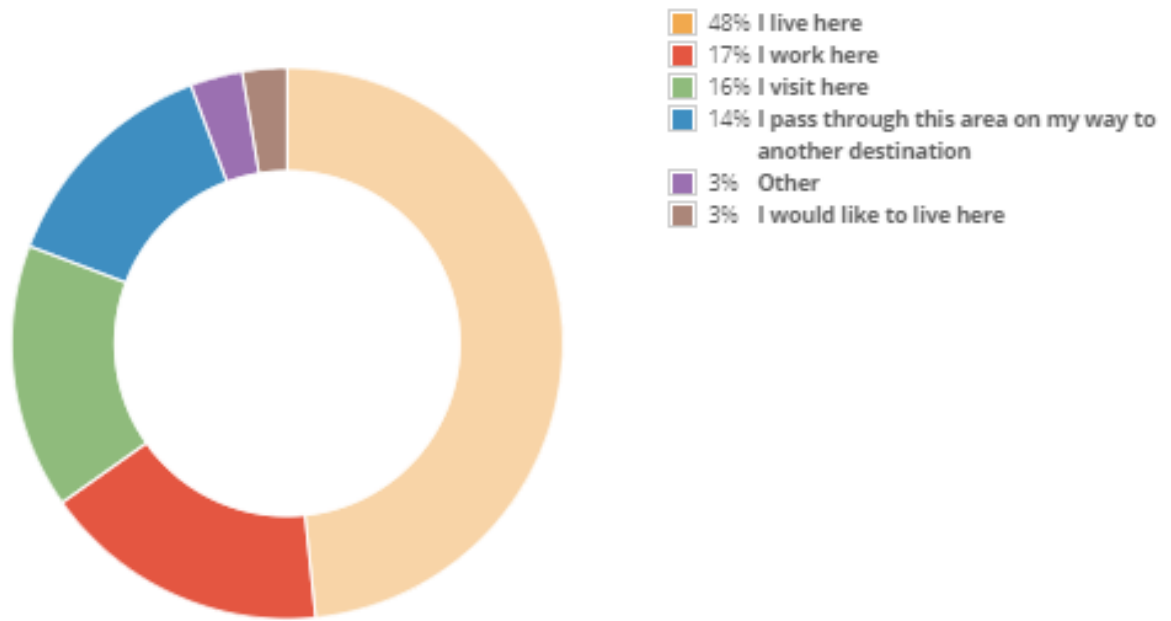


1. First, a quick question about your relationship to Midtown. (Choose all that apply.)



318 respondents

2. We've heard that, when you are walking or riding a bike, it's not very comfortable to have to cross major roads or walk or ride along busy roads with fast-moving cars. The plan is proposing a "Midtown Ring" that connects neighborhoods and destinations with safe, comfortable facilities, including greenways and green streets with protected spaces for people biking. The Midtown Ring is shown on the map below. Do you think the Midtown Ring is likely to make Midtown safer and more comfortable for people walking or biking to places such as North Hills, the Crabtree Creek Greenway, or other shopping areas or parks? (To use the slider, move the circle to your desired response. If you make a mistake, move the circle again and the survey will save your most recent response.)



3. A “green street” includes features, such as planted areas that replace existing asphalt alongside the curb, and catch and clean storm runoff. Those planted areas can also be used to provide a green protective divider between people and vehicles – creating a greenway on a street. In addition to minimizing flooding, it can slow cars, prevent higher traffic volumes on neighborhood streets, and provide safer places for people walking or biking. The attached map shows potential green street locations. Do you agree or disagree that these locations are well suited to have green street features?



4. We’ve heard that the narrow lanes where Wake Forest Road becomes Falls of Neuse Road are uncomfortable. Six-lane roads, such as Wake Forest/Falls of Neuse, are also uncomfortable for pedestrians. A concept that improves both of these issues is shown below. It would remove two travel lanes from Wake Forest/Falls of Neuse along the part of that road parallel to Bland Road. The resulting four-lane road would be safer for drivers and much more comfortable to talk along or cross for pedestrians. It could even allow for on-street parking. The two removed travel lanes would be added to Bland Road, which is currently two lanes and which largely serves commercial areas. Is this likely to improve pedestrian and driver safety?



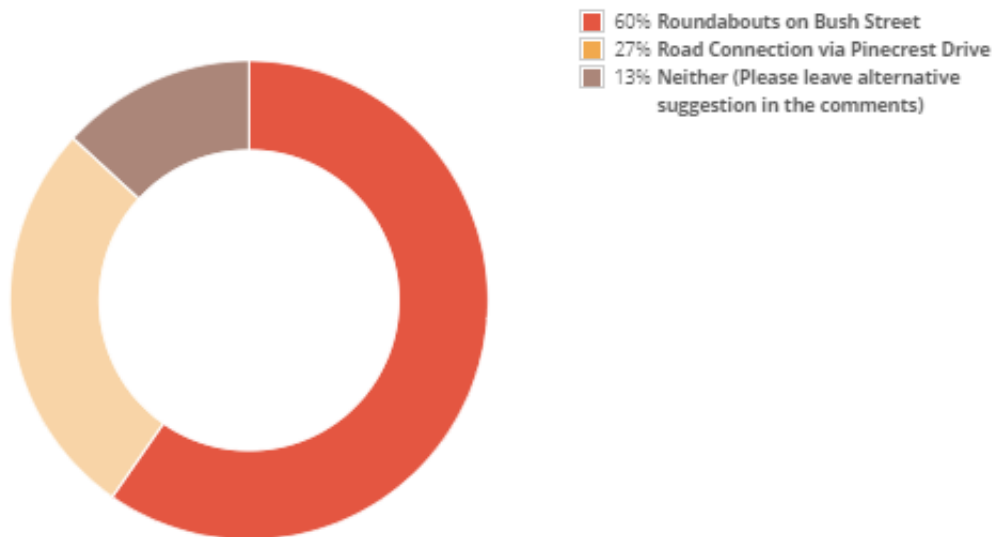
5. A proposal to improve travel options and is a new street and greenway connection across 440 between Six Forks Rd. and Wake Forest Rd. This crossing would add two lanes for cars and a safe, comfortable crossing for people walking or biking. Ultimately, this new crossing would connect the Crabtree Creek greenway to North Hills and residential areas farther north. It also would mean that not everyone driving across 440 has to travel through the busy intersections at Six Forks Road and Wake Forest Road. Is it likely this crossing would make it easier to get around Midtown?



6. We know that traffic is an issue in Midtown, but we've also heard that widening main roads is not always the preferred solution. Another option is to connect more streets, particularly through existing commercial and mixed-use areas. This would include an extension of Six Forks Rd. to Capital Blvd. and an extension of Navaho Dr. west to North Hills. Is it likely that these two street connections would make it easier to get around Midtown?

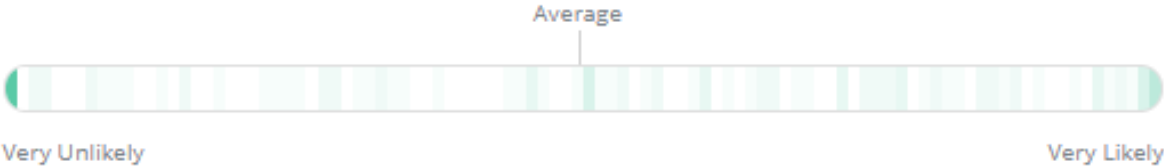


7. One connectivity issue involves limited and indirect east-west connections between Wake Forest Road and Atlantic Avenue north of 440. This adds travel time for buses and other vehicles, including those traveling to or from Duke Raleigh Hospital. An option to address that would add a few short segments to connect Pinecrest Drive with Wolfpack Lane to the east and Executive Drive to the west. It would mean buses and ambulances from Duke Raleigh Hospital would have a shorter route to the east on a new two-lane street connection with sidewalks, although it would involve acquiring some property and increasing the number of trips on Pinecrest Drive. A second option would use roundabouts on Bush Street. That would not have an impact on the neighborhood but would not improve mobility as much. If you had to choose between these two options which would you prefer?



129 respondents

8. Raleigh and Wake County are building a bus rapid transit (BRT) system. BRT is a higher level of bus service that is designed to offer faster, more frequent, and more reliable transit service. The plan is proposing connecting Midtown to BRT by increasing the number of buses running on existing routes and add a BRT express route in the future that would allow buses to use the shoulder of 440 to get from Midtown to Downtown faster. How likely would you be to use this BRT service if it connected to Midtown in these ways?



9. One proposal is to change part of an industrial area on St. Albans Dr. (between Bush St. and Atlantic Ave.) to a residential area that can accommodate townhouses and apartments, with a height limit of five stories further from existing residential areas and four stories next to existing residential areas. Is this likely a way to provide more housing options in Midtown?



10. The plan is proposing a new public space along the north side of the Crabtree Creek and turning Industrial Drive into a walkable Midtown "main street." Ultimately, the area could become a waterfront district, with the Crabtree greenway just steps away. Do you agree or disagree that this is a good strategy for creating new public spaces in Midtown?



11. To support the concept from the previous question, the plan proposes reducing the overall amount of future commercial uses in the area along Wake Forest Road south of 440 and encouraging more housing. Because the area already has a lot of retail space, the goal is to provide a better balance of uses and provide more opportunity for housing in a place where people can walk to shops or recreation such as the Crabtree greenway. Do you agree or disagree that this a reasonable strategy for providing more housing?



12. The plan also suggests being more specific about how height should transition down from the core of the area to lower-scale residential areas on the edges. Height could be up to 12 stories in the center of this mixed-use area, then drop to three stories on the edges. Taller heights in the center would allow for more housing or employment while the transition down would ensure buildings do not loom over nearby residences. Do you agree or disagree that this a reasonable approach to providing more housing and employment opportunities while respecting neighborhood scale?



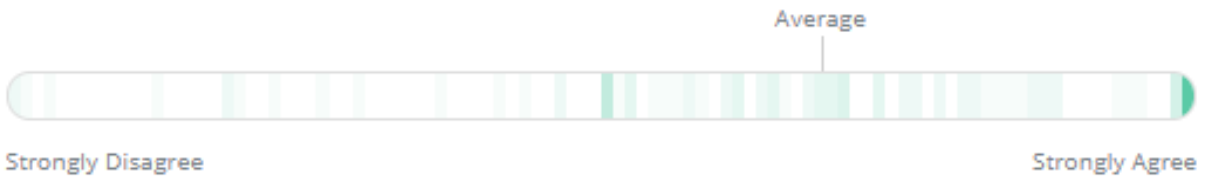
13. The plan proposes to be more specific about how heights should step down from North Hills, where 20-story buildings are either built or planned. This proposal shows how height would step down from 20 stories immediately next to 440 to three stories along Six Forks Road. It would allow for more housing and employment opportunities in the area while not allowing tall buildings directly across Six Forks from the existing neighborhood. Do you agree or disagree that this a reasonable approach to providing more housing and employment opportunities while respecting neighborhood scale?



14. One way to provide additional housing options is with “gentle density” – duplexes, triplexes, fourplexes, or townhouses – that are the same scale as typical detached houses but are relatively more affordable. The plan proposes this approach in a few locations, including the properties directly along major streets such as Millbrook Road and Atlantic Avenue. Examples from Raleigh neighborhoods are shown in the attached image. Do you agree or disagree that this is a reasonable way to improve affordability and provide additional housing options in the area?



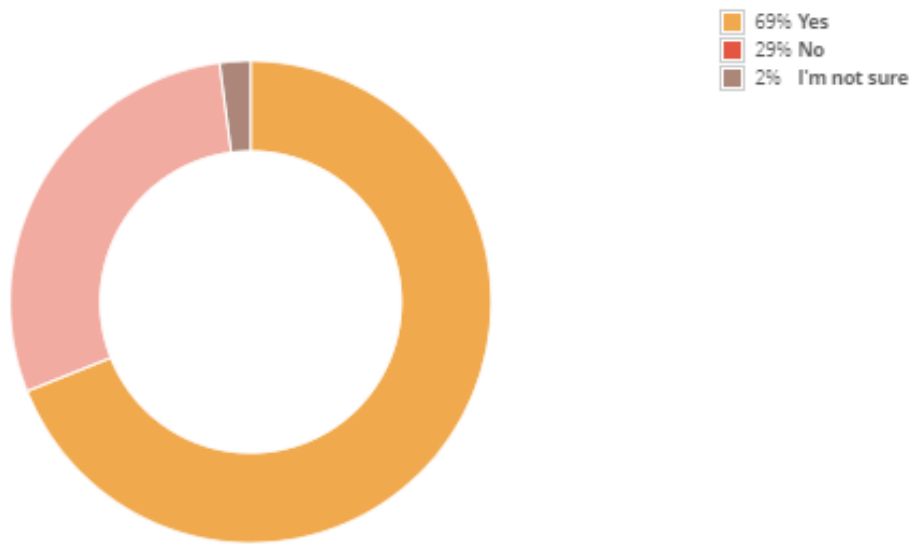
15. The plan envisions creating a more walkable place along the part of Wake Forest Road and Falls of Neuse Road between New Hope Church Road/Hardimont Road and Bland Road/Pacific Drive. To support that goal, the plan proposes changing future land uses on the east side of Wake Forest Road from industrial to housing, office, or commercial uses such as restaurants and retail. It proposes changing future uses along an area on the west side of Bland Road from residential and office uses to a broader range of commercial uses, including retail and restaurants. Do you agree or disagree that this a reasonable strategy for providing more housing and other uses?



16. In that same area, the plan proposes specifying how height would transition from the center of the area to the neighborhoods along the edge. It suggests that seven stories at the center is reasonable, with height stepping down to five and then three stories as it touches lower-scale residential areas. Taller heights in the center would allow for more housing or employment, while the transition down would ensure buildings do not loom over nearby residences. Do you agree or disagree that this a reasonable approach to providing more housing and employment opportunities while respecting neighborhood scale?



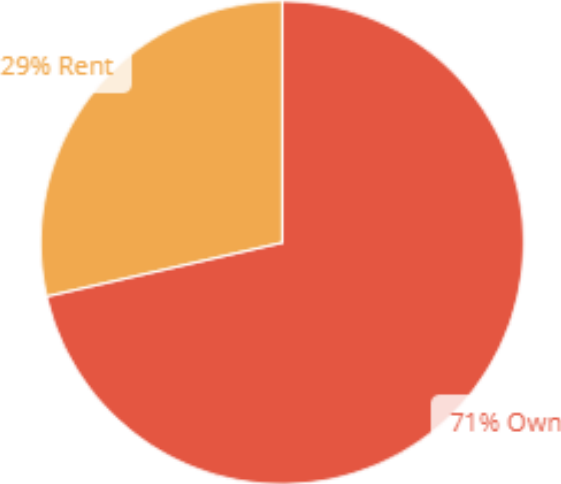
Do you currently live in the study area?



145 respondents

Approximately how long have you lived in your current residence?

Do you rent or own your current residence (whether in the study area or not)?

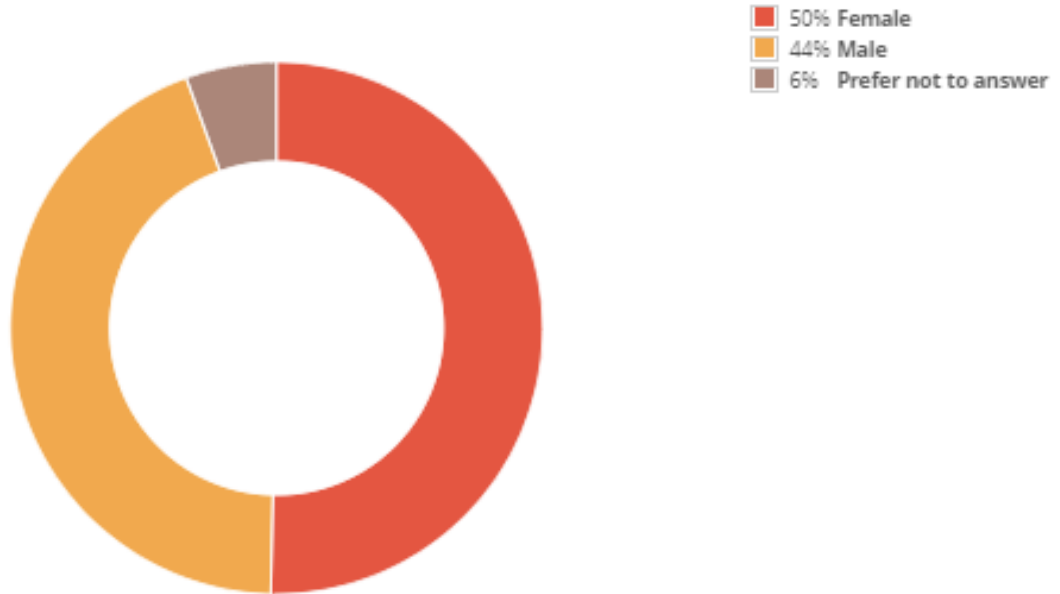


147 respondents



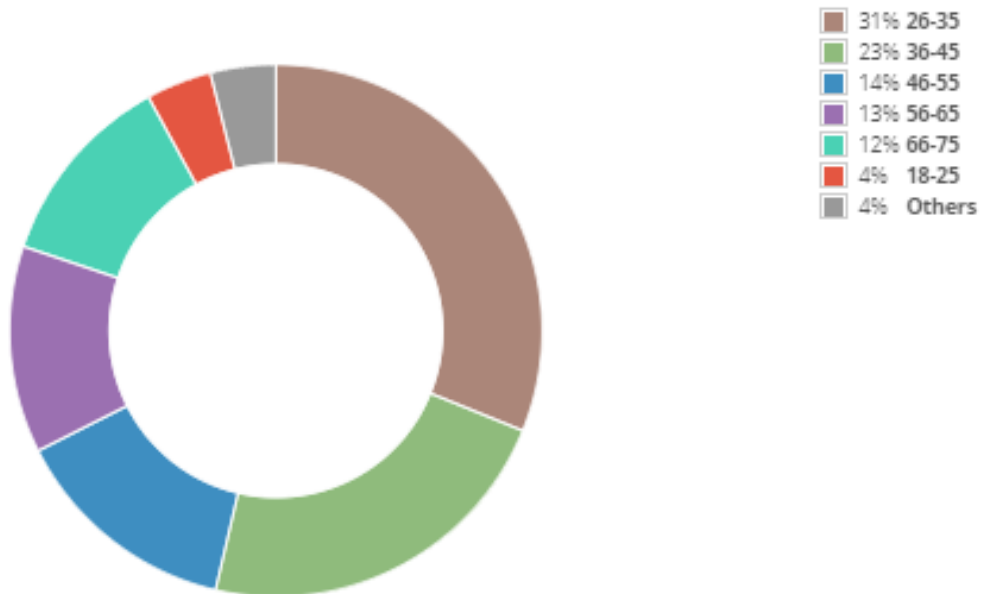
147 respondents

What is your gender?



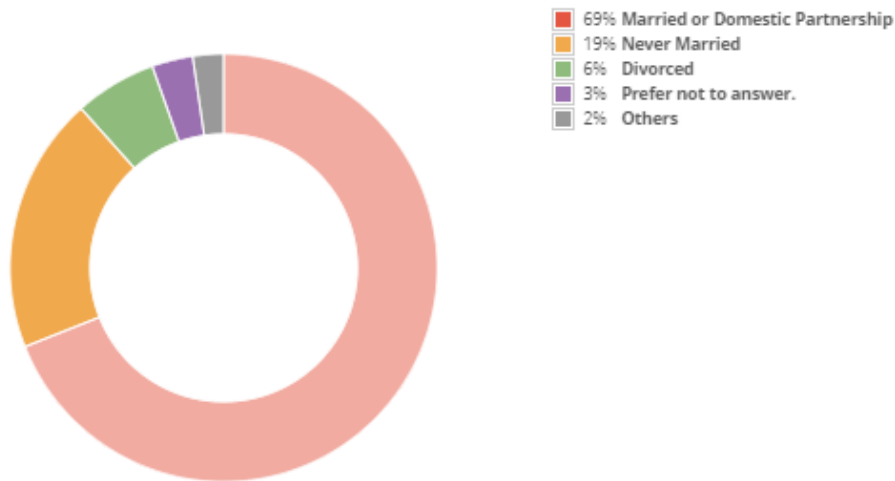
145 respondents

What is your age?



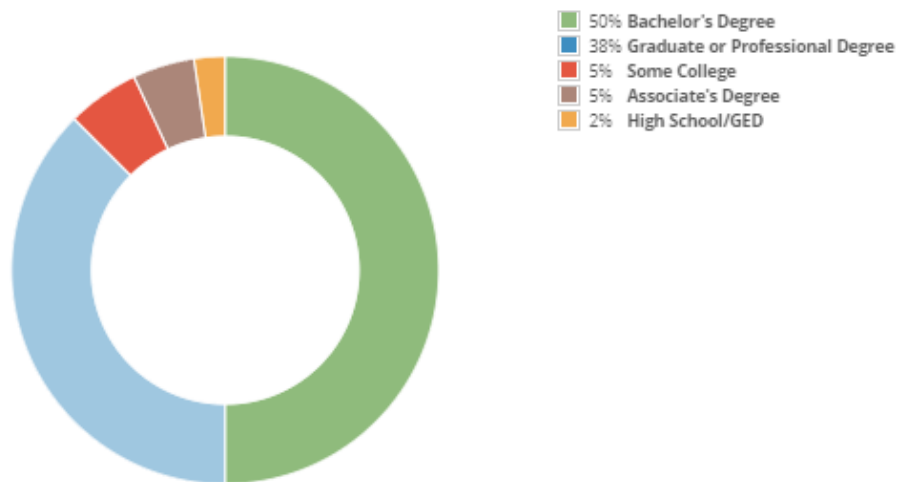
151 respondents

What is your marital status?



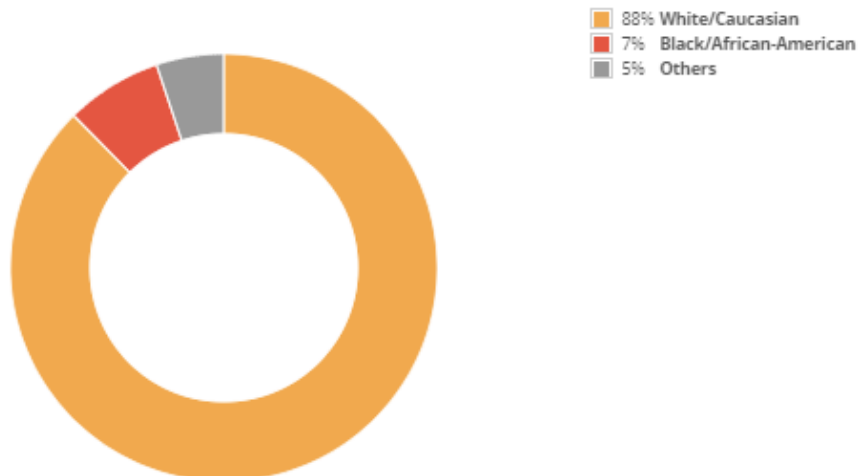
129 respondents

What is your highest formal education level?



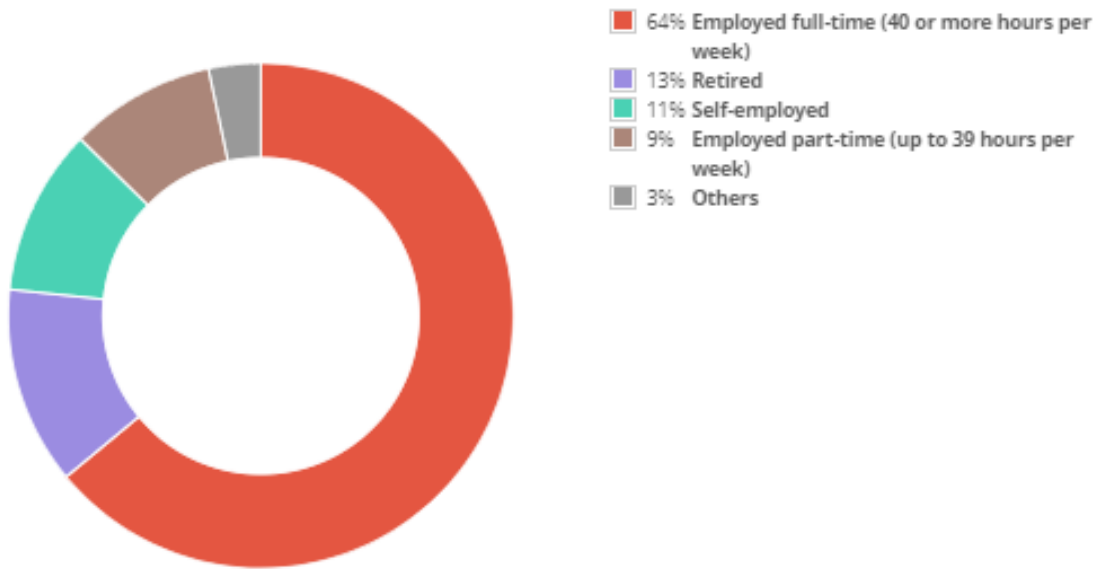
128 respondents

Which of the following best describe(s) your racial identity? (Choose all that apply.)



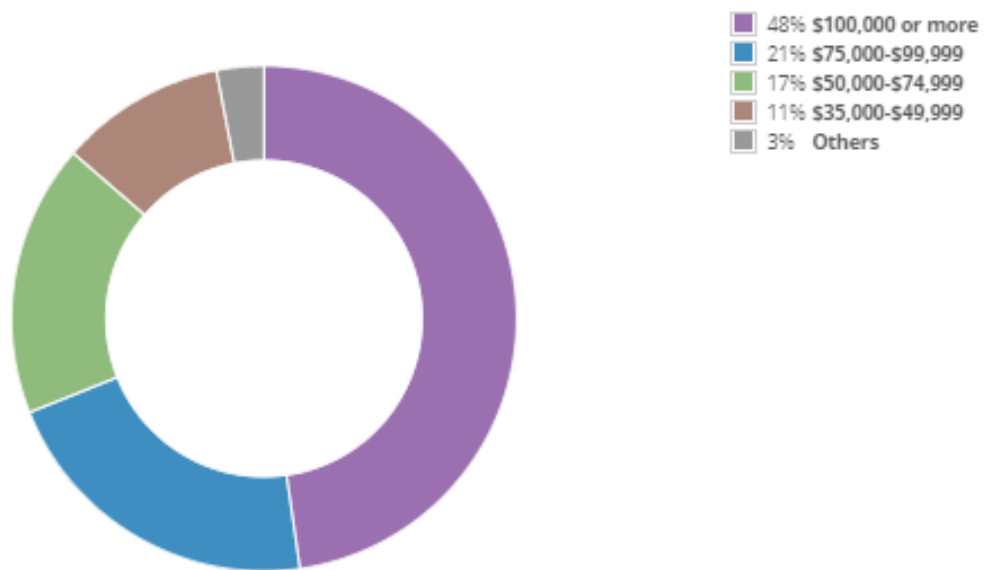
136 respondents

What is your current employment status? Please select all that apply.



141 respondents

What is your approximate household income, after taxes?



132 respondents

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