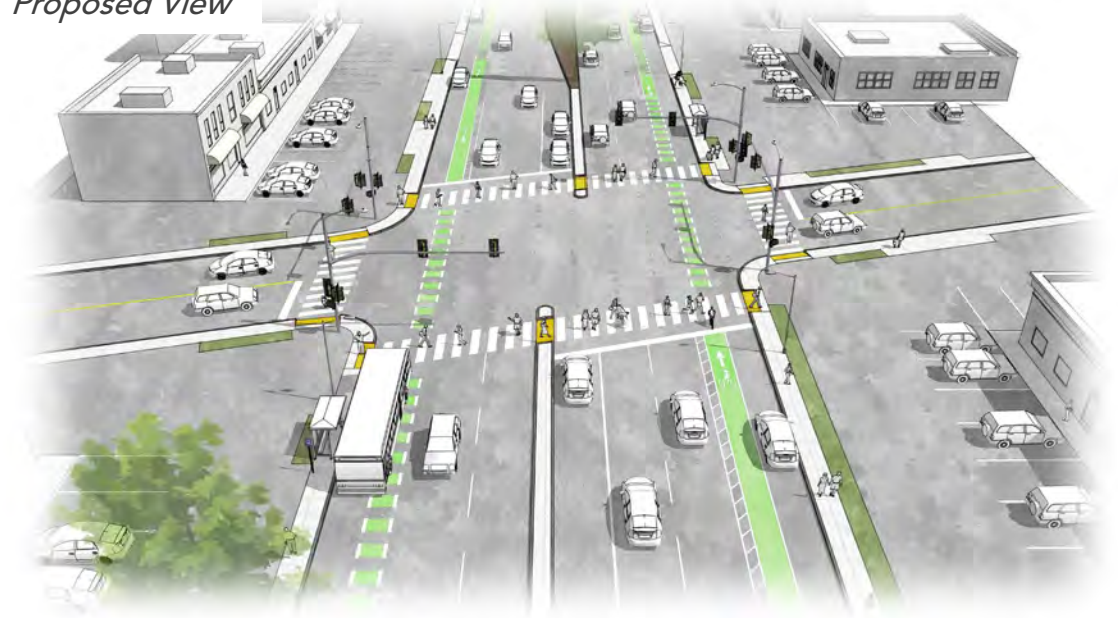
The **consultant team** presented the proposed improvements which included:

- Trees to provide shade where the sidewalk is wide enough
- Separated bikeways all along the segment by removing parking on the east side of the street
- Enhanced transit facilities at the bus stop with shelter and amenities
- Reduced travel lane widths to encourage traffic calming, and synchronized traffic signals to improve traffic flow
- Replaced parking for the separated bikeways

Existing View

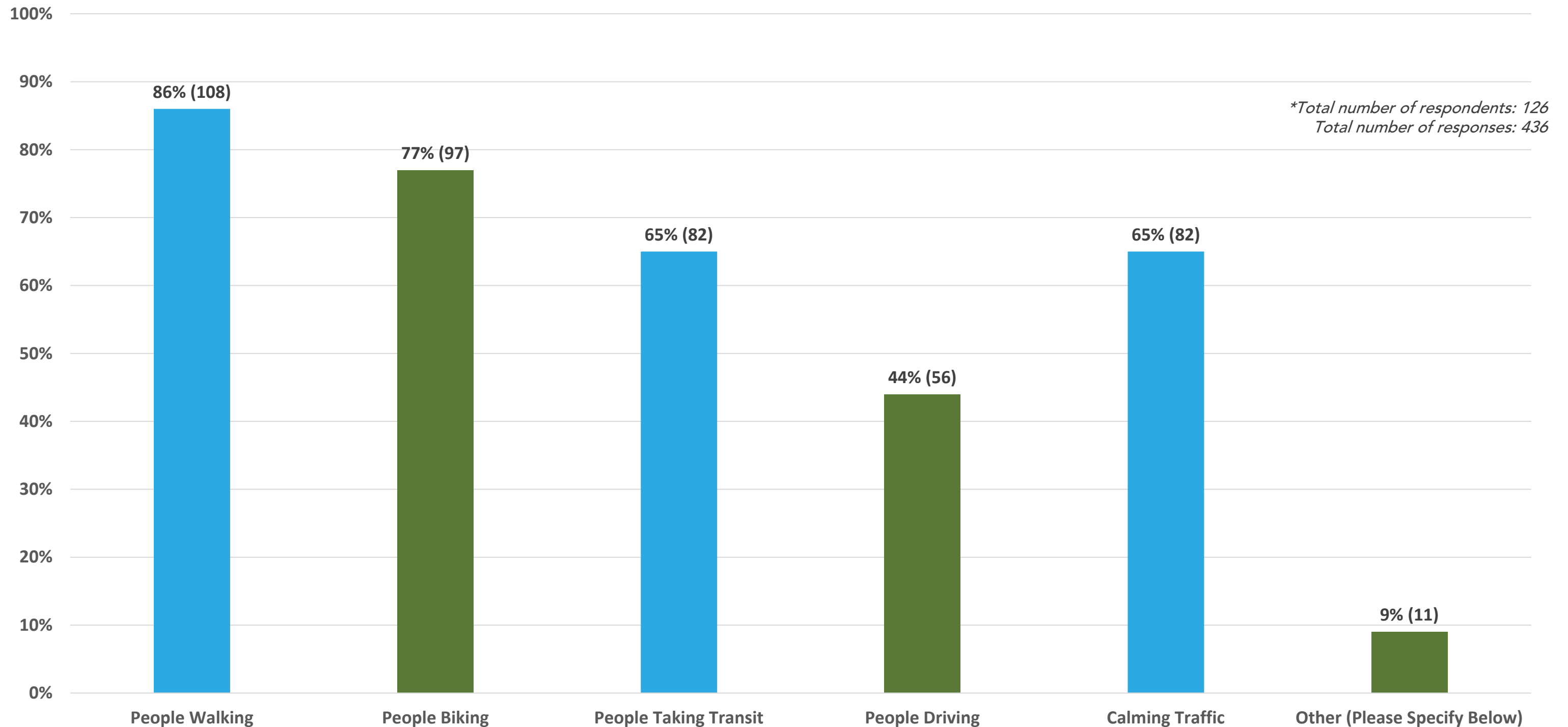


Proposed View



SURVEY #2: SOUTH SEGMENT CONCEPT 1

86% of responses from people surveyed said they support the proposed improvements for **people walking**. Over 77% of people surveyed said they support the proposed improvements **for people biking**.



*Respondents were able to choose more than 1 answer choice

The community affirmed the emerging design concepts and provided additional feedback:

Pedestrian Improvements

- Support for wider sidewalks.

Bicycle Improvements

- Suggestion to relocate proposed bikeway to the right side of the right turn lane to ensure user visibility and safety.
- Overall support for separated bikeways to ensure safety and visibility.

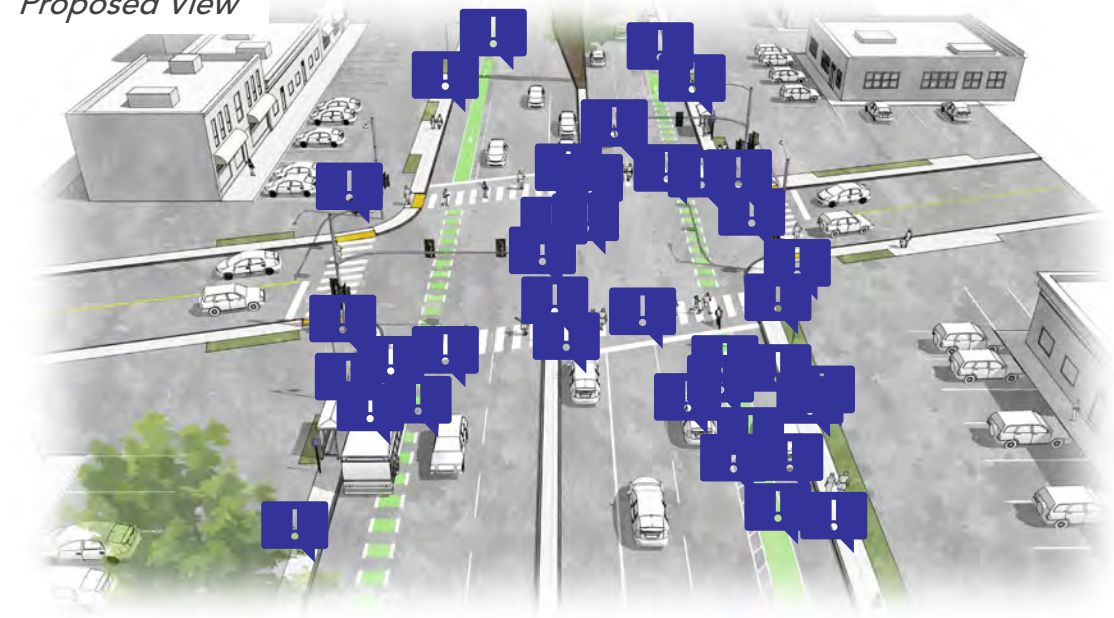
Transit Improvements

- Support for better transit facilities, including dedicated bus lanes.

Existing View



Proposed View



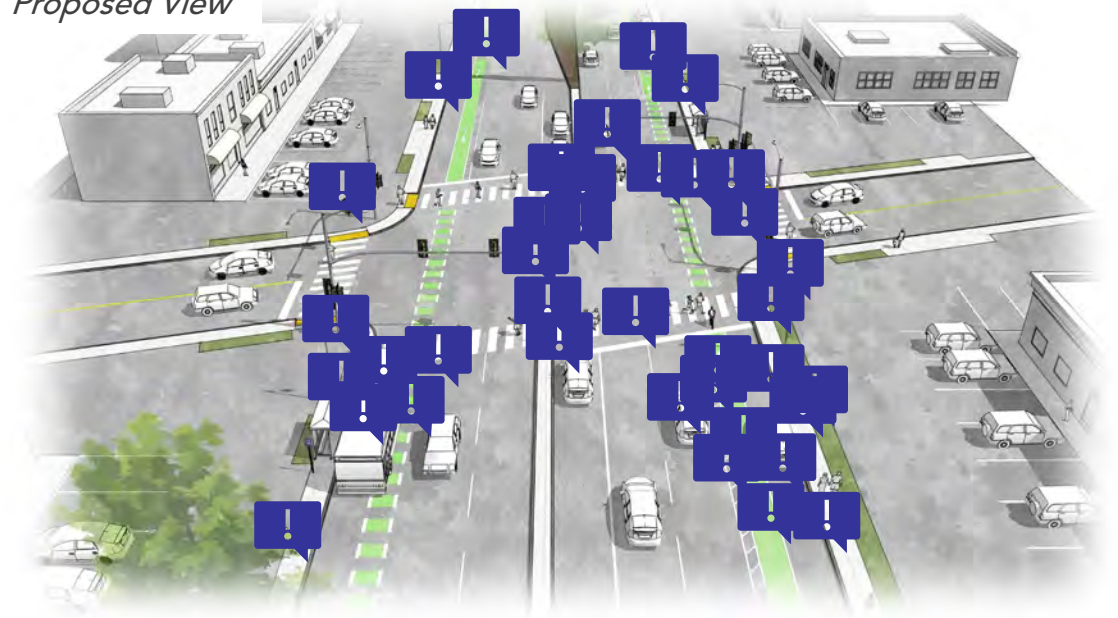
Driving Improvements

- Concerns about needing on street parking when parking lots are usually empty.
- Support for fewer and narrow lanes.
- Concerns around the "door zone" of parked cars when it comes to bicyclist safety.
- Support for added traffic calming measures, such as bulb-outs on every other crosswalk.
- Suggestion to remove driveway access to Freeport and route parking lot access to side streets.
- Overall support for medians, added bulb outs and signal control.

Existing View



Proposed View



SURVEY #2: SOUTH SEGMENT CONCEPT 2

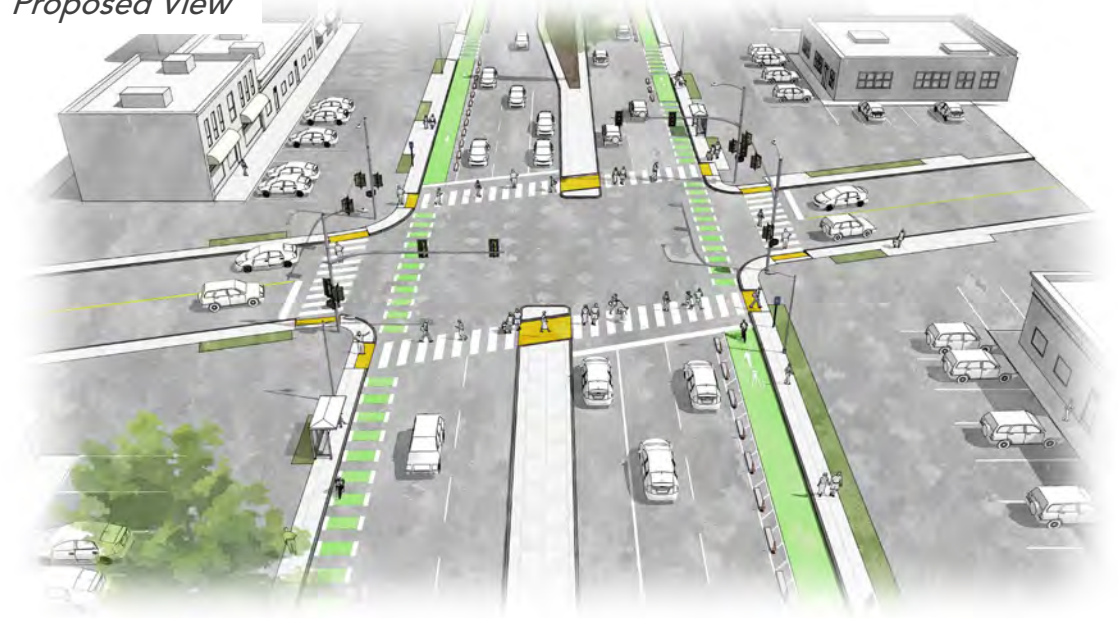
The **consultant team** presented the proposed improvements which included:

- Sidewalk and sidewalk ramp improvements
- Trees to provide shade where the sidewalk is wide enough
- Separated bikeways along the street by removing parking spaces
- Enhanced transit facilities at the bus stop with shelter and amenities
- Reduced travel lane widths and wider medians to encourage traffic calming, and synchronized traffic signals to improve traffic flow
- Removed parking for the separated bikeways

Existing View

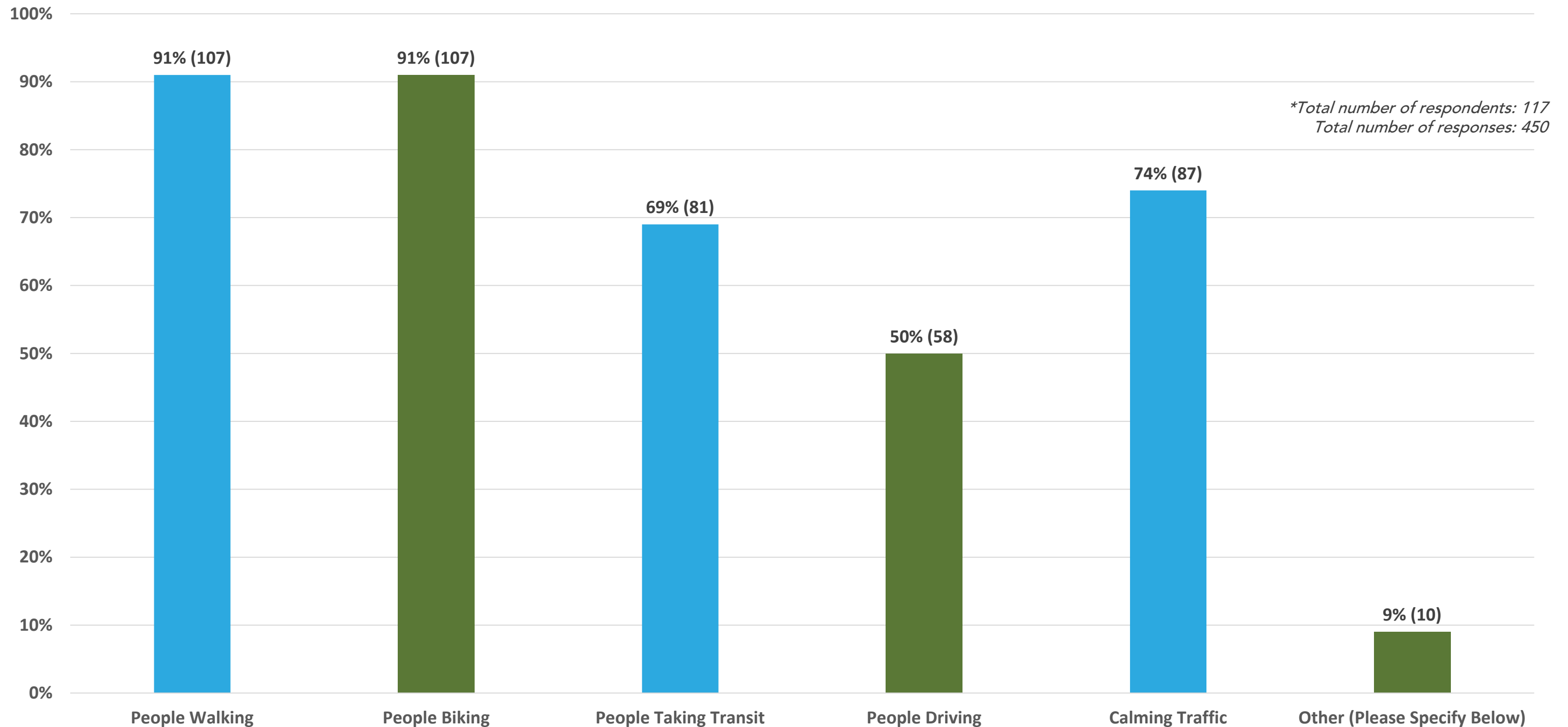


Proposed View



SURVEY #2: SOUTH SEGMENT CONCEPT 2

91% of responses from people surveyed said they support the proposed improvements for **people walking** and **people biking**. Over 74% of people surveyed said they support the proposed improvements **for calming traffic**.



*Respondents were able to choose more than 1 answer choice

The community affirmed the emerging design concepts and provided additional feedback:

Pedestrian Improvements

- Ensure pedestrian and cyclist visibility at intersections.
- Support for tree shade and landscaping adjacent to transit shelters.

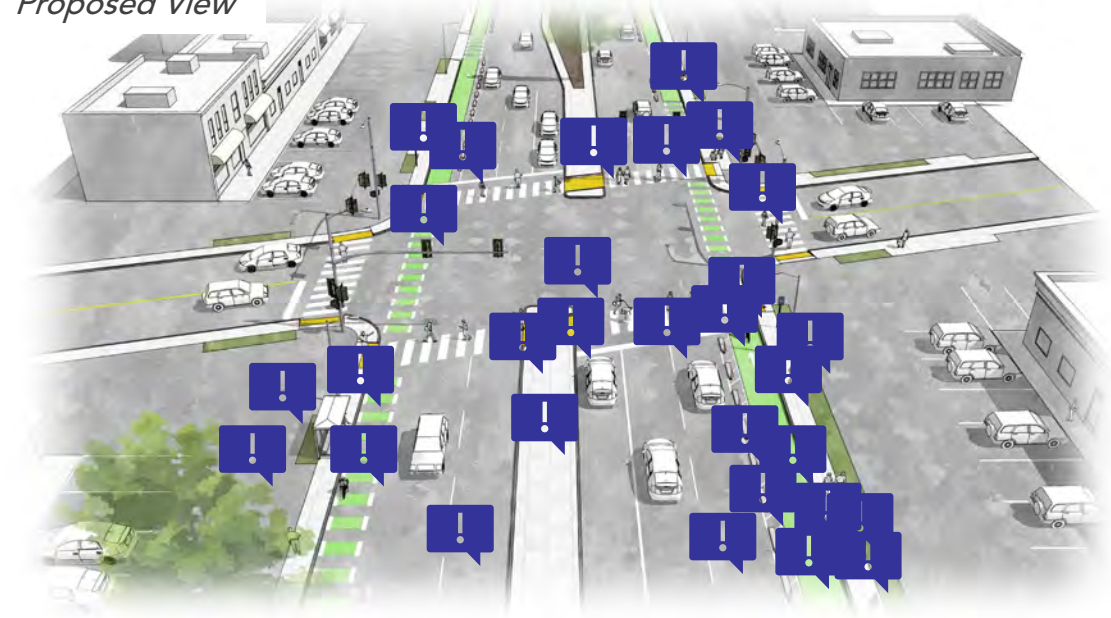
Bicycle Improvements

- Overall support of separated bikeway to ensure safety in the corridor.
- Support for a clear separation between sidewalk and bicycle lanes to ensure safety.

Existing View



Proposed View



Transit Improvements

- Suggestion to add a dedicated bus lane.
- Support for new bus stop locations.

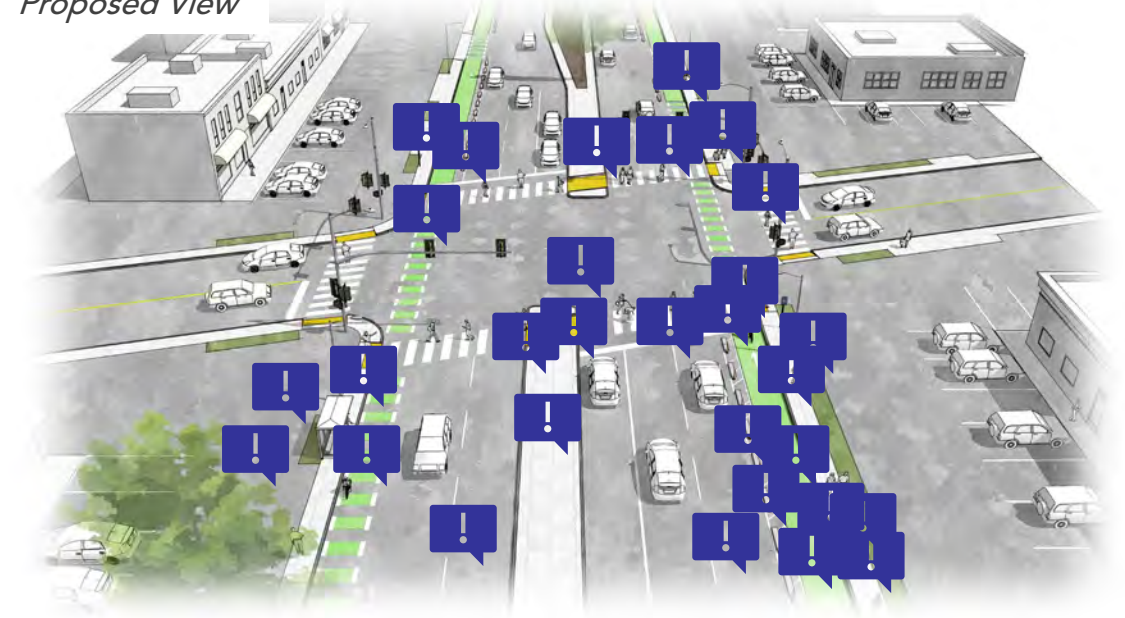
Driving Improvements

- Ensure a protected intersection with traffic calming medians.
- Overall support for a hybrid of concepts 1 and 2

Existing View

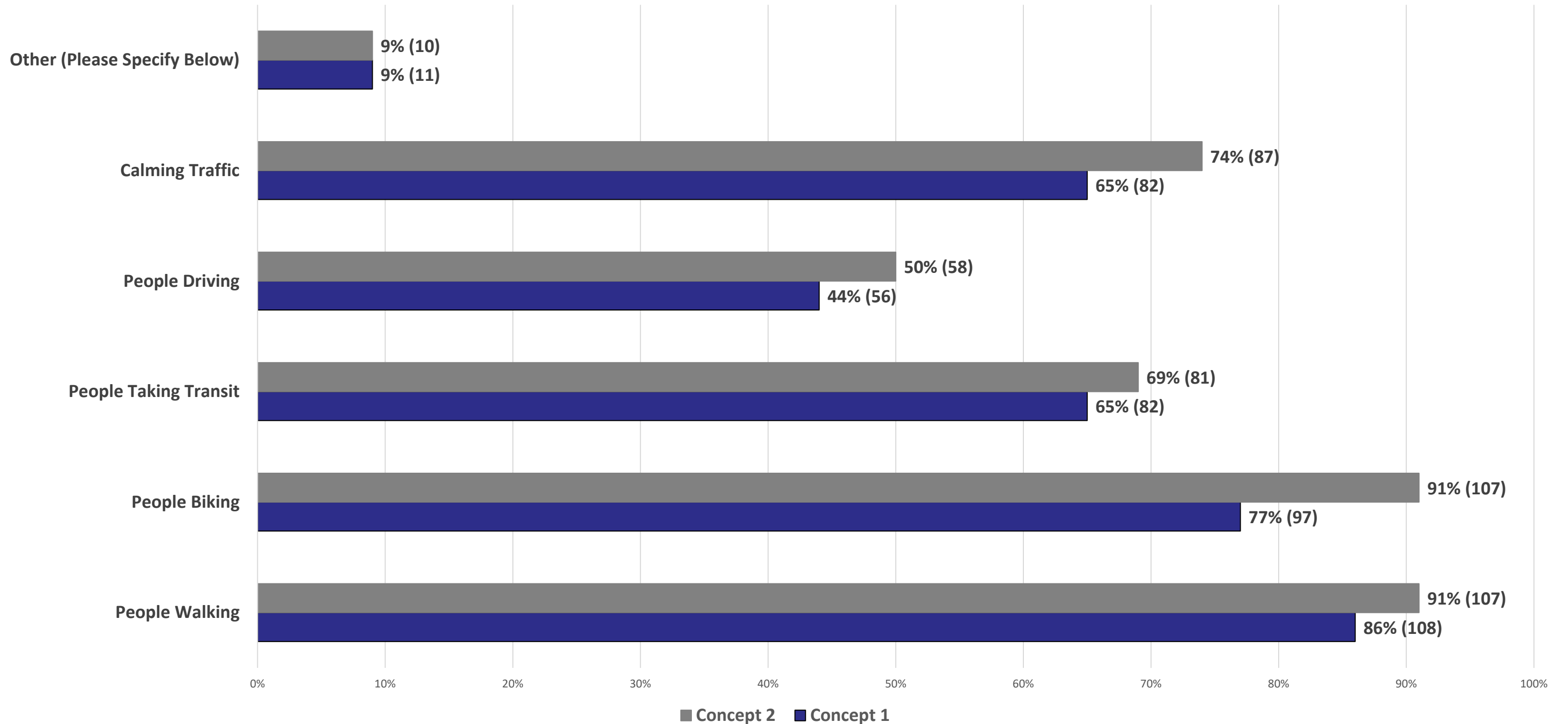


Proposed View



SURVEY #2: SOUTH SEGMENT - CONCEPT COMPARISON

Overall, responses from people surveyed preferred the proposed improvements for **Concept 2**. 91% of people surveyed support the proposed improvements **for people biking and people walking in Concept 2**.



*Respondents were able to choose more than 1 answer choice

APPENDIX D



WALKING WORKSHOP

SUMMARY



**FREEPORT BOULEVARD
TRANSPORTATION PLAN**

OVERVIEW

- A walking workshop was held on **November 6th, 2021**.
- Approximately **15 people** attended this in-person event.
- This tour of Freeport Boulevard was developed as one of the many ways to **gather community input**.
- A **walking tour guidebook** was prepared that included the walking route and questionnaires to record observations made by the community.

FREEPORT BOULEVARD WALKING TOUR

SATURDAY NOVEMBER 06, 2021

INTRODUCTION

This tour of Freeport Boulevard has been developed as one of many ways to gather community input for an ongoing Transportation Plan. This guidebook is the place for you to record and share written comments with the City of Sacramento.

USING THE TOUR GUIDEBOOK

This pedestrian tour covers about 1 mile and 6 stops along Freeport Boulevard. Please take a moment to familiarize yourself with the guidebook before beginning the tour. Please return your guidebook and comment form at the end to the tour leader.

SAFETY FIRST


Please exercise safety when taking the tour. Obey all traffic signals and laws, and use caution when crossing streets for safety. This tour will require stopping and gathering as a group. Your safety is your responsibility.



LEGEND

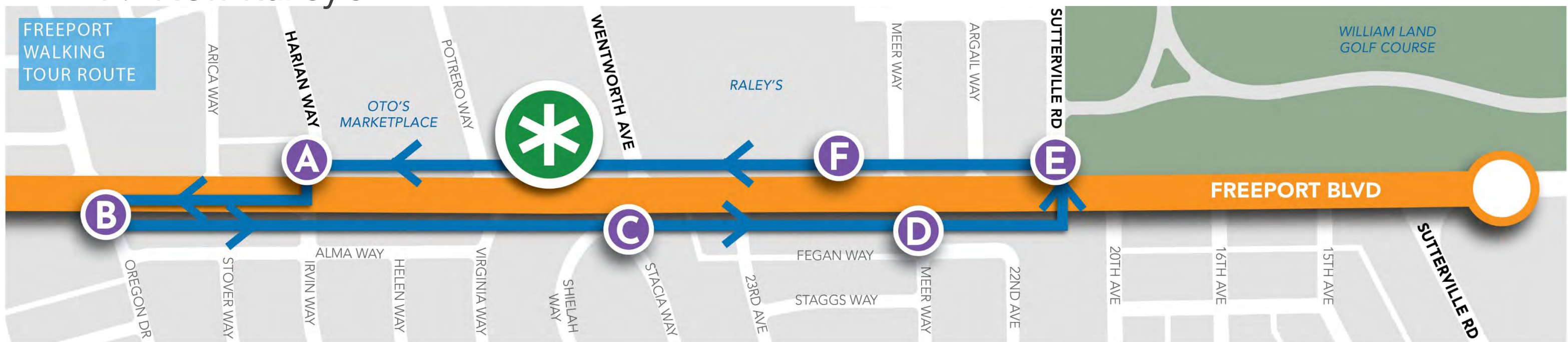
- Freeport Boulevard Study Area
- Walking Tour Path
- START/END Parking Lot of Former Raley's
- A Harian Way
- B Oregon Drive
- C Stacia Way
- D Meer Way
- E Sutterville Road
- F New Raley's

COMMENT SECTION

A Harian Way	B Oregon Drive	C Stacia Way	D Meer Way	E Sutterville Road	F New Raley's	Contact Information
How did it feel walking this stretch of Freeport?	What crossing improvements can be made to make accessing this shopping center easier?	How did it feel walking this stretch of Freeport?	How did it feel walking this stretch of Freeport?	How did it feel walking this stretch of Freeport and crossing at Sutterville Road?	What are your thoughts on the seperated sidewalk?	Name: Phone: Email: Please return your guidebook to the tour leader or scan and email the guidebook to Drew Hart by November 12th. Additional Comments or Questions? Contact Drew Hart, Project Manager Email: AHart@cityofsacramento.org Phone: 916.808.6725
What are the opportunities to repurpose the on-street parking?	What sidewalk improvements can be made to make accessing the shopping center between Irvin and Oregon easier?	What improvements can be made for kids to access this entry point to the elementary schools?	What are your thoughts on the signalized intersection crossings?	What improvements are needed at this intersection?	What are your thoughts on the buffered bikeway?	
Additional Comments:	Do you have feedback for improvements south of this intersection, or additional comments for this stop?	Additional Comments:	Additional Comments:	Do you have feedback for improvements north of this intersection, or additional comments for this stop?	Additional Comments:	Please take our survey for additional input! bit.ly/sac-freeport Project Website: freeportblvd.com 

WALKING WORKSHOP - LOCATIONS

- Six observation stops were included in the workshop:
 - A. Harian Way
 - B. Oregon Drive
 - C. Stacia Way
 - D. Meer Way
 - E. Sutterville Road
 - F. New Railey's



LEGEND

- Freeport Boulevard Study Area
- Walking Tour Path

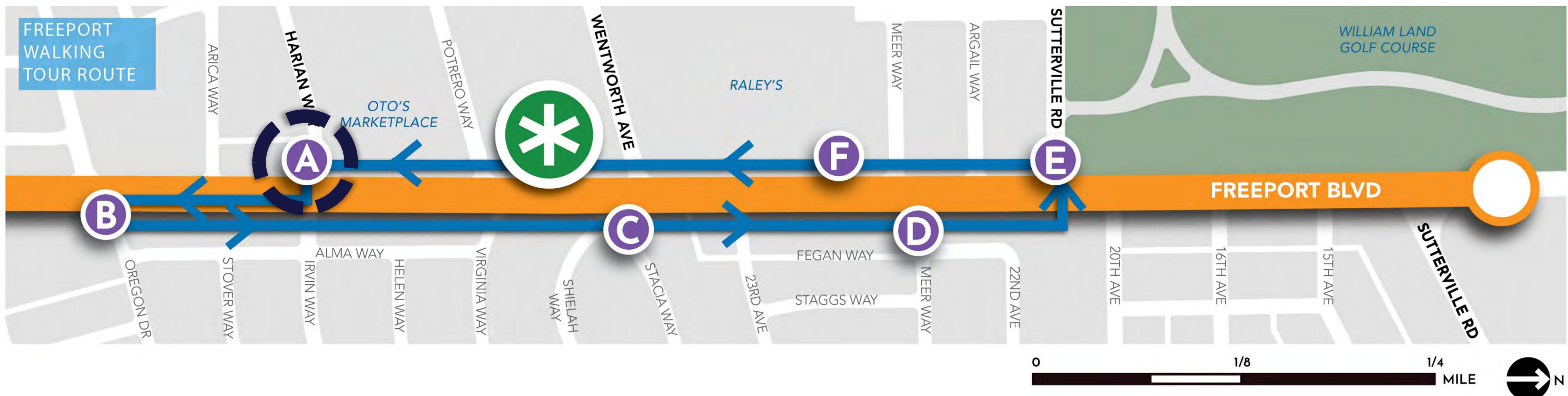


- A Harian Way
- B Oregon Drive
- C Stacia Way
- D Meer Way
- E Sutterville Road
- F New Railey's



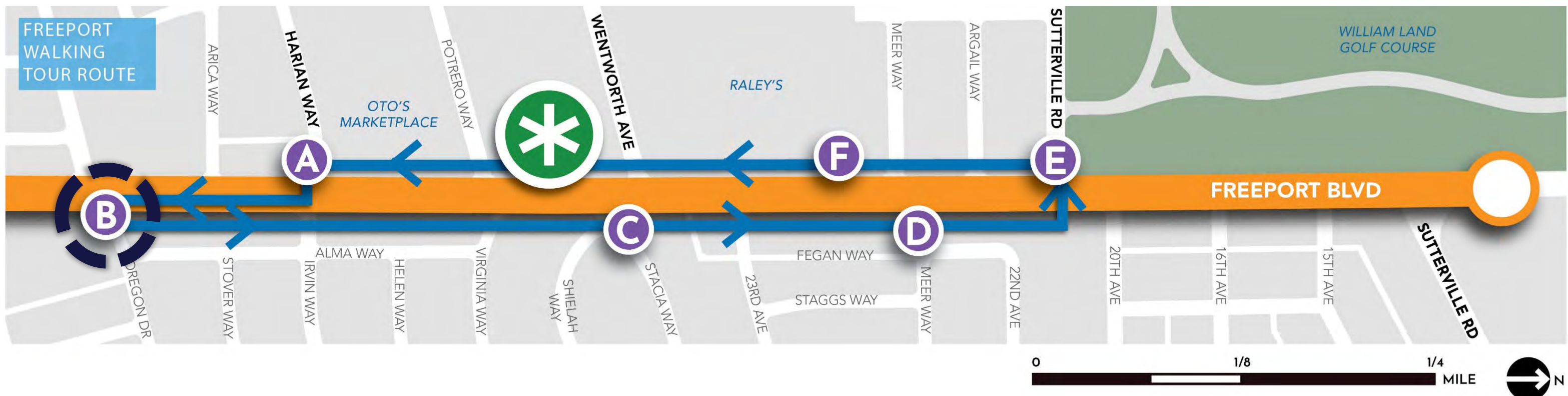
LOCATION A - HARIAN WAY

- Sidewalks have many obstructions such as utility boxes and poles.
- This stretch of Freeport is noisy due to car traffic.
- On-street parking near driveways block sight lines for pedestrians to be seen.
- Wider and separated sidewalk with shade trees would be a major improvement here.



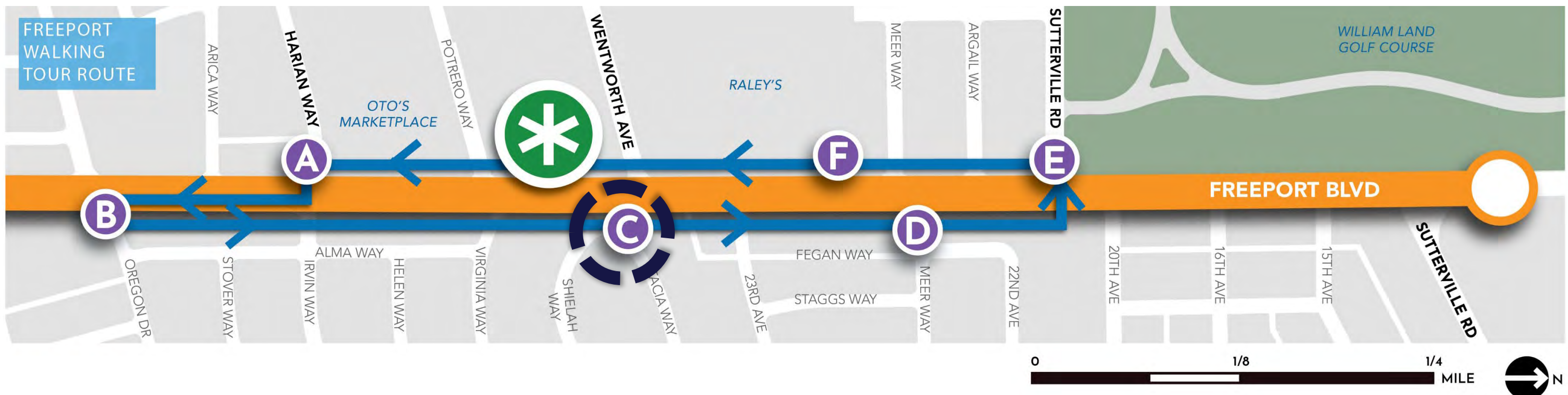
LOCATION B - OREGON DRIVE

- Restore the crosswalk that existed with some kind of pedestrian-activated signal.
- Everything looks and feels run down.
- Underground the utilities.
- Concrete sidewalks should replace the asphalt sidewalks.
- Reduce travel lane widths to under 11-feet as a pilot to see how it reduces travel speed.
- Bulbouts at corners to slow down cars and pedestrian refuge islands.
- Bus stop needs a shelter.



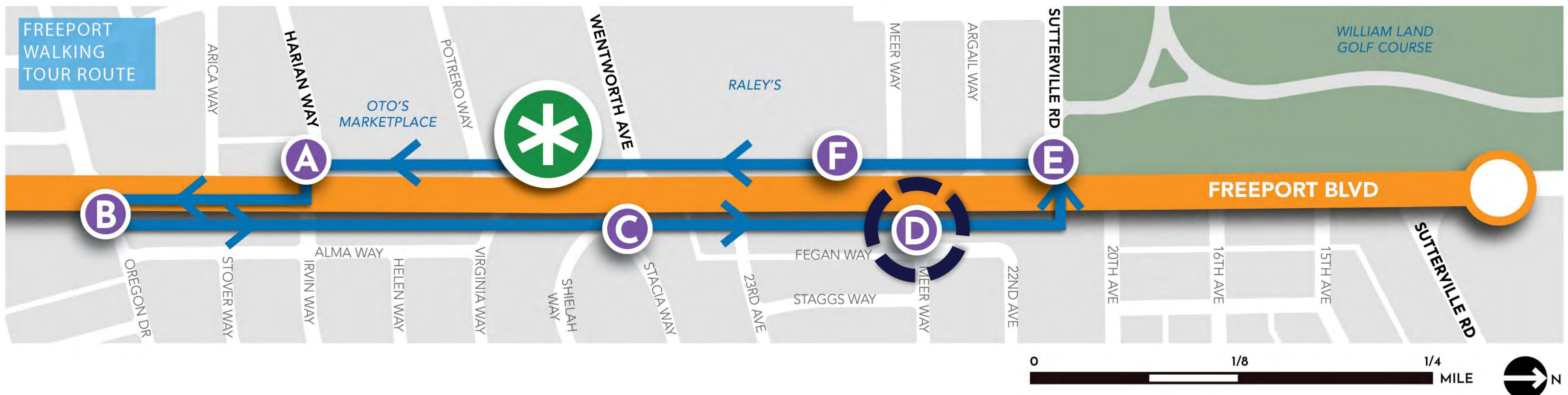
LOCATION C - STACIA WAY

- Sidewalks feel narrow and should be widened.
- Vehicle traffic is too fast in this area because the roadway is so wide.
- The parking from Red Hawk Casino shuttles should be moved off of street.
- Should prohibit left turns at Virginia Way.
- Bulbouts and pedestrian refuge islands would help facilitate crossing the street.



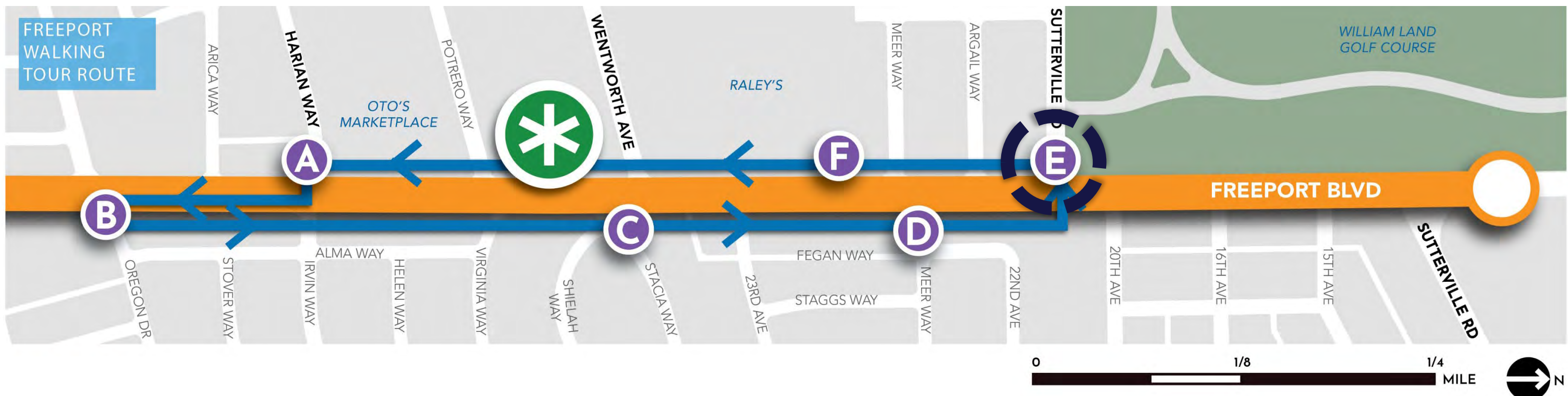
LOCATION D - MEER WAY

- Intersection at Meer is good for pedestrians, but doesn't serve bicyclists well.
- Not as noisy or dangerous-feeling as further south by Oregon Drive
- Bulbouts are needed in this stretch
- Cars exiting parking lots hang over sidewalk



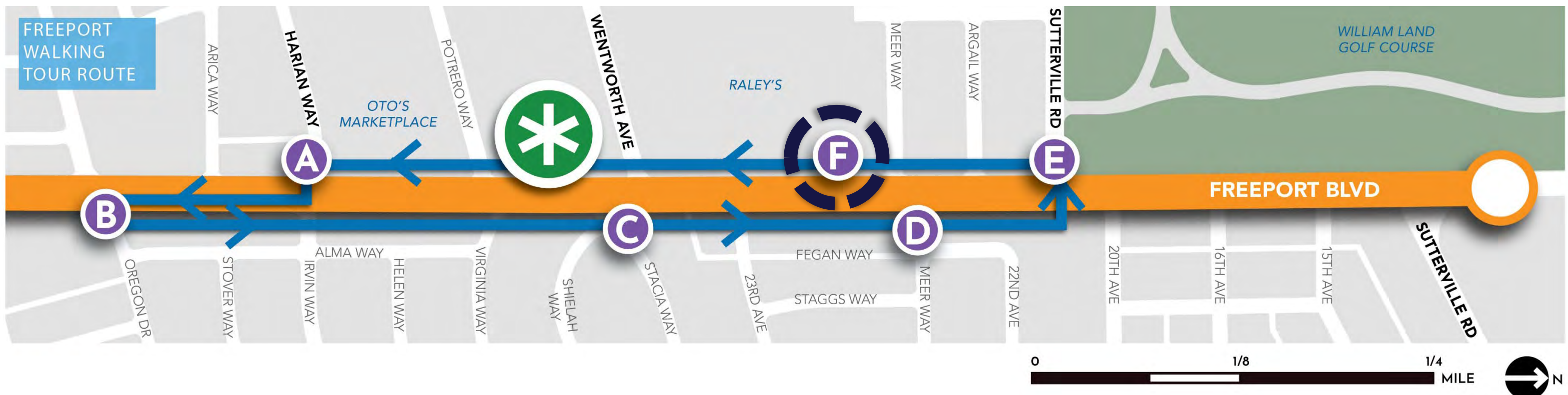
LOCATION E - SUTTERVILLE ROAD (WEST)

- Bulbouts are needed in this area.
- A physical barrier for northbound bike lane is needed between the two Sutterville. Roads as right-turning cars drive in bike lane.
- Sidewalks need widening.
- Pedestrian button on east side is hidden and needs to be moved.



LOCATION F - NEW RAILEY'S

- Bus stop needs a walkway connection to sidewalk. Bus riders now have to walk through landscaping.
- Landscaping between sidewalk and street makes it very inviting and should be used on whole corridor.
- Street lights are nice.
- Buffered bike lane is an improvement, but most would still ride on sidewalks because of speed of adjacent traffic.
- Buried utilities makes such a huge difference.



GENERAL OBSERVATIONS

- Street trees needed for shade.
- The group talked often about bulbouts to shorten crossing distance, slow traffic, and slow turning vehicles.
- The group mentioned green paint in bike lanes to improve awareness.
- The sidewalks felt too narrow at almost the entire stretch with many obstructions like utility poles and boxes.
- Many in the group commented on concrete sidewalks needing to replace the asphalt or broken sidewalks.



APPENDIX E



TRAFFIC COUNTS



FREEPORT BLVD
SAFETY • MOBILITY • COMMUNITY

City of
SACRAMENTO

**FREEPORT BOULEVARD
TRANSPORTATION PLAN**

Appendix: 2021 Traffic Counts

The following pages contains data collected Fall 2021

Speed and Average Daily Traffic data were recorded at key intersections along Northgate Boulevard. Hourly counts were collected North of (N/O) and South of (S/O) to estimate average speed and volume at the following intersections:

- Rosin (N/O and S/O)
- Haggin (N/O and S/O)
- Jefferson (N/O and S/O)

Turn Movement Counts (TMC) record vehicle, pedestrian, and bicycle moving North, South, East, and West at key intersections on Northgate and Freeport Boulevard. TMC were used as a means of estimating ADT at the following intersections:

- Northgate and San Juan
- Northgate and Haggin
- Northgate and El Camino
- Northgate and Arden Garden Connector
- Freeport and Oregon

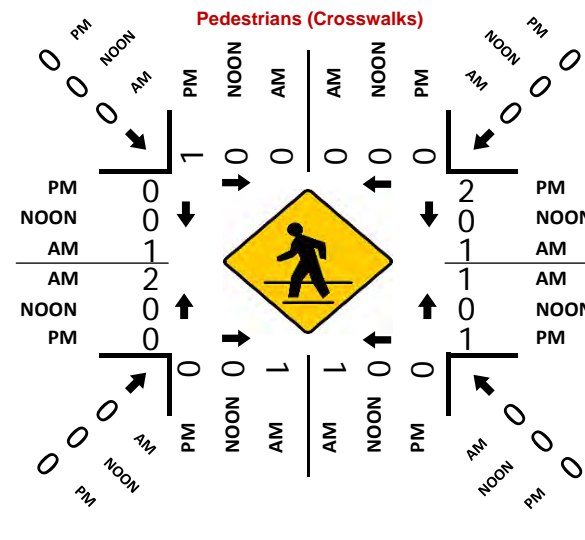
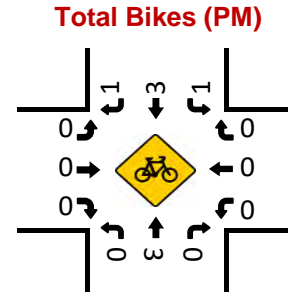
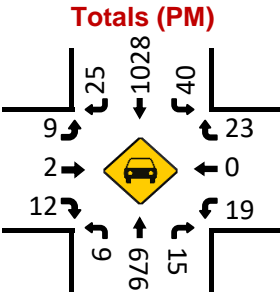
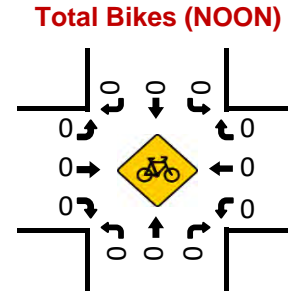
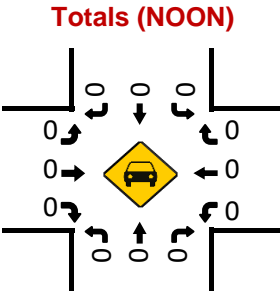
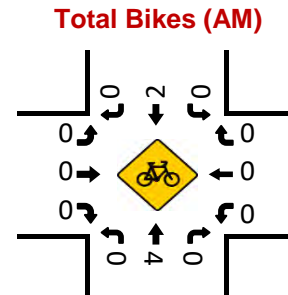
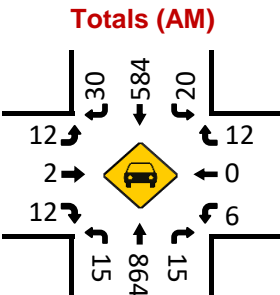
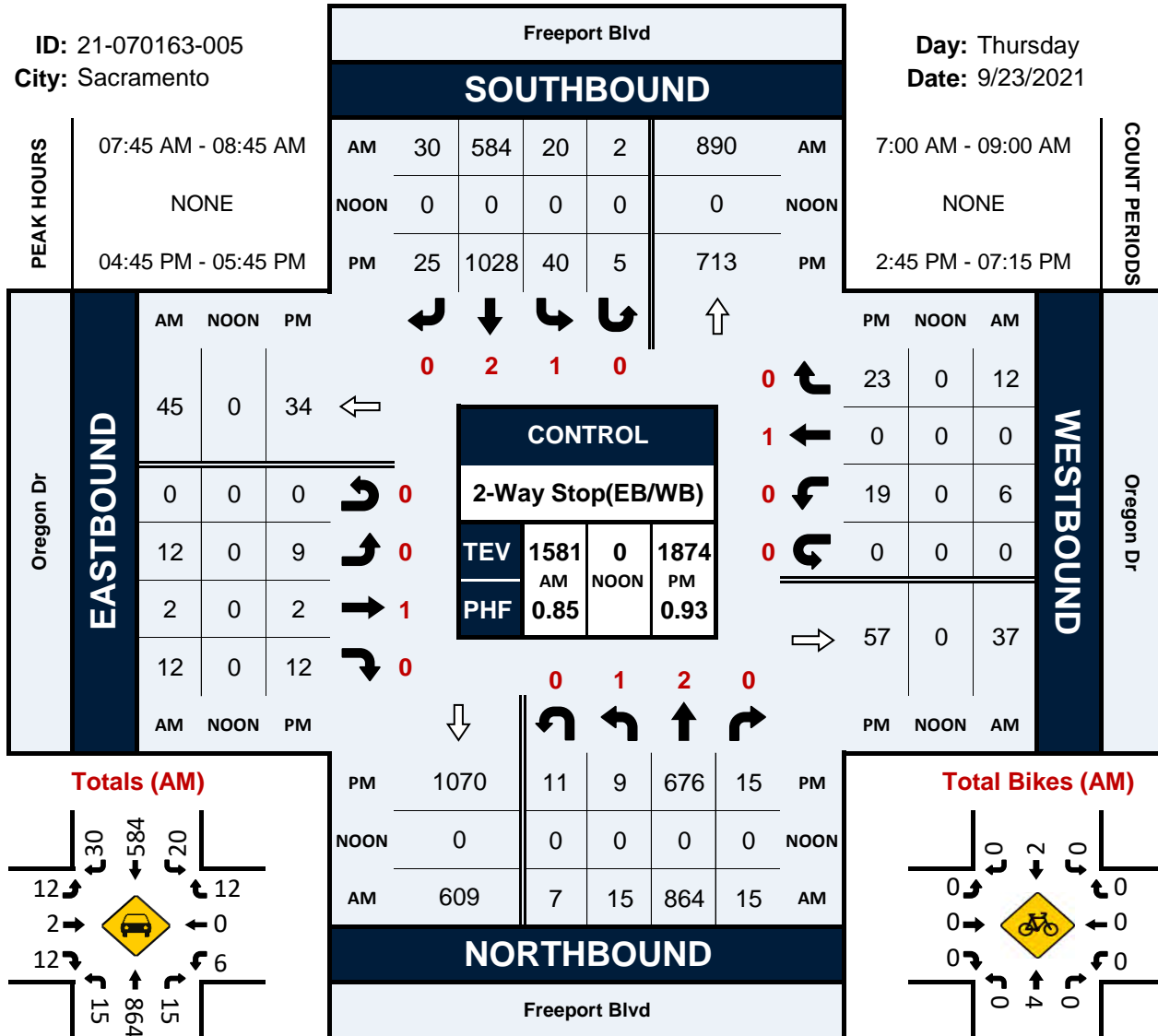
Parking Occupancy data was collected at Freeport Boulevard for all 34 blockfaces that allow parking. Counts were conducted from 7:00 - 8:30 AM and 4:00 - 5:30 PM.

Freeport Blvd & Oregon Dr

Peak Hour Turning Movement Count

ID: 21-070163-005
City: Sacramento

Day: Thursday
Date: 9/23/2021



National Data & Surveying Services Intersection Turning Movement Count

Location: Freeport Blvd & Oregon Dr
 City: Sacramento
 Control: 2-Way Stop(EB/WB)

Project ID: 21-070163-005
 Date: 9/23/2021

Data - Totals

NS/EW Streets:	Freeport Blvd				Freeport Blvd				Oregon Dr				Oregon Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	1	125	0	0	1	53	4	0	0	0	3	0	0	0	1	0	188
7:15 AM	1	124	0	0	1	74	3	0	3	0	1	0	0	0	1	0	208
7:30 AM	1	241	1	2	1	112	2	1	6	0	0	0	0	1	0	0	368
7:45 AM	0	258	1	4	4	178	6	0	3	1	5	0	1	0	3	0	464
8:00 AM	2	204	6	0	6	157	6	0	6	0	3	0	1	0	1	0	392
8:15 AM	4	181	3	1	3	141	5	1	1	1	1	0	2	0	5	0	349
8:30 AM	9	221	5	2	7	108	13	1	2	0	3	0	2	0	3	0	376
8:45 AM	8	196	3	1	8	174	12	0	1	0	4	0	1	0	3	0	411
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	26	1550	19	10	31	997	51	3	22	2	20	0	7	1	17	0	2756
	1.62%	96.57%	1.18%	0.62%	2.87%	92.14%	4.71%	0.28%	50.00%	4.55%	45.45%	0.00%	28.00%	4.00%	68.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	15	864	15	7	20	584	30	2	12	2	12	0	6	0	12	0	1581
PEAK HR FACTOR :	0.417	0.837	0.625	0.438	0.714	0.820	0.577	0.500	0.500	0.500	0.600	0.000	0.750	0.000	0.600	0.000	0.852
	0.856				0.846				0.722				0.643				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:45 PM	4	155	6	5	13	277	6	2	1	0	3	0	3	0	9	0	484
3:00 PM	3	173	5	1	8	219	9	3	1	0	4	0	4	0	7	0	437
3:15 PM	2	144	3	1	4	212	6	3	0	1	1	0	1	1	2	0	381
3:30 PM	3	163	2	3	8	194	8	0	2	1	2	0	4	1	5	0	396
3:45 PM	2	135	5	3	5	218	4	0	1	2	1	0	1	0	4	0	381
4:00 PM	1	135	9	3	7	233	6	1	2	0	3	0	1	0	6	0	407
4:15 PM	1	129	6	2	12	233	6	0	2	0	4	0	5	0	3	0	403
4:30 PM	1	160	4	2	10	227	3	1	2	0	4	0	6	0	5	0	425
4:45 PM	2	156	0	4	9	246	6	1	1	0	4	0	3	0	9	0	441
5:00 PM	3	170	5	1	13	259	6	2	3	0	3	0	7	0	3	0	475
5:15 PM	2	163	4	5	9	251	6	1	3	0	1	0	2	0	9	0	456
5:30 PM	2	187	6	1	9	272	7	1	2	2	4	0	7	0	2	0	502
5:45 PM	1	153	5	1	11	206	7	1	1	2	0	0	5	1	6	0	400
6:00 PM	1	133	0	1	6	204	4	0	0	1	1	0	7	0	4	0	362
6:15 PM	4	147	6	3	5	173	3	0	0	1	1	0	6	0	4	0	353
6:30 PM	2	141	4	3	5	151	4	1	3	0	3	0	4	1	7	0	329
6:45 PM	3	116	5	3	6	158	8	0	0	1	4	0	3	0	1	0	308
7:00 PM	3	148	1	1	7	174	3	1	1	0	2	0	1	0	1	0	343
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	40	2708	76	43	147	3907	102	18	25	11	45	0	70	4	87	0	7283
	1.40%	94.45%	2.65%	1.50%	3.52%	93.60%	2.44%	0.43%	30.86%	13.58%	55.56%	0.00%	43.48%	2.48%	54.04%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	9	676	15	11	40	1028	25	5	9	2	12	0	19	0	23	0	1874
PEAK HR FACTOR :	0.750	0.904	0.625	0.550	0.769	0.945	0.893	0.625	0.750	0.250	0.750	0.000	0.679	0.000	0.639	0.000	0.933
	0.907				0.950				0.719				0.875				

National Data & Surveying Services Intersection Turning Movement Count

Location: Freeport Blvd & Oregon Dr
 City: Sacramento
 Control: 2-Way Stop(EB/WB)

Project ID: 21-070163-005
 Date: 9/23/2021

Data - Bikes

NS/EW Streets:	Freeport Blvd				Freeport Blvd				Oregon Dr				Oregon Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
PEAK HR FACTOR :	0.000	0.333	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
	0.333				0.500												
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
2:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
4:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	12	2	0	2	9	2	0	0	1	0	0	1	1	0	0	30
	0.00%	85.71%	14.29%	0.00%	15.38%	69.23%	15.38%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	3	0	0	1	3	1	0	0	0	0	0	0	0	0	0	8
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.250	0.375	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667
	0.375				0.417												

National Data & Surveying Services **Intersection Turning** Movement Count

Location: Freeport Blvd & Oregon Dr
City: Sacramento

Project ID: 21-070163-005
Date: 9/23/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Freeport Blvd		Freeport Blvd		Oregon Dr		Oregon Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	1	0	0	1	2
7:15 AM	1	1	0	0	0	0	1	0	3
7:30 AM	0	0	0	0	0	0	1	1	2
7:45 AM	0	0	0	1	0	1	0	0	2
8:00 AM	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	1	1	2
8:30 AM	0	0	0	0	1	0	1	0	2
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 1	WB 1	EB 1	WB 1	NB 2	SB 1	NB 4	SB 3	TOTAL 14
APPROACH %'s :	50.00%	50.00%	50.00%	50.00%	66.67%	33.33%	57.14%	42.86%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	1	1	1	1	2	1	7
PEAK HR FACTOR :			0.250	0.250	0.250	0.250	0.500	0.250	0.875
			0.500		0.500		0.375		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:45 PM	0	0	0	1	0	2	0	0	3
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	1	1
3:45 PM	0	0	1	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	1	0	0	0	1
5:00 PM	1	0	0	0	0	2	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	1
6:00 PM	0	0	0	0	1	1	0	0	2
6:15 PM	0	0	0	0	1	0	0	0	1
6:30 PM	0	0	0	0	1	0	0	0	1
6:45 PM	0	0	0	0	0	0	2	1	3
7:00 PM	0	0	0	0	2	0	0	0	2
TOTAL VOLUMES :	EB 1	WB 0	EB 1	WB 1	NB 6	SB 5	NB 4	SB 3	TOTAL 21
APPROACH %'s :	100.00%	0.00%	50.00%	50.00%	54.55%	45.45%	57.14%	42.86%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	1	0	0	0	1	2	0	0	4
PEAK HR FACTOR :	0.250	0.250			0.250	0.250			0.333
					0.375				

Parking Study

Location: Freeport Blvd Bet. Blair Ave & Sutterville Rd

City: Sacramento, CA

Date: 9/23/2021

Day: Thursday

Block Face ID	From	To	Side of the Street	Restriction	Measurement (ft.)	Approximate Space <i>(Measurements divided by 20')</i>	AM				PM			
							7:00 AM	7:30 AM	8:00 AM	8:30 AM	4:00 PM	4:30 PM	5:00 PM	5:30 PM
1	Sutterville Rd	Sutterville Rd	W	No Parking Anytime	0'	0	0	0	0	0	0	0	0	
2	Sutterville Rd	Argail Way	W	No Restriction	49'	2	0	0	0	0	0	0	0	
3	Argail Way	Meer Way	W	No Restriction	88'	4	0	0	0	0	0	0	0	
4	Meer Way	Wentworth Ave	W	No Parking Anytime	0'	0	0	0	0	0	0	0	0	
5	Wentworth Ave	Potrero Way	W	No Restriction	278'	13	0	0	0	0	0	0	0	
6	Potrero Way	Harian Way	W	No Restriction	214'	10	0	0	1	1	5	3	3	4
6	Potrero Way	Harian Way	W	30 Min Parking 8am-6pm	95'	4	0	0	0	0	0	0	0	0
7	Harian Way	Arica Way	W	No Parking Anytime	0'	0	0	0	0	0	0	0	0	0
8	Arica Way	Oregon Dr	W	No Restriction	114'	5	0	2	2	0	0	0	0	0
9	Oregon Dr	Fruitridge Rd	W	No Restriction	90'	4	1	0	0	0	0	0	0	0
10	Fruitridge Rd	Claudia Dr	W	No Restriction	401'	20	0	0	0	0	0	0	0	0
11	Claudia Dr	35th Ave	W	No Restriction	164'	8	0	0	0	0	0	0	0	0
12	35th Ave	38th Ave	W	No Restriction	351'	17	0	0	0	0	0	0	0	0
13	38th Ave	Kitchner Rd	W	No Restriction	239'	11	0	0	0	0	1	1	1	1
14	Kitchner Rd	Hughes Ave	W	No Restriction	190'	9	0	0	0	0	0	0	0	0
15	Hughes Ave	McAllister Ave	W	No Restriction	231'	11	0	0	0	0	0	0	0	0
16	McAllister Ave	Blair Ave	W	No Restriction	49'	2	0	0	0	0	0	0	0	0
17	Blair Ave	Dwy Exit	E	No Restriction	463'	23	0	0	0	0	0	0	0	0
18	Dwy Exit	Hughes Ave	E	No Restriction	246'	12	0	0	0	0	0	0	0	0
19	Hughes Ave	Kitchner Rd	E	No Restriction	480'	24	0	0	0	0	0	0	0	0
20	Kitchner Rd	38th Ave	E	No Restriction	535'	26	0	0	0	0	0	0	0	0
21	38th Ave	35th Ave	E	No Restriction	515'	25	0	0	0	0	0	0	0	0
22	35th Ave	Claudia Dr	E	No Restriction	509'	25	0	0	0	0	0	0	0	0
23	Claudia Dr	Fruitridge Rd	E	No Restriction	260'	13	0	0	0	1	3	3	4	1
24	Fruitridge Rd	Murieta Way	E	No Parking Anytime	0'	0	0	0	0	0	0	0	0	0
25	Murieta Way	Oregon Dr	E	No Restriction	202'	10	0	0	0	1	0	0	0	0
26	Oregon Dr	Irvin Way	E	No Restriction	393'	19	1	1	1	2	14	13	14	13
27	Irvin Way	Virginia Way	E	No Restriction	356'	17	0	0	0	2	6	4	4	4
28	Virginia Way	Stacia Way	E	No Restriction	156'	7	0	0	0	0	1	1	1	1
29	Stacia Way	23rd Ave	E	No Restriction	131'	6	1	1	1	1	1	1	1	0
30	23rd Ave	Meer Way	E	15 Min Zone	25'	1	0	0	0	0	1	0	0	0
30	23rd Ave	Meer Way	E	No Restriction	138'	6	1	1	1	1	3	0	0	0
31	Meer Way	20th Ave	E	No Restriction	215'	10	0	0	2	3	8	6	7	6
32	20th Ave	16th Ave	E	1 Hr Parking 8am-6pm except Sat & Sun	101'	5	0	0	0	0	0	1	1	1
32	20th Ave	16th Ave	E	No Restriction	23'	1	0	0	0	0	0	0	0	0
33	16th Ave	15th Ave	E	1 Hr Parking 8am-6pm except Sat & Sun	232'	11	0	0	0	0	0	0	0	0
34	15th Ave	Sutterville Rd	E	No Parking	0'	0	0	0	0	0	0	0	0	0

361

time regulation

21 0 0 0 0 1 1 1 1

APPENDIX F



DESIGN LAYOUTS



FREEPORT BLVD
SAFETY • MOBILITY • COMMUNITY

City of
SACRAMENTO

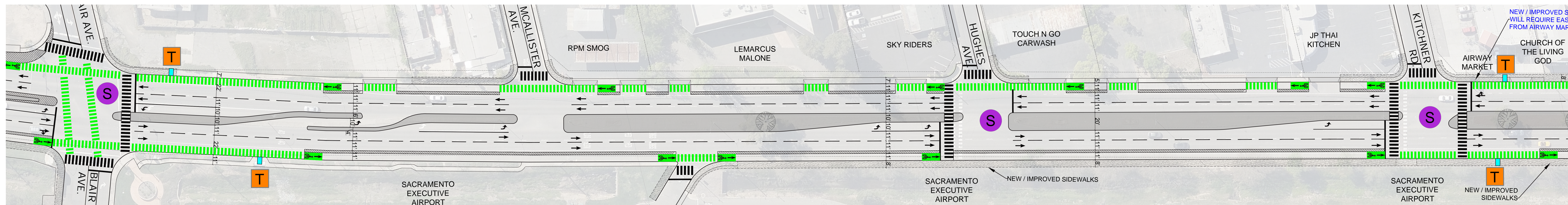
**FREEPORT BOULEVARD
TRANSPORTATION PLAN**

PUBLIC REVIEW DRAFT - DESIGN LAYOUT



BLAIR AVENUE TO KITCHNER ROAD

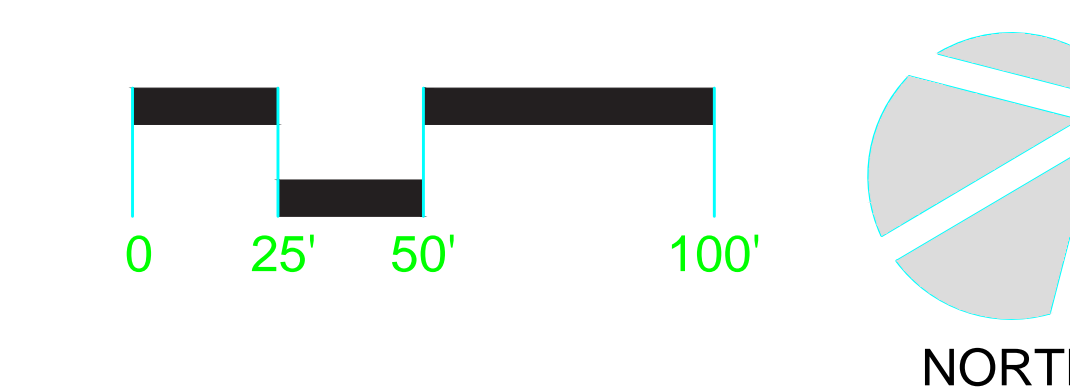
PART 1 OF 6



**SOUTH SEGMENT
SEPARATED BIKEWAY**

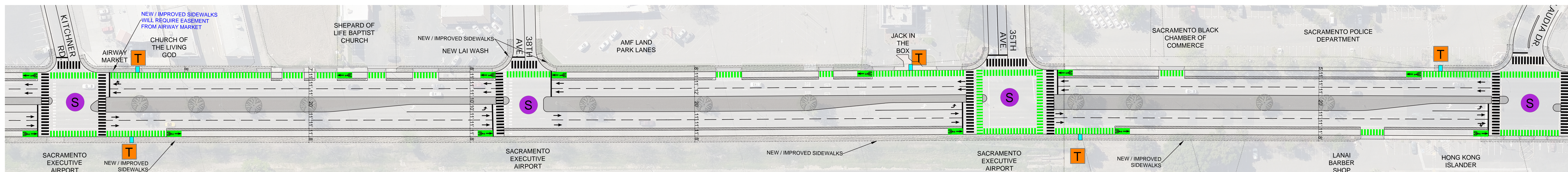
LEGEND

- EXISTING TREES
- IMPROVED SIDEWALK
- PROPOSED/IMPROVED CROSSWALK
- PROPOSED/IMPROVED SIGNAL
- PROPOSED/IMPROVED TRANSIT STOP



KITCHNER ROAD TO CLAUDIA DRIVE

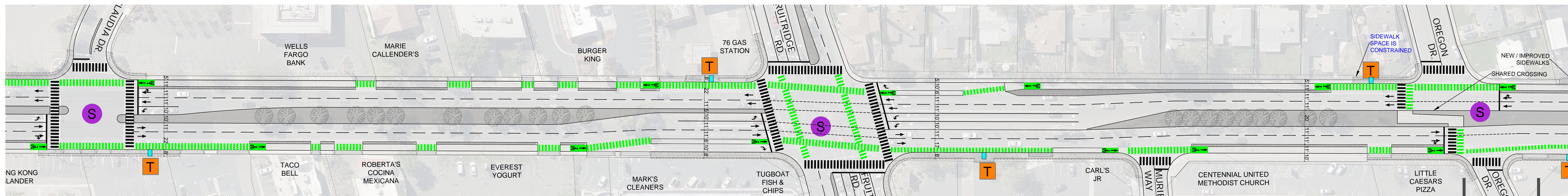
PART 2 OF 6



**SOUTH SEGMENT
SEPARATED BIKEWAY**

CLAUDIA DRIVE TO OREGON DRIVE

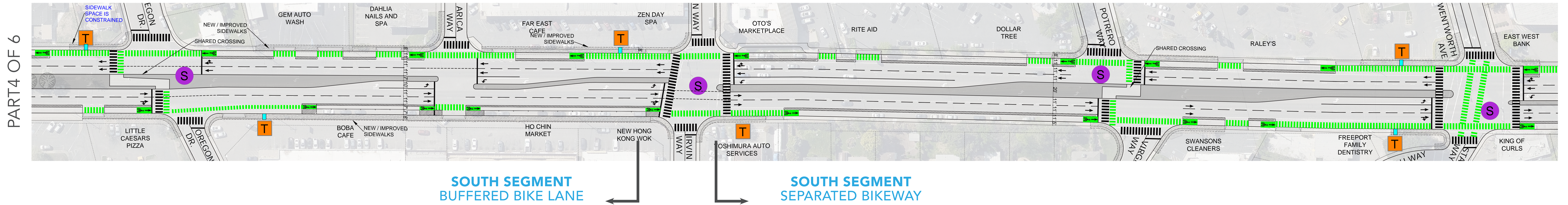
PART 3 OF 6



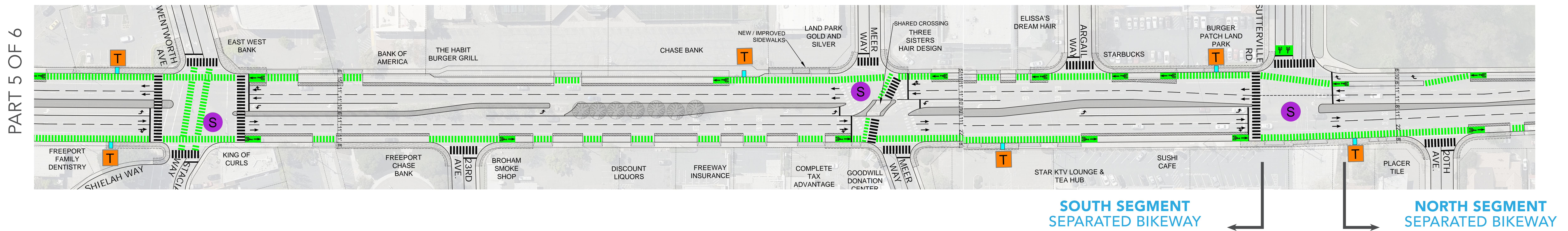
**SOUTH SEGMENT
SEPARATED BIKEWAY**

**SOUTH SEGMENT
BUFFERED
BIKE LANE**

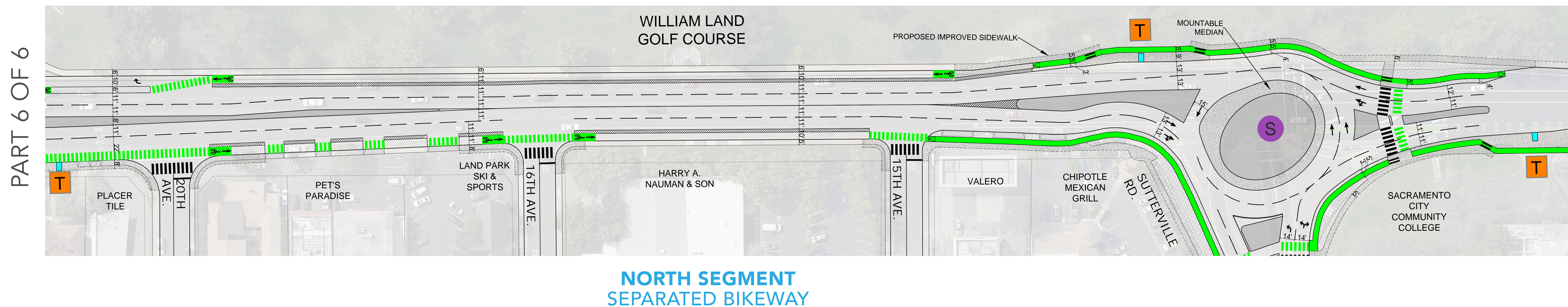
OREGON DRIVE TO WENTWORTH AVENUE



WENTWORTH AVENUE TO 20TH AVENUE



20TH AVENUE TO SUTTERVILLE ROAD



LEGEND	
	EXISTING TREES
	IMPROVED SIDEWALK
	PROPOSED/IMPROVED CROSSWALK
	PROPOSED/IMPROVED SIGNAL
	PROPOSED/IMPROVED TRANSIT STOP

