OVERVIEW

• A walking workshop was held on **November 6th, 2021**.

• Approximately **15 people** attended this in-person event.

• This tour of Freeport Boulevard was developed as one of the many ways to **gather community input**.

• A **walking tour guidebook** was prepared that included the walking route and questionnaires to record observations made by the community.
Six observation stops were included in the workshop:

A. Harian Way
B. Oregon Drive
C. Stacia Way
D. Meer Way
E. Sutterville Road
F. New Railey’s
• Sidewalks have many obstructions such as utility boxes and poles.
• This stretch of Freeport is noisy due to car traffic.
• On-street parking near driveways block sight lines for pedestrians to be seen.
• Wider and separated sidewalk with shade trees would be a major improvement here.
- Restore the crosswalk that existed with some kind of pedestrian-activated signal.
- Everything looks and feels run down.
- Underground the utilities.
- Concrete sidewalks should replace the asphalt sidewalks.
- Reduce travel lane widths to under 11-feet as a pilot to see how it reduces travel speed.
- Bulbouts at corners to slow down cars and pedestrian refuge islands.
- Bus stop needs a shelter.
• Sidewalks feel narrow and should be widened.
• Vehicle traffic is too fast in this area because the roadway is so wide.
• The parking from Red Hawk Casino shuttles should be moved off of street.
• Should prohibit left turns at Virginia Way.
• Bulbouts and pedestrian refuge islands would help facilitate crossing the street.
• Intersection at Meer is good for pedestrians, but doesn’t serve bicyclists well.
• Not as noisy or dangerous-feeling as further south by Oregon Drive
• Bulbouts are needed in this stretch
• Cars exiting parking lots hang over sidewalk
• Bulbouts are needed in this area.

• A physical barrier for northbound bike lane is needed between the two Sutterville Roads as right-turning cars drive in bike lane.

• Sidewalks need widening.

• Pedestrian button on east side is hidden and needs to be moved.
• Bus stop needs a walkway connection to sidewalk. Bus riders now have to walk through landscaping.
• Landscaping between sidewalk and street makes it very inviting and should be used on whole corridor.
• Street lights are nice.
• Buffered bike lane is an improvement, but most would still ride on sidewalks because of speed of adjacent traffic.
• Buried utilities makes such a huge difference.
GENERAL OBSERVATIONS

• Street trees needed for shade.
• The group talked often about bulbouts to shorten crossing distance, slow traffic, and slow turning vehicles.
• The group mentioned green paint in bike lanes to improve awareness.
• The sidewalks felt too narrow at almost the entire stretch with many obstructions like utility poles and boxes.
• Many in the group commented on concrete sidewalks needing to replace the asphalt or broken sidewalks.
APPENDIX D

WALKING WORKSHOP

SUMMARY
NOV 6, 2021

FREEPORT BOULEVARD TRANSPORTATION PLAN