EXISTING CONDITIONS & OPPORTUNITIES REPORT

February 2022

FREEPORT BOULEVARD TRANSPORTATION PLAN

City of SACRAMENTO

FREEPORT BLVD

SAFETY • MOBILITY • COMMUNITY
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PART I
INTRODUCTION
The **Freeport Boulevard Transportation Plan** was conceived in response to community interest in improving transportation safety and mobility on Freeport Boulevard. A few traits of Freeport Boulevard include:

- A commercial corridor which is one of the top trends containing crash patterns identified in the Vision Zero Action Plan
- Access to a mix of retail, restaurant, and community services
- Near neighborhoods that have a greater Hispanic and Asian population than the rest of the city
- Enthusiastic and engaged community groups that have self-organized to give voice to the transportation safety concerns of the corridor

The City seeks to improve safety and mobility on Freeport Boulevard. Through the City’s Vision Zero Action Plan, the City identified the High Injury Network (HIN). The HIN is only 14% of the streets in Sacramento, yet it is where 79% of crashes occur. Freeport Boulevard is on the High Injury Network where safety intervention is most pressing.

All modes of transportation will receive attention in the Plan, which will address improving active transportation, maximizing transit usage, movement of goods and services, and the need for personal vehicles.
INTRODUCTION

REPORT OUTLINE

The purpose of this Existing Conditions Report is to identify key community assets, summarize and analyze existing physical conditions, present community feedback, and identify a draft vision for the future of Freeport Boulevard. This report is a summary of technical data and community input that are included in a series of technical memorandum.

See Appendices for the detailed technical analysis and community input received from various public forums.
PURPOSE AND GOALS

The result of this effort will be a series of community-supported conceptual street designs for Freeport Boulevard. Each design will be organized by block-level cost estimates and a short-term/long-term implementation plan. This will help the City of Sacramento and partner agencies pursue funding to implement street improvements. To achieve these outcomes, the City of Sacramento has identified the following three overarching project goals:

1. Safety for all users
2. Multi-modal mobility for people who walk, bike, take transit, and drive
3. Meaningful and equitable community and stakeholder engagement
INTRODUCTION

STUDY AREA

The study area (Fig. 1.1) limits on Freeport Boulevard is 1.7 miles from Sutterville Rd. in the North to Blair Ave. in the South. The study area is surrounded by neighborhoods with a mix of housing types and a vibrant and diverse mix of businesses and community services (Fig. 2.1). In addition, the project area includes several schools and connects to various parks, open spaces, and trails.

(Note: due to the length of the study corridor and the need to clearly present information, all diagrams in this summary orient Freeport Boulevard so north is facing to the right of the page).
INTRODUCTION

RECENT AND CONCURRENT PLANNING PROCESSES

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

Citywide Plans

- **Sacramento General Plan 2035, City of Sacramento, 2015** - The General Plan’s Mobility Chapter addresses the infrastructure and service needs of various modes of transport. The Plan calls for the creation of a balanced, multimodal network that meets the needs of all road users.

- **Land Park Community Plan, 2015 (part of General Plan)** - The Plan provides information about opportunity areas. According to the Plan, Freeport Boulevard is a Commercial Corridor Revitalization opportunity area.


- **City of Sacramento Bicycle Master Plan, City of Sacramento, 2018** - The City of Sacramento’s Bicycle Master Plan provides a blueprint for developing a bicycle network that is safe and accessible for residents of all ages and abilities.

- **Pedestrian Crossing Guidelines, 2021** - The City of Sacramento’s Pedestrian Crossing Guidelines provide information on the siting and design of crossings.

- **Sacramento General Plan Update 2040, City of Sacramento, Ongoing** - In 2019, the City initiated an update to the General Plan. A Draft Land Use Map, Proposed Roadway Changes, and 10 Key Strategies were approved by City Council in January 2021. Plan production is currently underway and should be complete in Spring 2022.

Partner Agency Plans

- **SacRT Forward Alternatives Report, 2018** - The Sacramento Regional Transit District, known as SacRT, runs buses and light rail throughout the city. SacRT commissioned a study in 2018 to understand how service might evolve to meet two different alternatives.

- **Freeport Boulevard Walk Audit Report, WALK Sacramento, 2019** - The Freeport Boulevard Transportation Safety Committee partnered with WALK Sacramento to conduct a community walk audit.
COMMUNITY OUTREACH PROCESS

The community outreach strategy includes a variety of engagement tools and activities that will encourage City of Sacramento residents who live, work, or visit Freeport Boulevard daily to actively participate in the planning process. The strategy includes multiple opportunities to provide information about the project and collect meaningful input, using tools and tactics that include interactive community workshops, online and hand-delivered surveys, and pop-up events to provide options for community members to participate in a manner that is convenient and comfortable for them. The City of Sacramento is committed to a multi-pronged approach to community engagement that captures the substance and ideas of workers, residents and users in an authentic and detailed manner.

Community engagement for the project is designed to:

• Increase community awareness of the project
• Offer a variety of tools to record community needs
• Gather input that reflects the diversity of the project area population
• Ensure the design recommendations reflect community priorities, preferences and values
• Foster community buy-in to support future plan adoptions and implementations

Project Webpage

The City of Sacramento launched a project webpage in September 2021 that includes all project information and electronic materials such as flyers, maps, and surveys. The webpage will be updated throughout the project as new materials become available. The webpage can be viewed at: http://freeportblvd.com/

Flyering

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

SHARE YOUR THOUGHTS!

The City of Sacramento is interested to learn more about your experience and thoughts on walking, bicycling, and road safety along Freeport Boulevard.

Project Business Card and Flyer
INTRODUCTION

Interactive Survey

A map-based community survey was administered to gather roadway design input during the visioning phase 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. The survey was in English, Spanish and Chinese. It was also available online and in print. See Appendix C for the Community Survey Summary and Analysis.

Community Walking Workshop

In November 2021, the project team hosted a 1-mile community walking workshop between Oregon Drive and Sutterville Road. This workshop provided an opportunity to discuss key issues and opportunities. See Appendix D for the Walking Workshop Summary.

Individual Engagement

In-person engagement included a pop-up event outside the Belle Cooledge Library. This event allowed community members to learn more about the project and provide feedback through the paper or digital survey. See Appendix E for the Other Community Events & Meetings Summary.
INTRODUCTION

Business Owner Engagement

Business owners in and around the project area were identified to solicit their feedback and participation in the outreach campaign. See Appendix E for the Other Community Events & Meetings Summary.

Virtual Community Workshop

The purpose of the community workshop was to develop an overall vision for the corridor. The workshop was held on November 3, 2021 and gave an opportunity for the project team to brief the public on the project and identify key improvements that will help develop concepts for different corridor segments. See Appendix B for the Community Visioning Workshop #1 Summary.
The study is being conducted over approximately one and a half years. Since this is a community-driven project, the City of Sacramento has developed an approach that will ensure the local community is heavily involved and has opportunities to provide input during all stages of the project. The graphic to the right provides an overview of the project schedule. Major stages include:

1. Project Kick-Off, July 2021
2. Existing Conditions Report, Fall 2021
3. Affirm Community Vision, Winter 2021
4. Design Alternatives, Spring 2022
5. Second Round of Public Forums, Spring 2022
6. Third Round of Public Forums, Summer 2022
7. Draft Report, Fall 2022
8. Final Report, January 2023
PART II
NEIGHBORHOOD CONTEXT

FREEPORT BOULEVARD TRANSPORTATION PLAN
INTRODUCTION

Freeport Boulevard is home to a vibrant and diverse mix of businesses and community services and is surrounded by neighborhood with a mix of housing types (Fig. 2.1). As a starting point to this project, it is key to understand the rich character, important existing features and community investment present along the corridor. These assets are important and need to be built upon during the planning and design process.

The following section identifies key existing community assets based on feedback received from the community walking workshop, community workshop and online survey. They are organized into the following categories:

• Community Destinations
• Community Investments
• Future Development Projects
COMMUNITY DESTINATIONS

There are many destinations that attract people to Freeport Boulevard. Fig. 2.1 identifies the key community destinations. 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.

Smaller, 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.

Major neighborhoods abutting the corridor include:
- Land Park
- South Land Park
- Freeport Manor
- Sacramento City College
- Hollywood Park
- Mangan Park and the Airport

These neighborhoods are close to public parks such as:
- James Mangan Park
- William Land Regional Park
- The Del Rio Trail (future)

Schools located near the corridor include:
- New Technology High
- Sutterville Elementary
- Hollywood Park Elementary
- St. Roberts Catholic School
- Leonardo Da Vinci School
- C.K. McClatchy High School

These destinations provide an opportunity to find ways to move different people with different needs through Freeport Boulevard efficiently, safely, and comfortably.
COMMUNITY INVESTMENTS

In addition to the physical assets along Freeport Boulevard, there is also significant community investment in the area. Community members have sought out improvements through various processes, including the WALK Sacramento walk audit. This Plan will incorporate and build 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 also examined as part of understanding the planning context.

Upcoming developments will increase activity and influence demand for travel to and through Freeport Boulevard.

Current development permits and types of development were mapped in Fig. 2.2. 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.

1. Cannabis Production and Delivery-Only Dispensary
   In 2 previously-existing buildings
   6384 Freeport Blvd.

2. ARCO Gasoline and AM/PM with Carwash
   8 total fuel dispensers
   6240 Freeport Blvd.

3. Downtown Church
   In existing multi-tenant office building
   6130 Freeport Blvd.

4. Cannabis Production and Delivery-Only Dispensary
   In existing 5,419 sq. ft. building
   6020 Freeport Blvd.

5. Residential

6. Commercial

7. Community Resource

8. Neighborhood Boundaries Residential

9. Community Resource
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.

Residential development is primarily small-scale, including single-family homes plus one-bedroom and two-bedroom apartments.

- Drive-Thru Car Wash
  0.76 acres, includes demo of old full-service car wash
  5150 Freeport Blvd.

- Ambulance Transportation Dispatch and Fish Market Restaurant
  On a 0.63-acre vacant parcel
  5936 Freeport Blvd.

- 14 Single-Family Homes
  2.76-acre parcel into 16 plots, including shared greenspace
  1900 Potrero Way

- 14 One-Bedroom and 8 Two-Bedroom Apartments
  Remodel of vacant structures
  5713 Freeport Blvd.

- Detached Accessory Dwelling Unit
  On single-unit dwelling lot
  3085 Freeport Blvd.
PART III
EXISTING CONDITIONS AND EMERGING OPPORTUNITIES
EXISTING CONDITIONS

INTRODUCTION

Freeport Boulevard is a five-lane, north-south-oriented roadway that provides mobility for those walking, bicycling, using transit, and driving. The corridor also has a variety of land uses. Given the variety of development, the curb-to-curb width (five lanes across, with two through lanes per direction on most segments), and lack of separated bicycle and sidewalks, mobility is compromised along Freeport Boulevard.

However, the right-of-way and range of uses provide an important opportunity to reconfigure the street to incorporate safety improvements and create a more enjoyable multi-modal corridor that meets the needs of all mobility users.

A key first step for identifying potential opportunities for the Project Area is understanding the existing conditions. The following section summarizes key information and key findings related to the existing physical conditions along the corridor. The project team also prepared a series of technical studies that provide additional detail and information. Following the existing conditions analysis, emerging opportunities developed from the community outreach process is presented (see appendices for technical data and community input from the various forums).

The summary in this section is divided into the following topics:

- Distinct Corridor Segments
- Vehicular Traffic
- Parking
- Walking Facilities: Sidewalks
- Walking Facilities: Crosswalks
- Bikeways
- Transit
- Safety
- Economic Development

Existing Roadway Configuration
EXISTING CONDITIONS

DISTINCT CORRIDOR SEGMENTS

The corridor has two distinct segments based on character and available right-of-way (Fig. 3.1).

NORTH SEGMENT – Sutterville E. to Sutterville W.

SOUTH SEGMENT – Sutterville W. to Blair Ave.
EXISTING CONDITIONS

NORTH SEGMENT
(Between Sutterville E. to Sutterville W.)

This segment has a curb-to-curb distance of 66 feet with four travel lanes (two in either direction), no center turn lane, bikeways on both sides of the street, and parking on the east side. With travel lanes being 12 feet wide there is minimal space to repurpose for separated or buffered bikeways.

The east side of this segment has retail uses. On the west side is William Land Park. There are street trees on some of these properties.

Street Size and Lanes
78 - 80 foot ROW with four lanes and parking on the East side of the street.

Mobility Facilities
Sidewalks: 6-7 feet wide
Bikeways: 5 feet wide
Transit: Yes
Travel Lanes: 12 feet wide
EXISTING CONDITIONS

SOUTH SEGMENT
(Between Sutterville W. to Blair Ave.)

Between Sutterville W. and Blair Ave., this segment accounts for most of the corridor. The curb-to-curb distance is consistently 86 feet with two lanes in either direction, a two-way turn lane in the center, bikeways, attached sidewalks with sidewalk gaps near the Executive Airport, and parking on both sides of the street.

The land uses adjacent to the corridor are predominantly commercial with surface parking at the edge of the sidewalk. The Sacramento Executive Airport is on the south-eastern side of the corridor. There are street trees on some of these properties.

Street Size and Lanes
96 - 106 foot ROW with four travel lanes and a center turn lane and parking on both sides of the street.

Mobility Facilities
Sidewalks: 5 – 11 feet wide
Bikeways: 5 feet wide
Transit: Yes
Travel Lanes: 12 – 14 feet wide
EXISTING CONDITIONS - VEHICULAR TRAFFIC

VEHICULAR TRAFFIC

Freeport Boulevard is a five-lane corridor and former State Highway that was designed to move people through and not to, or across, the corridor. As a result, Freeport Boulevard is mostly traveled by automobiles.

Key Findings

• **Wide curb radii** at intersections encourage drivers to make higher-speed right turns, which increases the likelihood and severity of collisions.

• **Long crossing distances** at intersections increase the likelihood of collisions between drivers and people walking.

• **Wide travel lanes** encourage drivers to travel at fast speeds.

• Many parcels have multiple driveways, and some have parking that requires driving over sidewalks to enter and leave the parking space. This results in an **environment that does not encourage walking.**

• **Left turns from driveways** create potential vehicle-to-vehicle collisions.
VEHICULAR TRAFFIC

Traffic Conditions

Understanding travel activity on Freeport Boulevard can provide a baseline for design alternatives.

Average Daily Traffic (ADT) is the total number of cars passing a collection point in a 24-hour period. ADT data was available from 2018 (right). The pandemic has changed travel activity, therefore new traffic counts were not collected. Peak hour counts from 2018 are also visualized (right).

Level of Service (LOS) is a commonly used metric to assess congestion, with associated letters (A-F) measuring the speed of traffic flow and F corresponding to stopped traffic. As shown below, Freeport Boulevard operates at LOS A-D for its entirety.

Key Findings

- There is a strong directional peaking pattern of high northbound morning volumes and high southbound evening volumes.
- Volumes were highest near Sutterville Road and lowest from Fruitridge to Florin Roads.

Additional traffic data can be found in Appendix A
VEHICULAR TRAFFIC

The map below (Fig 3.2) shows the locations of emerging opportunities to improve existing intersections based on community input.

In addition, the engagement process revealed that people want to see more traffic efficiency through the following improvements:

- Synchronizing Existing Traffic Signals
- Managing Traffic Speed for Safety
- Managing Traffic Flow with Medians
- Narrow Travel Lanes
- Roundabout at Sutterville/Land Park
- Minimize Conflict at Driveways

The following intersections were identified as hotspots for priority location improvements:

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

On-street parking (parking along the curb) is present for nearly the entire length of the study area, on both sides of the street.

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, for an unrestricted length of time. However, four block faces have a time restriction.** None of the parking requires payment.

Key Findings

• Of the block faces studied, 59% had **zero occupancy** during morning & afternoon peaks.

• Parking is utilized **more during PM peak** compared to AM peak.

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

** Restrictions
- 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

PM parking occupancy can be found in Appendix A
EXISTING CONDITIONS - WALKING FACILITIES: SIDEWALKS

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 study area include sidewalks, there are locations that lack infrastructure or have infrastructure that does not meet current standards and/or community needs.

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 meet current accessibility standards.

Key Findings

• The southern section of the corridor has missing sidewalks, creating a discontinuous path that makes walking difficult, particularly for people with disabilities (see Figure 3.3).

• Some areas have sidewalks that are not ADA compliant and meet current accessibility standards.

• Wide driveways and surface parking adjacent to sidewalks result in an environment that does not encourage walking.

• Sidewalks are adjacent to the street and do not include landscape strips and trees that provide separation from the street and provide shade.

• Pedestrian-scaled lighting is also lacking throughout the corridor, which helps pedestrians navigate in the dark and provides a sense of safety.
EXISTING CONDITIONS - WALKING FACILITIES: SIDEWALKS

SIDEWALKS

While most of the corridor has sidewalks, there are sections that have gaps or are in the condition that poses challenges for people walking. The map below (Fig. 3.3) shows the location of missing sidewalks and existing non-standard sidewalks.

Fig. 3.3: Pedestrian Facilities
SIDEWALKS

The map below (Fig 3.4) shows the locations of emerging opportunities to explore solutions to sidewalks. Based on community input there is a desire to improve sidewalks throughout the entirety of the 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 to make walking along Freeport Boulevard more comfortable.

- Street and Pedestrian Lighting
- Wider and Unobstructed Sidewalks
- Streets Trees and Shade
- Improve Driveways
- Utilize Greenways/Trails for Connectivity
CROSSWALKS

Crosswalks are 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 use this space.

Key Findings

- The distances between marked crosswalks are an average of 1,300 feet and in some areas of the corridor, up to 2,700 feet (more than half a mile). This is greater than the City goal of every 1,200 feet on the High Injury Network (HIN) and within 100 feet of a transit stop.

- Existing marked crosswalks do not have enhancements such as high visibility markings or curb extensions.

- Pedestrian crosswalks range from 50 feet to 100 feet in length.

- Marked crosswalks on the corridor range from 50 feet to 100 feet in length, the width of the street. It would take a slower-moving pedestrian like a senior or person with disabilities 36 seconds to cross the street (compared to 14 seconds crossing a street on the grid).

- The corridor has no curb extensions or refuge islands, tools to improve crossing conditions for those walking.
EXISTING CONDITIONS - WALKING FACILITIES: CROSSWALKS

CROSSWALKS

The current crosswalks and signals are spaced apart with an average distance of 1000-1200 feet. The southern segment of the corridor has crosswalks with signals spaced more than 2700 feet. (Fig. 3.5).

Fig. 3.5: Signals and Crosswalks
CROSSWALKS

The map below (Fig 3.6) shows the locations of emerging opportunities to explore solutions to improve crosswalks. Based on community input there is a desire to improve crosswalks at all the intersections throughout the corridor.

In addition, the engagement process revealed that the community would like to visit destinations on both sides of the street and expressed the following improvements to make crossing more convenient:

- Improved Crosswalks
- New Crosswalks for Frequent Crossings
- Textured Surfaces to Increase Visibility
- Lead Times at Crosswalks
- Bulbouts
- Rectangular Rapid Flashing Beacons (RRFB)

The following intersections were identified as hotspots for priority location improvements:

- Blair Ave.
- McAllister Ave.
- Kitchner Rd.
- 38th Ave.
- 35th Ave.
- Claudia Dr.
- Fruitridge Rd.
- Oregon Dr.

- Arica Way
- Harian Way
- Potrero Way
- Wentworth Ave.
- Meer Way
- Argail Way
- Sutterville Rd. West
- Sutterville Rd. East
EXISTING CONDITIONS - BIKEWAYS

BIKEWAYS

Freeport Boulevard has bikeways all along the corridor. There are locations where the bikeway is dropped at an intersection. Out of all the responses from the survey, biking was the second least used mode of travel amongst participants.

Key Findings

• Given the vehicle volumes and speeds, Freeport Boulevard should have separated bikeways according to the Bikeway Facility Selection Guidelines in the Bicycle Master Plan.

• There are no bike boxes, green markings at conflict points, or bikeway markings through intersections along this corridor.

• There are 11 bike parking spaces on the corridor at two locations. Lack of bike parking can discourage bicycling to the businesses.

• Existing bikeways do not meet the City’s current bikeway selection guidelines and does not offer sufficient separation from vehicle traffic for a low-stress, comfortable experience, including through intersections.
BIKEWAYS

Bikeways exist along Freeport Boulevard with gaps mostly near intersections and where bus stops occur along the corridor (Fig 3.7).
EMERGING OPPORTUNITIES - BIKEWAYS

BIKEWAYS

The map below (Fig 3.8) shows the locations of emerging opportunities to explore solutions to bikeways. Based on community input there is a desire to improve bikeways throughout the entirety of the corridor.

The engagement process revealed that participants do not currently feel comfortable bicycling along Freeport Boulevard. The following bikeway improvements were suggested to make bicycling more comfortable for all users:

- Improved Bicycling Connections to Destinations
- Separated Bikeway
- Continuous Bikeways Through Intersections
- Secured Bike Parking at Destinations
- Physically Protected Bikeways
- Maintained Line of Sight

Fig. 3.8: Community Identified Bikeway Improvements
TRANSPORTATION

SacRT runs buses, but the City of Sacramento owns the streets upon which buses run. According to the survey, transit was the least used mode of travel amongst participants. There is an opportunity for the City to improve access conditions.

Key Findings

- **Missing sidewalks** along the east side of the southern corridor mean passengers must walk in the bikeway or along goat paths.
- There are **no crossings at bus stops**, which means a person must walk far out of their way to cross, or cross midblock and be accused of “jaywalking”.
- At some bus stops, there are **crossings without protection**, which requires passengers to cross five lanes of traffic with only a marked crosswalk in the hopes drivers will stop. This design is not standard with the City’s 2021 Pedestrian Crossing Guidelines.

Additional transit access issues are discussed in Appendix A.

EXISTING CONDITIONS - TRANSIT

Fence and culvert force passengers to walk in bikeway/shoulder (35th)

Crosswalk without protection non-standard on a 5-lane arterial

Asphalt at bus stop but no connecting sidewalk in either direction (Kitchner)

Stops with no crossing (Oregon)
EXISTING CONDITIONS - TRANSIT

TRANSIT

Key Findings

• 44% of bus stops lack shelter or seating.

• There are gaps in the sidewalk connection on the southeast end of the corridor near the Executive Airport near the Kitchner Road bus stop.

• The corridor has no curb extensions or refuge islands – tools to improve crossing conditions for those who are walking.

• The map below highlights transit stops without signalized crossings or without amenities (shelter and seating).

There are no sidewalks adjacent to the Executive Airport (35th)

The corridor has crosswalks without enhancements such as curb extensions, refuge islands, or signals that improve crossing conditions

Additional transit access issues are discussed in Appendix A

Fig. 3.9: Existing Transit Conditions
EXISTING CONDITIONS - TRANSIT

TRANSIT

There are two bus routes that travel the corridor: Route 62 operates every 30 minutes and connects to Downtown, City College, South Land Park, the Pocket as well as the Blue Line light rail.

Route 11 operates every 30 minutes and connects to North Natomas, Downtown, Land Park, City College as well as to the Blue Line light rail.

In total, 316 boardings per day occur along the study corridor.

Key Findings

• Boardings and alightings per stop are fairly consistent throughout the corridor.

• Stops with the highest boardings are Fruitridge Boulevard and Wentworth Ave. The high activity at City College is just north of the study area.

• There are 22 bus stops along the corridor. Three stops have a shelter, 12 stops have seating.
EMERGING OPPORTUNITIES - TRANSIT

TRANSIT

Based on the community feedback, the map below (Fig 3.11) shows the locations of emerging opportunities to explore solutions to improve transit facilities.

In addition, the engagement process revealed that people want to improve transit facilities and convenience all along Freeport Boulevard. People want to see the following transit facility improvements to make traveling more convenient. 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
- Place Bus Stops Near Intersection
- Reduce Walking Distance to Bus Stops

The following intersections were identified as hotspots for priority location improvements:

- Blair Ave.
- Kitchner Rd.
- 35th Ave.
- Fruittidge Rd.
- Harian Way
- Wentworth Ave.
- Meer Way
- Sutterville Rd. West
- Sutterville Rd. East
SAFETY

Connections To Vision Zero Sacramento

Vision Zero Sacramento is a citywide program aiming to eliminate serious traffic injuries and fatalities by 2027.

The 2018 Vision Zero Action Plan identified a city-wide High Injury Network (HIN). The HIN represents corridors with the highest numbers of fatal and serious crashes involving those walking, bicycling, and driving. Freeport Boulevard intersects with other HIN corridors (see map below).

Crashes Along Freeport Boulevard

From January 2016 to December 2020, 70 crashes occurred along Freeport Boulevard from Sutterville Rd. to Blair Ave.

Key Findings

- There was a slight decrease in injury crashes* between 2016 and 2017 yet crashes gradually increased again between 2017 and 2020.
- The share of vehicle-only crashes has steadily increased since 2017.
- The share of pedestrian-involved crashes increased 200% from 2017 to 2019.
- Pedestrian-involved crashes dropped 22% in 2020.

* Analysis excludes Property Damage Only (PDO)

Sources: (1) Statewide Integrated Traffic Records System (SWITRS), January 2016 to December 2021 and (2) Crossroads, March 2020 to December 2020
Where Do Crashes Occur Most Often?

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, and Wentworth Ave (listed by the highest density of crashes and noted with the arrows on the map below).

Killed or Seriously Injured (KSI) Bike/Ped Crashes occurred at Claudia Dr, Oregon Dr, Harian Way, Meer Way and Sutterville Rd (E & W) during this time period (shown in blue circles on the map below). Sutterville Rd (W) and Harian Way were both high-crash locations and places where people walking or bicycling were killed or seriously injured.

Why focus on KSI crashes?

In 2017, City Council adopted a Vision Zero goal of eliminating all KSI crashes by 2027. As noted in the 2018 Vision Zero Action Plan, accounting for fatal and serious injury crashes in Vision Zero analysis work acknowledges the outsized impact of these crashes and focuses the City’s efforts on improvements with the greatest benefit to help the City fulfill its commitments on health and safety.

Key Findings

- Approximately 53% of crashes on Freeport Boulevard occur at intersections.
- The majority of crashes for all modes occur in daylight hours, when roadway activity is highest.
- The top three causes for crashes occurring along Freeport Boulevard are:
  - Unsafe Speed *
  - Automobile Right of Way (ROW) *
  - Improper Turning *

Additional crash analysis can be found in Appendix A.

* Unsafe speed: traveling at a speed that is unreasonable or imprudent for environmental conditions (e.g., weather, visibility, traffic, surface or width of roadway) and may endanger the safety of persons or property.

*Automobile Right of Way (ROW): a road user violated an automobile’s right-of-way (e.g., turned out of a driveway in front of another vehicle causing a crash or proceeded through an intersection when another vehicle had the legal right-of-way).

*Improper Turning: may involve not following traffic signs or signals before turning, failing to signal, and failing to take surroundings into account.
In addition, the engagement process revealed that people want to support economic development and local businesses along Freeport Boulevard. Even though specific economic development improvements are outside this project’s scope of work, responses showed support for:

- Wider Sidewalks for Outdoor Retail and Commerce
- Wayfinding and Signage to Major Destinations
- Desire to maintain On-Street Parking at key locations.

The following intersections were identified as hotspots for priority location improvements:

- Blair Ave.
- 35th Ave.
- Fruitridge Rd.
- Arica Way
- 23rd Ave.
- Sutterville Rd. West
- Sutterville Rd. East
PART IV
EMERGING VISION

FREEPORT BOULEVARD
TRANSPORTATION PLAN
EMERGING VISION

VISION ELEMENTS

There are opportunities for improvements on Freeport Boulevard to improve safety and efficiency for all users. The section below introduces initial Vision Elements identified by the community that will help guide the development of plan concepts and design alternatives.

Identifying a vision for the future is a key initial step in the planning process. Building upon extensive community input received to-date eight emerging Vision Elements have been identified throughout the community outreach process. (Please see Appendix B, C, and D for detailed community engagement summaries).

These Vision Elements are important for ensuring future improvements are aligned with community desires. Ultimately, the goal of this project is to incorporate these Vision Elements into all future improvements.

1. **Improve Safety** for people walking, biking, taking transit, and driving
2. **Improve Walking and Biking Connections** to adjoining neighborhoods and destinations
3. **Improve Transit Efficiency** to ensure fast and reliable service throughout the corridor
4. **Improve Shade** to make walking and biking more comfortable.
5. **Enhance the Natural Environment** by using sustainable practices
6. **Celebrate Neighborhood Identity** through meaningful placemaking opportunities
7. **Strengthen Business and Economic Development** through physical improvements
8. **Reduce Traffic Congestion for Better Traffic Flow** and safety for all users
PART V
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