4/5 lanes are perceived as necessary - but no justification.

Crosswalks - speed of traffic is determinant.

Posted speed reductions.

New crosswalks are good, but please don't do any roundabouts, or corner bumps.

Encourage staff to dream big and listen to community input.

How will the speed limit be enforced/elected?

State laws dictate speed limits.

Why is proposed crosswalk at Virginia going to have only one leg crossing Freeport?

A: Will double check configuration.

I agree that protected bike lanes are not appropriate for intense commercial with driveways, but maybe for part of the corridor.

Changing the roadway with changes to lane width, changing bike lanes, etc. allows the city to design for and post whatever speed limit it wants. The 85% “rule” is often used as an excuse to not change the speed limit, but that is a misunderstanding.

You can fix people cutting off bikes by removing the turn lane or completely tucking it to the right of an adequately demarked bike lane.

I think that right turn lanes should be eliminated. They present a risk to bicyclists AND walkers, make longer crosswalk distances and don't help traffic flow much.

I agree with removing right turn lanes and I am a walker.

I am very thankful for the idea of a stop light at Kitchner. (if I understood correctly north end definitely needs 1 or 2 ways to cross Freeport)

I am grateful for that signal control at Kitchner as well. I am with OCA Sacramento and I spoke with my friends at JP Thai Kitchen. They have seen so many accidents there.

The intersection at Sutterville is bad and dangerous.

Turn lane takes over bike lane, makes difficult.

Ways to mitigate traffic flow.

Additional crosswalk?

People do not look at pedestrians/cyclists crossing.

Consideration of wider driveways on east side?

It is a skewed intersection. A crosswalk exists there, from northwest corner to southeast corner, with a protected area in the buffer.

PLEASE, please, please fix that scramble of turn lanes from Freeport to Sutterville east. That should be a standard T-intersection.
ACKNOWLEDGMENTS

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INTRODUCTION

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.

SAFETY

PURPOSE AND GOALS

RECENT AND CONCURRENT PLANNING PROCESSES

COMMUNITY PLANNING PROCESS

COMMUNITY ENGAGEMENT METHODS

PROJECT SCHEDULE
1. INTRODUCTION

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
INTRODUCTION

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.
The Freeport Boulevard Transportation Plan included 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.
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.

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 give 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.

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.

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

1. INTRODUCTION

FREEPORT BOULEVARD TRANSPORTATION PLAN

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
6. Final Report, February 2023
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.
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.
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

FIGURE 2.3 DISTINCT CORRIDOR SEGMENTS

- North Segment - Existing prototypical section
- South Segment - Existing prototypical section
During this same period, Killed or Seriously Injured (KSI) crashes involving people bicycling or walking occurred at Claudia Drive, Oregon Drive, Harian Way, Mear 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.

**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.

Between January 2016 and January 2020:

- **200%** Increase in crashes involving people walking from 2017 to 2019
- **70** Crashes Between January 2016 and January 2020

**Key Findings**

- The share of pedestrian-involved crashes increased by 200% from 2017 to 2019.
- There was a slight decrease in injury crashes*
- The share of vehicle-only crashes has increased again between 2016 and 2017 yet crashes gradually dropped since 2017.
- Driving steadily increased from 2016 to 2019 yet decreased again in 2020.

**Sources**

1. Statewide Integrated Traffic Records System (SWITRS), January 2016 to December 2021
2. Crossroads, March 2020 to December 2020
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.
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.
- Potrero Way
- 38th Ave.
- Wentworth Ave.
- 35th Ave.
- Meer Ave.
- Claudia Dr.
- Argal Way
- Fruittidge Rd.
- Suttonville Rd. West
- Oregon Dr.
- Suttonville Rd. East

**FIGURE 2.6 CROSSWALKS**

- Creates and Maintains Pedestrian Access
- Missing Crosswalk Enhancements
- No Curb Extensions or Refuge Island

**WALKING FACILITIES:**

**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. This includes missing sidewalks, wide driveways, and a lack of landscape strips and trees, and no pedestrian lighting.

Mobility for people with disabilities is a priority for the City. The Freeport corridor is older and there are locations on the corridor with infrastructure that are not ADA compliant.

Length of pedestrian crosswalks

1,500’

Longest distance between crosswalks

75’ - 100’
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 bike lanes 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

According to Bicycle Master Plan, Freeport Boulevard should have SEPARATED bikeways.
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.
- Wentworth Ave.
- Kitchner Rd.
- Meer Way
- 35th Ave.
- Suttenville Rd West
- Fruitridge Rd.
- Suttenville Rd East
- Harian Way

![Transit Facilities - Existing conditions](image-url)

**FIGURE 2.8 TRANSIT**

Legend:
- Stops
- Parking
- Park & Ride
- Bus Stop with Shelters
- Bus Stop
- Bus Stop with Shelter and Benches
- High-Area
- Shoppers
- Existing-Shoppers
- High-Volume
- Upward
- Bus Stop
- Bus Stop with Shelter and Benches
- Bus Stop
- Bus Stop with Shelter
- Bus Stop
- Bus Stop

**Transit Facilities - Existing conditions**

**Number of bus stops along the corridor**: 22

**Boardings per day occur along the Plan Area**: 316
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.
- Potrero Way
- Fruitridge Rd.
- Sutterville Rd. West
- Oregon Dr.
- Sutterville Rd. East

![FIGURE 2.9 VEHICULAR TRAFFIC](image)

**High northbound MORNING vehicle counts and high southbound EVENING vehicle counts**

![Driving - Existing conditions](image)
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.

59% Zero Occupancy of parking during morning and afternoon peaks
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.

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.

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.

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.

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.

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.

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.

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.

Synchronized existing signals: Signal times are improved to synchronize with people who are driving to alleviate congestion.

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.

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.
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.

FIGURE 4.1 EXISTING AND PLANNED SIGNALS
FIGURE 4.2 PROPOSED PEDESTRIAN SIGNALS
FIGURE 4.3 EXISTING CROSSWALKS
FIGURE 4.4 PROPOSED CROSSWALKS
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.

FIGURE 4.5 DEVELOPMENT FRAMEWORK MAP

Legend
- Creeks & Water Bodies
- Freeways
- Major Detours
- Proposed
- Shared Use Paths (Existing)
- Proposed Crosswalk
- Proposed Improved Transit Stop
- Improvement to Existing Signal
- Improvement to Existing Crosswalk
- Improvement to Existing Sidewalk

FIGURE 4.5 DEVELOPMENT FRAMEWORK MAP
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
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 Freeway 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 2 travel lanes in each direction
5. Proposed/Improved Sidewalks
6. Existing Trees
7. Proposed/Improved Sidewalks
8. Proposed/Improved Transit Stop
9. Proposed/Improved Existing Trees
10. Proposed/Improved Existing Trees
FREEPORT BOULEVARD TRANSPORTATION PLAN

4  CORRIDOR DESIGN CONCEPTS

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
**FREEPORT BOULEVARD TRANSPORTATION PLAN**

**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.

**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 Prosero, 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.

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**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

**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
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 bike ways that extend through the intersections.

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 bike ways 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.
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
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.
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.
FREEPORT BOULEVARD TRANSPORTATION PLAN

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.

» 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 permits to construct the project.

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 as 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.

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

PRELIMINARY DESIGN AND ENVIRONMENTAL CLEARANCE

YEAR 1 2 3 4

STEPS
1. Evaluates and discloses project impacts on many aspects of the natural, social, and economic environment
2. Establish the permitting requirements for construction
3. Establishes a funding plan through construction accounting for all project delivery and construction costs
4. Pass federal environmental review to open up opportunity for federal funding

OUTCOME
Understand community needs, issues, and ideas

Stakeholder review of design progression as specific solutions are developed

CONSTRUCTION INSPECTION AND CERTIFICATION

YEAR 8 9 10 11 12 13 14 15

STEPS
1. Create bid documents, advertise the project, and Completed Project award construction contract based on bid price
2. File all permits to allow work in the right-of-way
3. Manage traffic during construction
4. Provide ongoing quality inspection of work
5. Project testing, certification and opening

OUTCOME
Construction notifications

Final construction set

Completed project

OUTCOME
Approved preliminary design and environmental clearance