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DEPARTMENT OF
PUBLIC WORKS

Traffic Engineering Services
1000 I Street, Suite 170
Sacramento, CA 95814

CITY OF SACRAMENTO
CALIFORNIA

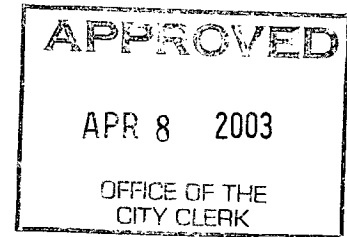
1000 I STREET, SUITE 170
SACRAMENTO, CA
95814-2700

PH. (916) 264-5307
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February 18, 2003

City Council
Sacramento, California

Honorable Members In Session:



SUBJECT: FREEPORT BOULEVARD / 21ST STREET TWO-WAY CONVERSION STUDY (PN: SL01) – APPROVE RECOMMENDED ALTERNATIVES AND PROVIDE DIRECTION TO PROCEED WITH THE ENVIRONMENTAL REVIEW PROCESS

LOCATION AND COUNCIL DISTRICT:

Freeport Boulevard/19th Street, from Vallejo Way to W Street, and 21st Street, from Fourth Avenue to W Street. Council Districts 4 and 5. (See Attachment A Map)

RECOMMENDATION:

This report requests that the City Council approve the staff recommended roadway alternatives (with Alternative 2 for Freeport Boulevard and Alternative 2 for 21st Street being the preferred alternatives) for the Freeport Boulevard and 21st Street Two-Way Conversion Study; and direct staff to proceed with the environmental review process to prepare an environmental impact report for California Environmental Quality Act (CEQA) compliance.

CONTACT PERSON: David Edrosolan, Associate Engineer, 808-5974

FOR COUNCIL MEETING OF: April 8, 2003

SUMMARY:

This report requests that the City Council approve the staff recommended roadway alternatives (with Alternative 2 for Freeport Boulevard and Alternative 2 for 21st Street being the preferred alternatives) for the Freeport Boulevard and 21st Street Two-Way Conversion Study; and direct staff to proceed with the environmental review process. The

environmental review process will consist of the preparation of an environmental impact report.

The next phase of the Freeport Boulevard and 21st Street Two-Way Conversion Study will evaluate the advantages and disadvantages of the staff recommended preferred alternative and the remaining alternatives (Alternatives 1 and 3). The study will also provide more design details for the Freeport Boulevard / 21st Street intersection.

The CEQA evaluation will consist of environmental analysis on the staff recommended preferred alternative (Alternative 2 for Freeport Boulevard and Alternative 2 for 21st Street) including a qualitative review of the remaining alternatives (Alternatives 1 and 3).

COMMITTEE/COMMISSION ACTION: None.

BACKGROUND INFORMATION:

An initial conversion study was performed approximately five years ago when Freeport Boulevard (SR160) was under Caltrans jurisdiction. Further work on the project was put on hold until the relinquishment of Freeport Boulevard from Caltrans to the City was completed. Since the roadway was relinquished to the City in October 2001, staff has been determining the feasibility of converting Freeport Boulevard / 19th Street from Vallejo Way to W Street, and 21st Street from 4th Avenue to W Street from one-way to two-way streets.

In January 2002, a consultant (Fehr and Peers Associates, Inc.) was retained to restart work on this project. A community working group was formed to review the prior study, provide input to items that needed to be reevaluated and added to improve safety, enhance area circulation and neighborhood access. An Open House Community Meeting was held on July 22, 2002 to inform the community of the project and gather input and comments on the various alternatives being considered. Additionally, a meeting was held on November 19, 2002 with the Sierra Curtis Neighborhood Association to inform them of the project and address their concerns. A letter was received from the Land Park Community Association which confirmed their support of the conversion. However, a consensus cannot be reached by the Sierra Curtis Neighborhood Association due to their concerns related to the traffic circulation during railroad / light rail activity across 21st Street. A one foot wide island barrier along 21st Street, from Castro Way to 4th Avenue, was implemented in the plan to address this concern.

The current configuration of Freeport Boulevard and 21st Street and the three alternatives being considered for each street are shown in Attachments B and C. The alternatives being considered for the project consist of one non-conversion alternative and two conversion alternatives.

A summary of the Freeport Boulevard alternatives is the following:

- Alternative 1: Non-conversion alternative which maintains two southbound traffic lanes, introduces a Class III bicycle route and traffic calming bulbouts.

- Alternative 2: One-way to two-way conversion option which maintains the on-street parking on both sides of the street, provides a Class III bicycle route, and traffic calming bulbouts.
- Alternative 3: One-way to two-way conversion option which eliminates parking on the west side of the street and provides Class II on-street bicycle lanes.

A summary of the 21st Street alternatives is the following:

- Alternative 1: Non-conversion alternative that maintains northbound traffic movement, reduces the number of travel lanes from three to two, introduces Class II bicycle lanes, and traffic calming bulbouts.
- Alternative 2: One-way to two-way conversion option. Provides two northbound travel lanes, one southbound travel lane while maintaining on-street parking on both sides of the street. It also provides a one foot wide barrier island, a Class III bicycle route, and traffic calming bulbouts.
- Alternative 3: One-way to two-way conversion option. Provides one northbound travel lane and one southbound travel lane while maintaining on-street parking on both sides of the street. It also provides a barrier island, Class II bicycle lanes, and traffic calming bulbouts.

The island barrier identified in Alternatives 2 and 3 for 21st Street will be placed between Castro Way and 4th Avenue to eliminate left turn ingress and egress movements. A post project traffic monitoring program would also be implemented to monitor traffic patterns and determine if any changes are necessary.

Although specific design details for the overall project have not been established at this time, staff will be attempting to incorporate improvements to enhance pedestrian safety, reduce vehicular speeds, and implement bicycle facilities. Staff will also begin to provide more details of how the Freeport Boulevard / 21st Street intersection will be designed. A conceptual design of the intersection is shown on Attachment D.

Staff's recommended roadway option is based on maintaining the number of travel lanes for overall traffic volumes, improved circulation, minimal impact to parking, and implementation of traffic calming efforts.

FINANCIAL CONSIDERATIONS:

The current project budget is \$850,082. As of January 30, 2003, the unobligated balance is \$715,025, which is sufficient to cover the estimated cost of \$75,000 for environmental efforts.

ENVIRONMENTAL CONSIDERATIONS:

The current request for City Council concurrence with staff's recommendation of preferred roadway alternatives, moving forward with the continued study and analysis of these options, and for authorization to commence the environmental review process for this project does not require environmental evaluation. Actual approval of the Freeport

City Council
Freeport Boulevard / 21st Street Two Way Conversion Study
February 18, 2003

Boulevard / 21st Street Two-Way Conversion Project will require complete environmental evaluation under the California Environmental Quality Act (CEQA). Based upon initial project review, it is anticipated that an Environmental Impact Report will be the appropriate CEQA document.

A "Request For Proposal" was sent to various environmental services providers. After review of the proposals, an environmental consultant was selected with an estimated cost of approximately \$75,000. The proposed environmental scope consists of performing a detailed analysis for the staff recommended preferred alternatives (Alternative 2 for Freeport Boulevard and Alternative 2 for 21st Street) and utilizing the remaining Alternatives 1 and 3 as CEQA Alternatives (performing a qualitative analysis).

If City Council directs staff to proceed with the environmental process, staff will commence preparation of the appropriate environmental documents. It is anticipated that the environmental review process will take approximately 9 to 12 months to complete.

POLICY CONSIDERATIONS:

This action is consistent with the existing City's Strategic Plan goals for enhancing and preserving neighborhoods; and improving and diversifying the transportation system.

ESBD CONSIDERATIONS:

The request for proposals (RFP) process will comply with the City's emerging and small business policy.

Respectfully submitted,



Marty Hanneman
City Traffic Engineer

RECOMMENDATION APPROVED:



ROBERT R. THOMAS
City Manager

Approved:



Thomas V. Lee
Deputy City Manager

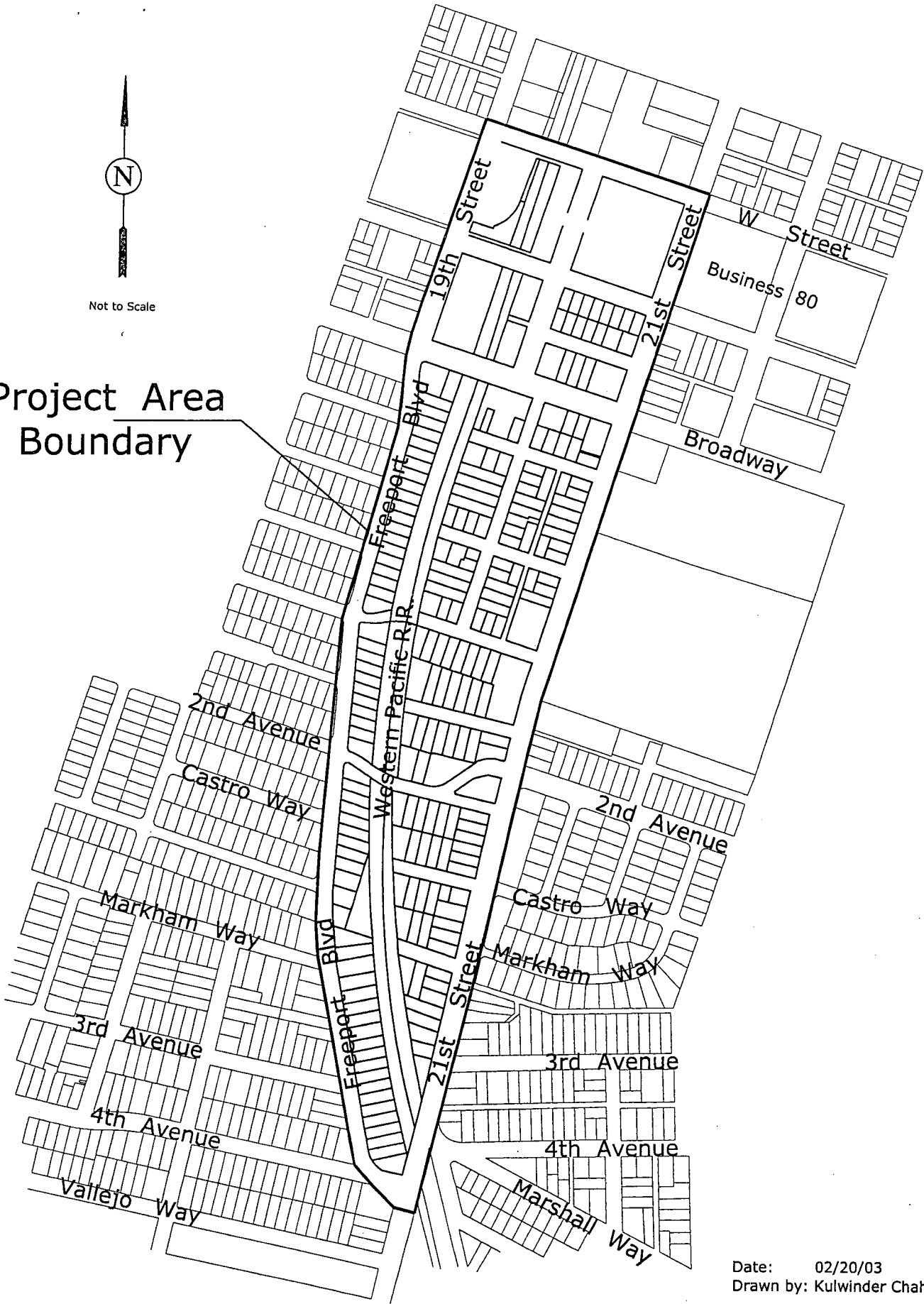
Table of Contents:

- Attachment A: Area Map, page 5
- Attachment B: Freeport Boulevard Alternatives, page 6
- Attachment C: 21st Street Alternatives, page 7
- Attachment D: Conceptual Configuration of Freeport Boulevard/21st Street Intersection, page 8
- Resolution, page 9



Not to Scale

Project Area
Boundary

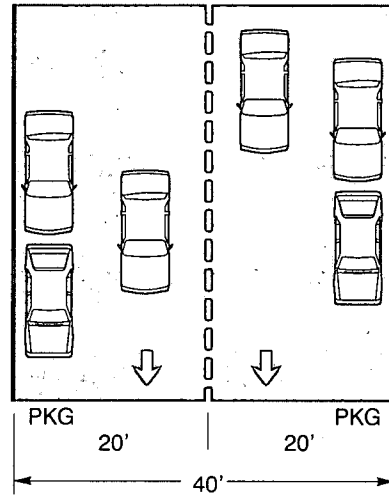


Date: 02/20/03
Drawn by: Kulwinder Chahal

**Attachment A: FREEPORT BLVD/21st STREET TWO-WAY
CONVERSION STUDY BOUNDARY MAP**

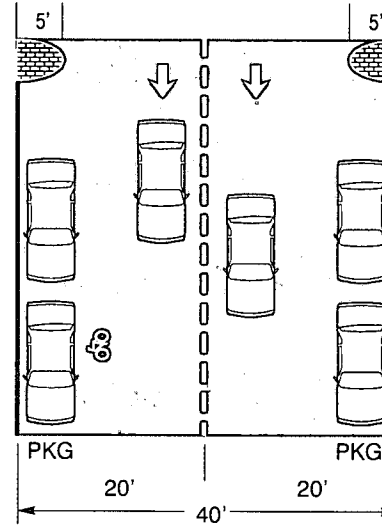
FREEPORT BOULEVARD

**CURRENT CONFIGURATION
(ONE-WAY)**



Bulbouts

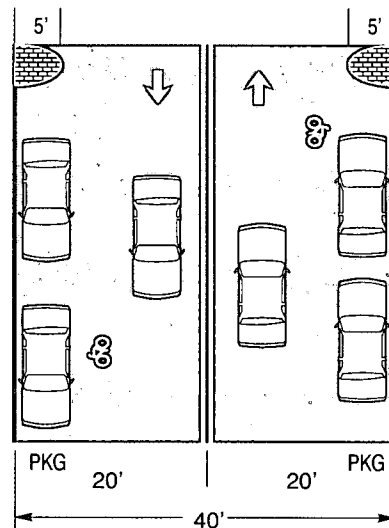
**ALTERNATIVE 1
TRAFFIC CALMING.
CLASS III BICYCLE
ROUTE.
(ONE-WAY)**



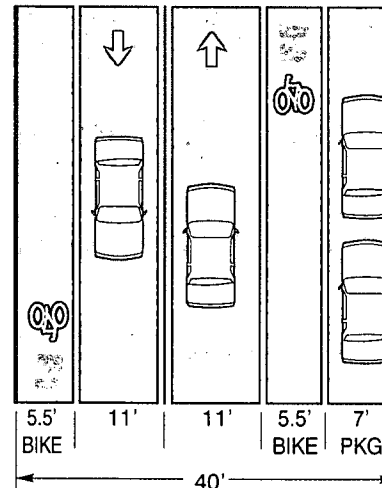
PREFERRED ALTERNATIVE

**ALTERNATIVE 2
MAINTAIN ON-STREET
PARKING.
SIGN AS CLASS III BICYCLE
ROUTE.
(TWO-WAY)**

Bulbouts



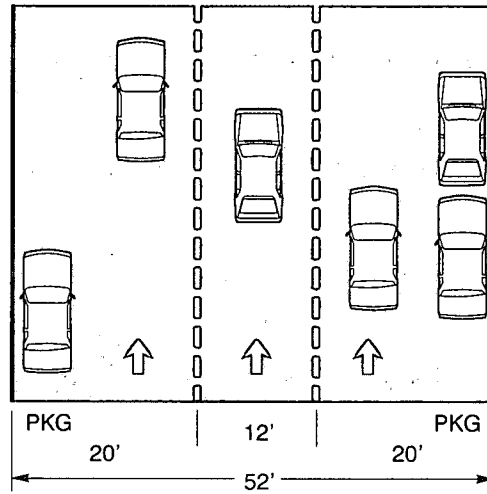
**ALTERNATIVE 3
REMOVE ON-STREET
PARKING ON WEST SIDE.
PROVIDE CLASS II
ON-STREET BICYCLE
LANES.
(TWO-WAY)**



DATE: September 19, 2002.

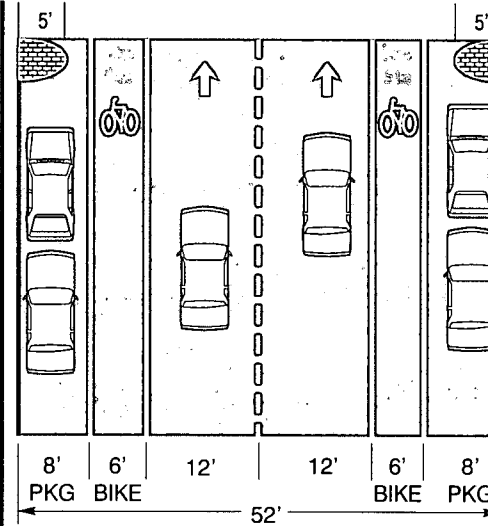
21st STREET

CURRENT CONFIGURATION (ONE-WAY)



Bulbouts

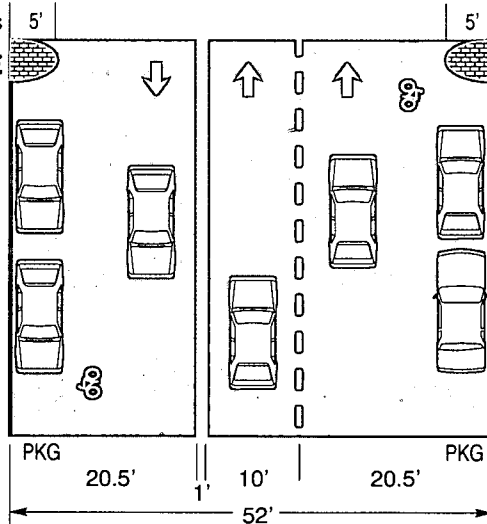
**ALTERNATIVE 1
PROVIDE 2 NB TRAVEL LANES.
MAINTAIN ON-STREET PARKING.
PROVIDE CLASS II ON-STREET BICYCLE LANES.
(ONE-WAY)**



**PREFERRED ALTERNATIVE ALTERNATIVE 2
PROVIDE 2 NB TRAVEL LANES AND 1 SB LANE.
MAINTAIN ON-STREET PARKING.
SIGN AS CLASS III BICYCLE ROUTE.
(TWO-WAY)**

Note: Island barrier between Castro Way and 4th Avenue. A monitoring program will be implemented to monitor traffic patterns. Additional improvements may be implemented as needed.

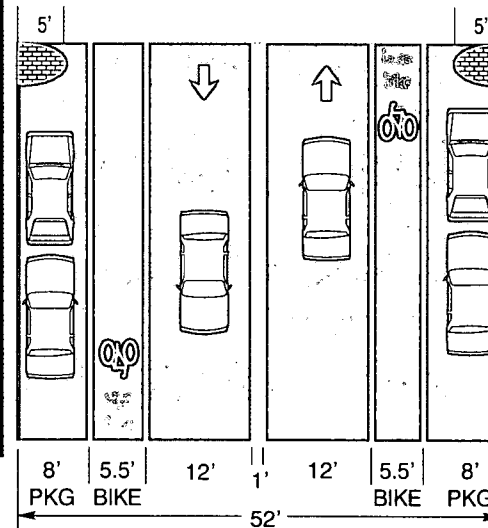
Bulbouts



Bulbouts

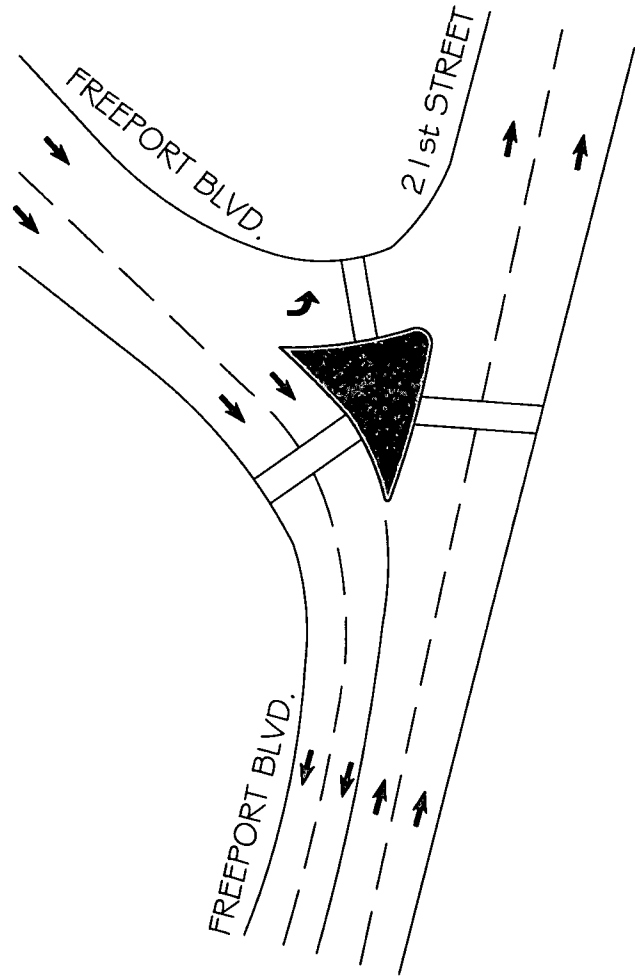
**ALTERNATIVE 3
PROVIDE 1 NB TRAVEL LANE AND 1 SB LANE.
MAINTAIN ON-STREET PARKING. PROVIDE CLASS II ON-STREET BICYCLE LANES.
(TWO-WAY)**

Note: Island barrier between Castro Way and 4th Avenue. A monitoring program will be implemented to monitor traffic patterns. Additional improvements may be implemented as needed.

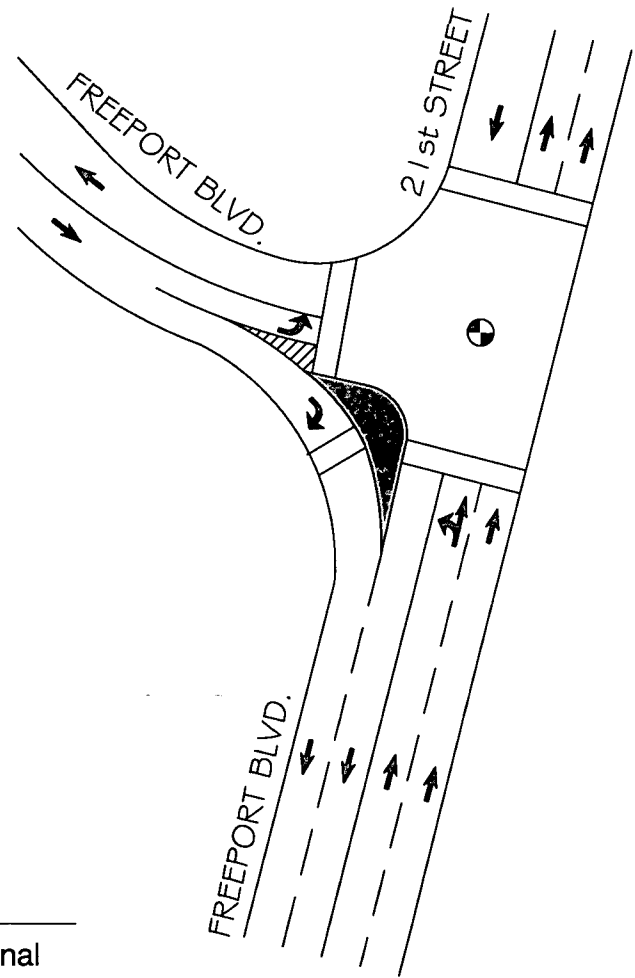


DATE: September 19, 2002.

Existing Configuration



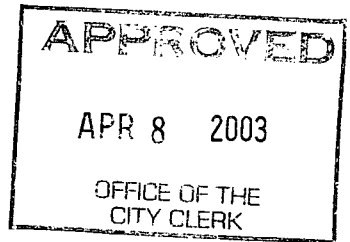
Conceptual Configuration



LEGEND

⊕ - Traffic Signal

5



As Amended

RESOLUTION NO. 2003-172

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**RESOLUTION APPROVING RECOMMENDED ALTERNATIVES;
AND PROVIDE DIRECTION TO PROCEED WITH THE
ENVIRONMENTAL REVIEW PROCESS FOR THE
FREEPORT BOULEVARD / 21ST STREET TWO-WAY CONVERSION STUDY (PN:SL01)**

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

1. The recommended alternatives shown on Attachments B and C, with Alternative 2 for Freeport Boulevard and Alternative 2 for 21st Street being the preferred alternatives, are approved.
2. Staff is directed to proceed with the environmental review process to prepare an environmental impact report, with Alternative 2 for Freeport Boulevard and Alternative 2 for 21st Street being the preferred alternatives.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

12.1

2724 Marty Way
Sacramento, CA 95818

April 8, 2003

City Council
Sacramento, California

SUBJECT: Freeport Boulevard / 21st Street Two-Way Conversion Study

Mayor & City Council:

I support the Freeport Blvd. / 21st Street Two-Way Conversion project and staff recommendation to proceed with the environmental review process.

The staff recommendation is the result of more than a year of community outreach efforts that have included the formation of a diverse community working group, two public meetings, and additional efforts to address neighborhood concerns. The preferred alternatives are preferred precisely because public outreach efforts to date have suggested they will best meet the project goals of enhancing pedestrian safety, reducing vehicle speeds and accommodating bicycle facilities.

With a limited project budget, the City Council must cautiously evaluate last-minute efforts to study in even greater detail additional alternatives. I urge your support of the staff recommendation.

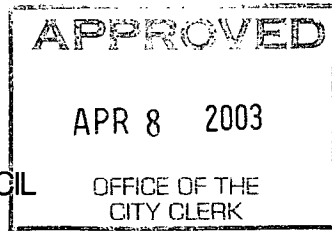
Sincerely,



Mark T. Prestwich

12.1

4/8



**AMENDED
RESOLUTION NO.**
ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

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3. Median island barriers along 21st Street shall be temporary barriers and only installed at intersections.
4. Funding shall be increased to provide for the additional environmental analysis required for item No. 5.
5. The additional environmental review analysis shall include a quantitative analysis for Alternative 3 for 21st Street'; and a quantitative analysis for a roundabout at the intersection of Freeport Boulevard and 21st Street.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

12.1

2003-172

RESOLUTION NO. *As Amended*

ADOPTED BY THE SACRAMENTO CITY COUNCIL

*David Edrosalan
x 5974*

ON DATE OF _____

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CITY CLERK

FOR CITY CLERK USE ONLY

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MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

AMENDED
RESOLUTION NO. 2003-172
ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF APR - 8 2003

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HEATHER FARGO

MAYOR

ATTEST:

VALERIE BURROWES

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: 2003-172

DATE ADOPTED: APR - 8 2003