• Phoenix to draft language
• 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](http://www.freeportblvd.com)
• 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
The **study area** limits are from Sutterville Rd. in the North to Blair Ave. in the South.
• **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 STAKEHOLDER 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8月，萨克门托县政府开始全面规划，以确定FREEPORT大道的社区价值和需求。根据整个过程中与社区的充分咨询，我们将以道路安全为设计的首要目标，该规划将为FREEPORT大道未来创建一个高安全氛围。

指南:
调查问卷/表单会包含21个级别的多项选择题，以及更具有挑战性的开放性问题。我们鼓励您填满问卷以帮助我们更好地了解社区的需求。

沿着FREEPORT大道行驶:
如果您在调查表中选择第3项，我们将收集涉及FREEPORT大道周边社区的关于您的想法和感受，以及您关于FREEPORT大道的建议。

在我们开始之前，我们想多了解您以及您对FREEPORT大道的看法。您有如何与FREEPORT大道相关的建议?
✔步行
✔ 自行车
✔ 原车巴士
✔ 货车
✔ 其他，请说明

如果您选择了其他，请在下面告诉我们更多信息:

您对如何改善FREEPORT大道的看法:
✔ 步行
✔ 自行车

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, etc.) 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 in and find your home and place of work.

Place this pin near your home

Place this pin near your work

APPENDIX B-10
• The consultant team presented the **community assets, issues and opportunities** existing in the corridor.

• The community **affirmed** these assets, issues and opportunities.
The consultant team presented the **emerging vision** which was affirmed by the community.
• 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?
• 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
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.
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.
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.
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

Improvements

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

• Try placing bus stops \textbf{near intersections} to minimize walking distance.

• Consider \textbf{comprehensive assessment} of bus stop locations.

• Reduce \textbf{walking distance} to bus stops.
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.
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.
## Community Discussion

### 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

<table>
<thead>
<tr>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is this in the top 10 Vision zero areas?</td>
</tr>
<tr>
<td>Freeport Blvd is not in the top 10.</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>Freeport intersects with several of the Top 10 High Injury Network corridors identified in the Vision Zero Plan.</td>
</tr>
<tr>
<td>Will this team consider enacting “quick wins” that can be implemented sooner than later? e.g., synchronized traffic lights.</td>
</tr>
<tr>
<td>Long term solutions to reimagining space, synchronizing can be done where adequate. Some infrastructure is outdated.</td>
</tr>
<tr>
<td>The corridor is very different along this study area.</td>
</tr>
<tr>
<td>One solution for the whole stretch might not be best.</td>
</tr>
<tr>
<td>The corridor is very different along this study area.</td>
</tr>
<tr>
<td>One solution for the whole stretch might not be best.</td>
</tr>
<tr>
<td>For example between Irvine and Virginia on the east side it's all back yard fences without curb cuts.</td>
</tr>
<tr>
<td>Here I could see more green, trees, even green street features.</td>
</tr>
<tr>
<td>The strip malls have multiple owners... so in the past really tough.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enhance sense of place and history.</td>
</tr>
<tr>
<td>Blair Ave north of FF: why no sidewalk along bike lanes, or is Del Rio Trail combination of walk and bike?</td>
</tr>
<tr>
<td>Del Rio Trail will be shared use path.</td>
</tr>
<tr>
<td>Funding was based on commercial corridors with collisions.</td>
</tr>
<tr>
<td>Improvements in short term.</td>
</tr>
<tr>
<td>Look and feel of urban neighborhood.</td>
</tr>
<tr>
<td>More public art that reflects the neighborhood character.</td>
</tr>
<tr>
<td>We need both short-term and long-term solutions to improve this corridor.</td>
</tr>
<tr>
<td>Walk Sacramento? Foundation document for project.</td>
</tr>
</tbody>
</table>
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
Emerging Design Concepts Workshop #2 occurred on April 28th, 2021, 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
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
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 STAKEHOLDERS 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

South Segment - From Sutterville West to Blair Avenue
Proposed Concept 2

- Sidewalk and sidewalk enhancement improvements
- Trails to provide safe and active sidewalks where needed
- Separated bike lanes along the street by removing parking spaces
- Enhanced transit facilities at the bus stop with shelter and amenities
- Reduced curb lane widths and curbed medians to encourage traffic calming, and surround transit stops with greenery to improve traffic flow
- Removed parking for the separated bike lanes.

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

Segmento Sur - De Sutterville a Blair Avenue
Concepto Propuesto 2

- Mejoramiento de la zona de bicicletas y peatones
- Arriendos para propietarios marcha dentro la zona de pasarela de los peatones
- Caminos para ciclistas separados el largo de la calle, mediante el uso de pasarela de ciclistas
- Instalaciones de la ciclovía señalizadas mediante pasarela de ciclistas
- Reducción de la anchura de las calles de vehículos y medias para fomentar la ciclovía y peatones
- Entra la bicicleta en las calles de la ciclovía

Los comentarios escritos adicionales que la guía o compartir con respecto a los mejoramientos propuestos de la ciclovía.

APPENDIX B-36
The consultant team presented the **Community Vision** for the corridor.
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
The consultant team presented the community design framework for the corridor.

3. Provide continuous and comfortable sidewalks and medians.
The consultant team presented the **community design framework** for the corridor.

4. Enhance existing crosswalk

5. Provide new crosswalks at intersections
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
The consultant team presented the community design framework for the corridor.

8 Create more comfortable bus boarding zones

9 Avoid bus and bike conflicts
The consultant team presented the **community design framework** for the corridor.

10. Synchronize existing signals

11. Managed traffic flow with medians
The consultant team presented the **emerging design framework** which included:

- **Improvements to Existing Signal**
- **New Planned Signal**
- **Proposed Signal with Crosswalks**
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
EMERGING CONCEPTS

• 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
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 (lots of driveways). This confuses drivers and limits clear and bike lines of sight and will be more unsafe even than an unprotected street-running bike lane.

Genera 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 Fisourt 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 initialed 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](http://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 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
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
- Tracy McMillan, NN
- Isaac Gonzalez, DIYSL
- Jinky Dolar, OCA
- Dorcas Yee, OCA

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
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 STAKEHOLDER 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
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:
Miércoles, 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:
Sábado, Octubre 29, 2022 de 11:30 am - 1:30 pm
Ubicación: Belle Cootledge Library
Belle Cootledge Community Room
5600 S Land Park Dr.

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

南段 - 从Suttersville西街到Blair大街
建议方案1
- 为行人和自行车提供安全
- 在行人和自行车道的两侧设置树木
- 增加自行车道
- 减少交通速度以减少交通事故，并同步交通信号以改善交通流量
- 保留停车场

PLAN DE TRANSPORTE DE FREEPORT BOULEVARD
The consultant team presented the Community Vision and Public Draft Design Framework for the corridor which was affirmed by the community.
The consultant team presented various **improvement opportunities** and the community **affirmed the overall vision** for the corridor.

1. Improve Safety
2. Provide Safer Walking/Biking Connections
3. Improve Transit Efficiency
4. Improve Shade and Comfort
5. Enhance Natural Environment
6. Celebrate Neighborhood Identity
7. Celebrate Business & Economic Development
8. Reduce Traffic Congestion
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

<table>
<thead>
<tr>
<th>Street Trees and Shade</th>
<th>Street and Pedestrian Lighting</th>
<th>Wider Sidewalks</th>
<th>Improved Crosswalks</th>
<th>New Crosswalks</th>
</tr>
</thead>
<tbody>
<tr>
<td>76%</td>
<td>71%</td>
<td>64%</td>
<td>83%</td>
<td>65%</td>
</tr>
</tbody>
</table>

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

### Bike Improvements

<table>
<thead>
<tr>
<th>Continuous Bike Facilities</th>
<th>Improved Bike Connections</th>
<th>Separated, dedicated, bike facilities</th>
<th>New and Improved Bike Parking</th>
<th>Buffered Bike Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>87%</td>
<td>86%</td>
<td>76%</td>
<td>67%</td>
<td>63%</td>
</tr>
</tbody>
</table>

##% 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
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.
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
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
• 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 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 concept which 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 – 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 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
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 – 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
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
NEXT STEPS

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

**PROJECT WEBSITE:** freeportblvd.com