APPENDIX A

TRAFFIC, SAFETY, AND TRANSIT

SUMMARY

FREEPORT BOULEVARD TRANSPORTATION PLAN
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.
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-tums 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.
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 361 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.
### EXISTING CONDITIONS

**PARKING UTILIZATION**

**PM Peak**

In the morning, on average 10% of parking spaces were parking in.
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) – 40% from 7:30 to 8:30 AM
2. Oregon Dr and Irvin Way (east side) – 68 to 74% throughout PM peak
3. Meer Way and 20th Ave (east side) – 60 to 80% through PM peak

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.
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**

**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.

EXISTING CONDITIONS

Total Primary Crash Factors (PCF) Along Freeport Blvd.

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

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

Crashes by Mode

APPENDIX A-7
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 Blvd.

Total Movements Before Crashes Along Freeport Blvd.

Other includes Ran Off Road, Slowing/Stopping, Other Unsafe Turning, Crossed Into Opposing Lane, Traveling Wrong Way
**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

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**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
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%.

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

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.
### Methodology

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

### Freeport Boulevard Service Summary

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

*Freeport Boulevard Service Summary*
**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
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
TRANSPORT 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.
TRANSIT OPPORTUNITIES

Claudia Dr.

• Northbound
  o Multiple edges/grade changes
  o Old lamp post (sign attached) – could be removed to level out landing area

• Southbound
  o Walkway into parking lot likely non-compliant (too narrow)

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

Fruitridge Rd.

• Northbound
  o Stop is in good shape

• Southbound
  o Near intersection, between driveways
  o Benches block sidewalk

Location Map
TRANSIT OPPORTUNITIES

Oregon Dr.

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

- Southbound
  - No crossing - should remove stop
  - Bench blocks sidewalk

[Location Map]

[Northbound Image]

[Southbound Image]
TRANSIT OPPORTUNITIES

Irvine Way

• Northbound
  o Far from intersection; sidewalk closer to intersection very narrow; driveways
  o Stop is close to Oregon

• Southbound
  o Little that can be changed
  o Stop is close to Oregon
**TRANSPORT 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

*Location Map*  
*Northbound*  
*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
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
**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