INTRODUCTION

- Language introduction both surveys
SURVEY #1

SUMMARY AND ANALYSIS
Survey became available on **September 24, 2021** and closed on **November 22, 2021**.

It was available in English, Spanish, and Chinese.

The online version of the survey was created using **Maptionnaire**, which is a map-based survey tool used to facilitate simple and effective public participation.

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 for addresses 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) are optional and the responses will be used to help the project team understand how and where the survey has reached the community. If you live or work out of the area, feel free to zoom out and find your home and place of work.

*Clip shot of the online version of the survey*
The **online** and **paper** versions of the survey were distributed using the following methods:

- Shared on the project webpage
- Flyering and Business Cards
- Pop-Events
- Door-to-Door Canvassing
- Community Walk Audits
- Community Workshop
SURVEY #1: OVERALL RESPONSE

• **Over 376 respondents**
  - 374 online survey submissions
  - 2 paper survey submissions
  - 3 responses in Chinese
  - Over 279 respondents completed the entire survey

• This analysis examines all the *responses* collected and summarizes key findings to present a clear vision on what the community wants to see for the future of Freeport Boulevard.
About **276** people who responded to the survey **live around Freeport Boulevard**
About **151** people who responded to the survey **work around Freeport Boulevard**
SURVEY # 1: DEMOGRAPHICS
The age of survey respondents ranged from 18 – 65+ years old. **35 – 44-year-olds** made up most of respondents.
Most survey respondents identified as **female**. Males make up the second largest group.
Caucasian/White makes up the largest racial/ethnic group of survey respondents. Minorities and those who prefer not to answer or to self-identify, make up less than 50% of respondents.
A majority of survey respondents have lived or worked in and around the area for more than 10 years.

* Total number of respondents: 263
About **1773 destinations** were identified by the survey respondents.
SURVEY #1: COMMUNITY VISION
The vision elements shown to the right were identified through the common themes found in responses from the survey. This included looking at the overall responses for the questions asked and the open-ended comments that were received.
The vision elements shown to the right were identified through the common themes found in responses from the survey. This included looking at the overall responses for the questions asked and the open-ended comments that were received.
Over 80% of responses from people surveyed said they would like to **improve safety for people walking, biking, taking transit and drive.**

- **Improve safety for people walking, biking, taking transit and drive.**
  - 83% (266)
- **Improve transit efficiency and convenience.**
  - 74% (235)
- **Manage traffic speed to allow for more safe walking and biking connections to adjoining neighborhood, destinations, and trail connections.**
  - 75% (239)
- **Enhance and incorporate the natural environment.**
  - 66% (209)
- **Improve the natural environment and overall shade and comfort for all users.**
  - 75% (239)
- **Improve neighborhood identity.**
  - 50% (158)
- **Strengthen business and economic development.**
  - 54% (173)
- **Reduce traffic congestion for better traffic flow.**
  - 42% (135)

*Respondents were able to choose more than 1 answer choice*

Total number of respondents: 319
“Create safe pedestrian commute/walk areas/routes that don’t have car traffic.”

“Supporting existing small businesses. Keeping the multicultural nature of the restaurants and businesses.”

“Slowing speeding traffic would help us all.”

“Continue the green bike lanes.”

“Supporting existing small businesses. Keeping the multicultural nature of the restaurants and businesses.”

“Install crosswalks with a light so families can’t walk to school safely.”

“Better lighting through the corridor for all who use it.”

“Beautify the corridor by burying power lines, add plants to medians and sidewalk areas.”

“ADA compliant sidewalks. Safe crossings across Freeport Blvd.”

“Preserve the area’s mid-century identity - architecture and neon signage”

“Prioritize neighborhood access, from and across both sides of Freeport, by adding back and enhancing the ability for peds and bikes to access and cross Freeport.”
SURVEY #1: MULTI-MODAL MOBILITY IMPROVEMENTS
A mode shift analysis was performed using responses from the survey to compare current and preferred modes of travel along Freeport Boulevard. Overall, there was a desire to decrease the amount of driving and increase the use of other modes of transportation such as walking, biking, and riding the bus. Respondents who chose “Other” listed light rail, streetcar, and scooters as ways they currently or want to travel along Freeport Boulevard.

* Respondents were able to choose more than 1 answer choice
Total number of respondents: 365 (Usually Travel) and 362 (Want to Travel)
Currently 29% of people walk on the corridor, but there is a desire to increase the amount of people walking to 51%.

*Respondents were able to choose more than 1 answer choice
Total number of respondents: 365 (Usually Travel) and 362 (Want to Travel)
Currently 25% of people bike on the corridor, but there is a desire to increase the amount of people biking to 59%.

* Respondents were able to choose more than 1 answer choice. Total number of respondents: 365 (Usually Travel) and 362 (Want to Travel)
Currently 6% of people ride the bus, but there is a desire to increase the amount of people taking transit to 18%.

* Respondents were able to choose more than 1 answer choice
Total number of respondents: 365 (Usually Travel) and 362 (Want to Travel)
Currently 92% of people drive on the corridor, but there is a desire to decrease the amount of people driving to 62%.

* Respondents were able to choose more than 1 answer choice
Total number of respondents: 365 (Usually Travel) and 362 (Want to Travel)
About 76% of responses from people surveyed said they would like to see more street trees and shade. 71% people also desire for street and pedestrian lighting.
Location Specific Improvements

- From 38th to Oregon
- From Oregon to Argail Way
- From Sutterville to 13th

As you walk along Freeport Boulevard, are there other issues or challenges that you experience that you would like to improve?

- Add continuous sidewalks at all crossings.
- All along freeport there are various signs poles that extend into the sidewalks and are too narrow for wheelchairs to go through.
- At Fruitridge the right turn lane design for vehicles is dangerous for people walking and biking. Slow turning vehicles by proving 90 degree turns, not broad free-flow-like turns.
- People drive WAY too fast. It's not safe to be on foot, especially with kids.
- Poor landscaping in some areas and streets need to upgrade raised dividers between different sides of traffic.
- Some areas do not have real sidewalks - they are part of horrible parking lots.
- Would like to see more crosswalks with flashing lights or stop signs similar to those on Sutterville and Freeport by City College.
Survey results showed that more responses supported improved existing crosswalks (83%) than adding new and more opportunities to cross the street (65%).
Priority Crosswalk Improvements

Existing or New Proposed Intersections:
- Both Sutterville Intersections
- Meer Way Intersection
- Stacia Way Intersection
- Irvin Way Intersection
- Fruitridge Intersection
- Claudia Intersection
- 35th Intersection
- Blair Intersection
- 16th Intersection
- 23rd Intersection
- Virginia Way Intersection
- Oregon Intersection
- 38th Ave Intersection
- Kitchener
- McAllister

* Respondents were able to choose more than 1 answer choice
Total number of respondents: 309
Connectivity was a common theme found in all responses from the survey. 87% of responses supported **continuous bike facilities** to planned destinations.
When it comes to a preferred bike facility, 76% of responses supported **separated, dedicated, bike facilities.**

![Image of separated, dedicated bike facilities]

![Image of buffered bike facilities]

**76% (183)**

**63% (150)**

*Respondents were able to choose more than 1 answer choice
Total number of respondents: 240*
Location Specific Improvements

- From Blair to Fruitridge
- From Fruitridge to Sutterville

When biking along Freeport Boulevard, are there other issues or challenges that you experience that you would like to improve?

- A safe route for bikes to McClatchy high school. Students go on the wrong side of the street in the mornings because there isn’t a good place to cross Freeport- it’s dangerous.
- Using Freeport to get to downtown by bike would be ideal but we would need the city to commit to cleaning the streets from debris and ideally protected bike lanes both vertically and horizontally.
- Better separation from traffic, better paint indication on the asphalt, I would also like to see improved signage and connection to the Sacramento River bike trail.
- Freeport is scary to bike on. We use the sidewalk, but it’s pretty narrow!
- Vehicles drive too fast and don't look out for bikes. There are too many driveways and other dangerous crossings for Freeport to be bike friendly right now.
According to survey, there is a **desire to use more transit** if it was more convenient and efficient. 85% of responses supported **improving existing bus stops**.
Location Specific Improvements

- In front of Raley’s
- Around the 35th Intersection
- Around the Potrero Intersection
- Around the Fruitridge Intersection
- Between 23\textsuperscript{rd} and Meer Way
- Between both Sutterville Intersections

As you move through the corridor using transit, are there other issues or challenges that you experience with transit that you would like to improve?

- Add back stops on the 11 for kids coming from California Middle School towards Freeport and Kitchner. To avoid having to cross the intersections at Sutterville and freeport.
- An unhoused person was using the bench for the bus stop in front of Airway Market so the bench was removed.
- Automated times and information for riders at stations.
- Stops need to be closer to intersections.
More than 90% of people currently drive along the corridor. There is support from 77% of responses for synchronizing existing signals.
There is also support for adding **new signalized intersections** (36%).

*Respondents were able to choose more than 1 answer choice
Total number of respondents: 288
Location Specific Improvements

- Both Sutterville Intersections
- Wentworth/Stacia Way Intersection
- Potrero/Virginia Way Intersection
- Harian/Irvin Way Intersection
- Oregon Intersection

- Fruitridge Intersection
- 35th Intersection
- Blair Intersection

As you drive along Freeport Boulevard, are there other issues or challenges that you experience while driving that you would like to improve?

- The signals need to move traffic more efficiently during commute hours. When Delta Shores is fully populated, the traffic will be a nightmare. Sync the lights to keep cars moving North/South.
- The portion of Freeport in front of the new Raleys has a much different feel than the rest of Freeport. Although it looks aesthetically nice, traffic by the driveway to the shopping center gets congested and it’s hard to distinguish where the driveway is located since there are no obvious visual cues (e.g. no signage) indicating the entrance.
- Speeds needs to be reduced, curb cuts on Frutridge need to be removed. Due to induced demand "Improving traffic flow" will only make the corridor more dangerous for everyone not in a car.
The visibility of pedestrians and cyclists to drivers - really tough to see. Also, because Freeport Boulevard is at an angle and how the neighborhood streets are developed, pedestrians spend LOTS of time in the street... meaning a feeling of unease in crossing. Also, creating a slower speed for drivers entering neighborhoods *from* Freeport Boulevard. It's too easy for a car to maintain the 40MPH speed limit well into the neighborhood.

The southern portion of this street looks blighted and uninviting. When people want to shop their money will flow to fund the improvements. However, the visitors must come first.

Freeport would be a way better street if you made the speed limit (and all the traffic flow stuff) for ~20 mph.

Remove car lanes and curb cuts. Add traffic calming devices. Enforce speed laws and take away drivers licenses from people who speed.

More lighting outside of the businesses for people to see.

When lights are closer together such as near Sac City it would be helpful if they were synchronized. I don’t always feel safe as a driver on Freeport either. The roads are narrow at the intersection of Fruitridge and Freeport going towards downtown. Also, bike infrastructure REALLY needs to be built on Blair Ave in order to connect to Freeport.
There is a strong interest in supporting economic development and local businesses. About 85% of respondents supported **wider sidewalks for outdoor retail and commerce**.
Location **Specific Improvements**
- Both Sutterville Intersections
- In front of Riley’s
- Oregon Intersection
- Fruitridge Intersection
- North of the Blair Intersection
- North of the 23rd Intersection

Are there other **improvements or opportunities to support local businesses, destinations, and guide economic development** that you think are important?
- Buffer parking lots from the street with landscaping.
- Businesses should add bike racks and place them in places that actually feel safe.
- Consider dining parklets for existing restaurants; work with strip mall owners to address entry/exit points to make safer.
- Get rid of the huge, ugly and dangerous parking lots and street parking that face the street. Parking should be in the rear of buildings or used as a bike lane buffer. The street side of buildings should be for walking, sitting, eating, and enjoying the outdoors. It shouldn't be an asphalt wasteland like it unfortunately is now.
- Create a slower pace of traffic and incentive to stop.
Additional Comments

• Active transportation is more crucial than ever. We need to drastically improve the safety and accessibility of walking, cycling, and transit options. Cycling in particular has the potential to change long stretches of urban streets like Freeport if it is given proper safety measures and connection to a continuous, widespread network of routes connecting neighborhoods.

• Trees, shrubs and flower beds, please!

• This corridor is nominated as a Green Zone to encourage infill development. Reducing the automobile orientation of this corridor will support Green Zone goals. More info on Green Zones is available at https://www.sacog.org/greenmeansgo.

• My kids walk across freeport everyday on their way to school. I'd like them to be able to bike, but the road is too dangerous.
SURVEY #2

SUMMARY AND ANALYSIS

FREEPORT BOULEVARD
TRANSPORTATION PLAN
• Survey became available on **April 11, 2022** and closed on **May 15, 2022**.

• It was available in English, Spanish, and Chinese.

• The online version of the survey was created using **Maptionnaire**, which is a map-based survey tool used to facilitate simple and effective public participation.
The **online** and **paper** versions of the survey were distributed using the following methods:

- Shared on the project webpage
- Flyering and Business Cards
- Pop-up Events
- Door-to-Door Business Owner Canvassing
- Community Workshop #2 – Design Concepts
SURVEY #2: OVERALL RESPONSE

• Over 416 respondents
  o 416 online survey submissions
  o All responses are in English
  o Over 151 respondents completed the entire survey

• This analysis examines all the responses collected and summarizes key findings to present a clear vision on what the community wants to see for the future of Freeport Boulevard.
SURVEY # 2: DEMOGRAPHICS
The age of survey respondents ranged from under 18-65+ years old. **35-44-year-olds** made up most of respondents.
Most survey respondents identified as female. Males make up the second largest group.
Caucasian/White makes up the largest racial/ethnic group of survey responses. Minorities and those who prefer not to answer or to self-identify, make up less than 50% of responses.
Most survey respondents have lived or worked in and around the area for more than 10 years.

Total number of respondents: 135
Most survey respondents live, work, or play in the area.

*Respondents were able to choose more than 1 answer choice

* Total number of respondents: 134
  Total number of responses: 232
SURVEY # 2: EMERGING DESIGN FRAMEWORK
The consultant shared the Emerging Design Framework map which illustrates the locations of:

- **Improved existing signals and crosswalks**
- **Newly proposed crosswalks with signal control**
Over 80% of responses from people surveyed feel like the proposed crosswalk and signals will **improve safety**. 76% of survey responses also indicated that the proposed improvements would **increase opportunities to cross the street**.

*Respondents were able to choose more than 1 answer choice*
The community affirmed the Emerging Design Framework and provided additional feedback.

- Redesign the curb to change vehicle turning radius. Similar to the curb at C St and Elvas Ave.
- Add a crosswalk.
- Either a traffic signal or roundabout here. The existing signal is hard to see and way too easy for anyone unfamiliar with Freeport to miss.
- A whole intersection redesign to incorporate all mode of transportation. Maybe a “Bike Scramble” design implemented in San Jose.
- People are literally killed crossing the street here please add this crosswalk & signal.
- I’m glad to see a proposed crossing at Virginia Way, this is much needed.
- I highly recommend a roundabout at this intersection.
- Cars coming from Ottos, turning right onto Freeport are looking north for break in traffic, and turn into the crosswalk without looking for pedestrians. Better signage is needed to warn of pedestrians when turning right on red. This is also true at other intersections too.
- It is hard to get over here on your bike to turn left from freeport onto Sutterville.
- Add Crosswalk East to west, giving access directly to William Land Park from the Hollywood Park neighborhood.
- It is hard to get over here on your bike to turn left from freeport onto Sutterville.
- I highly recommend a roundabout at this intersection.
• Overall support of crosswalk with signal control and bikeways.
• Ensure improved and new crosswalk signals are clearly visible and defined.
• Support for reducing vehicle speeds by incorporating traffic calming measures.
• Support for intersection improvements that consider all modes of transportation.
• Explore options such as roundabouts as traffic calming measures.
• Suggestions to redesign turning lanes (similar to the curb at C and Elvas Ave).
• Support for pedestrian safety and better signage in turning lanes.
• Support for proposed/improved crosswalks with signal control at:
  o Portero Way
  o Blair Ave
  o Sutterville Rd (ensure access directly to William Land Park from Hollywood Park neighborhood)
• Improve bicycle route from Freeport onto Sutterville.
• Suggestion to add a roundabout near Fruitridge Road.
SURVEY # 2: EMERGING DESIGN CONCEPTS
The consultant shared the Emerging Design Concepts for the different segments of the corridor shown below:

- **North Segment** - From Sutterville East to Sutterville West
- **South Segment** - From Sutterville West to Blair Ave.
The consultant team presented the proposed improvements which included:

- Sidewalk and sidewalk ramp improvements
- Trees to provide shade where the sidewalk is wide enough
- Separated bikeways all along the segment by removing parking on the east side of the street
- Enhanced transit facilities at the bus stop with shelter and amenities
- Reduced travel lane widths to encourage traffic calming, and synchronized traffic signals to improve traffic flow
- Replaced parking for the separated bikeways
Over 85% of responses from people surveyed said they support the proposed improvements for **people walking** and **people biking**. 72% of people surveyed also said they support the proposed improvements for **calming traffic**.

*Respondents were able to choose more than 1 answer choice*

*Total number of respondents: 146
Total number of responses: 537*
The community affirmed the emerging design concepts and provided additional feedback.

**Pedestrian Improvements**
- Support for improved sidewalks and pedestrian friendly intersections.
- Support for trees for shade.
- Suggestion for raised crosswalks at heavily used pedestrian crosswalks.

**Bicycle Improvements**
- Overall support of protected bicycle lanes to ensure safety.
- Ensure the bicycle lanes are clearly visible to vehicles to improve safety.
Transit Improvements

• Concerns about bus and bike conflicts.

Driving Improvements

• Ensure driveways and access points do not cause significant points of conflict that increase traffic congestion, increase crashes with cyclists, pedestrians, and other vehicles.

• Overall support for safer intersections with traffic calming measures.

• Consider adding brick pavers for traffic calming and visibility.

• Ensure curb height to avoid vehicles parking in bicycle lane.
The **consultant team** presented the proposed improvements which included:

- Trees to provide shade where the sidewalk is wide enough
- Separated bikeways all along the segment by removing parking on the east side of the street
- Enhanced transit facilities at the bus stop with shelter and amenities
- Reduced travel lane widths to encourage traffic calming, and synchronized traffic signals to improve traffic flow
- Replaced parking for the separated bikeways
86% of responses from people surveyed said they support the proposed improvements for **people walking**. Over 77% of people surveyed said they support the proposed improvements for **people biking**.

*Respondents were able to choose more than 1 answer choice*
The community affirmed the emerging design concepts and provided additional feedback:

**Pedestrian Improvements**
- Support for wider sidewalks.

**Bicycle Improvements**
- Suggestion to relocate proposed bikeway to the right side of the right turn lane to ensure user visibility and safety.
- Overall support for separated bikeways to ensure safety and visibility.

**Transit Improvements**
- Support for better transit facilities, including dedicated bus lanes.
Driving Improvements

- Concerns about needing on street parking when parking lots are usually empty.
- Support for fewer and narrow lanes.
- Concerns around the "door zone" of parked cars when it comes to bicyclist safety.
- Support for added traffic calming measures, such as bulb-outs on every other crosswalk.
- Suggestion to remove driveway access to Freeport and route parking lot access to side streets.
- Overall support for medians, added bulb outs and signal control.
The **consultant team** presented the proposed improvements which included:

- Sidewalk and sidewalk ramp improvements
- Trees to provide shade where the sidewalk is wide enough
- Separated bikeways along the street by removing parking spaces
- Enhanced transit facilities at the bus stop with shelter and amenities
- Reduced travel lane widths and wider medians to encourage traffic calming, and synchronized traffic signals to improve traffic flow
- Removed parking for the separated bikeways
91% of responses from people surveyed said they support the proposed improvements for **people walking** and **people biking**. Over 74% of people surveyed said they support the proposed improvements for **calming traffic**.

*Respondents were able to choose more than 1 answer choice*

*Total number of respondents: 117
Total number of responses: 450*
The community affirmed the emerging design concepts and provided additional feedback:

**Pedestrian Improvements**
- Ensure pedestrian and cyclist visibility at intersections.
- Support for tree shade and landscaping adjacent to transit shelters.

**Bicycle Improvements**
- Overall support of separated bikeway to ensure safety in the corridor.
- Support for a clear separation between sidewalk and bicycle lanes to ensure safety.
Transit Improvements
• Suggestion to add a dedicated bus lane.
• Support for new bus stop locations.

Driving Improvements
• Ensure a protected intersection with traffic calming medians.
• Overall support for a hybrid of concepts 1 and 2
Overall, responses from people surveyed preferred the proposed improvements for **Concept 2**. 91% of people surveyed support the proposed improvements for **people biking** and **people walking** in **Concept 2**.

*Respondents were able to choose more than 1 answer choice*