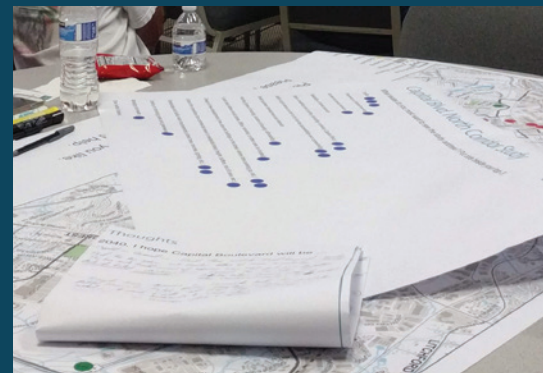




# Capital Blvd North Corridor Study



## Visioning Event Summary

August 2018





# Community Outreach

1

visioning workshop

3

promotional pop-up events

44

days of online survey

380

total participants

# Contents

Project Introduction .....	4
The Study Area .....	6
The Visioning Process .....	8
Summary of Input .....	10
Next Steps .....	26

# Project Introduction

## Area Planning Process and Plan Purpose

The Capital Boulevard North Corridor Study is a public process led by the City of Raleigh with the goal of creating a long range plan for Capital Boulevard between I-440 and I-540. The plan will be based on a vision created by residents, property owners, business owners, and other stakeholders. That vision will lead to the creation of various transportation, land use, and urban form scenarios that stakeholders will be asked to review and evaluate. The final product will be a set of recommendations for long range policy guidance and infrastructure investments that will be presented to the City Council for adoption.

The process will include the following components:

- Visioning Workshop
- Inventory & Analysis
- A Big Ideas Workshop
- Alternatives and Public Input
- Recommendations & Report

## Study Area Background

The corridor study will cover about five miles of the US 1/Capital Boulevard corridor, from the intersection of US-1/Capital Boulevard and I-440 to the intersection of US-1/Capital Boulevard and I-540. South of US 401/Louisburg Road, the width of the study area is typically from one property to one block deep. North of Louisburg Road, the study area is larger and encompasses Mini City, Triangle Town Center, and other commercial uses on both sides of Capital Boulevard.

Capital Boulevard is an essential transportation artery that serves a remarkable volume of local and regional trips. Its busiest section moves 68,000 car trips per day. In 2012, GoRaleigh Route 1 provided over 4,000 passenger trips each weekday. A variety of land uses find a home on the corridor and exist in close proximity to one another. The adjacent residential areas provide a significant amount of low-cost, market-rate housing.

The portion of Capital Boulevard in the study area has historically been asked to do two somewhat contradictory things: move a lot of traffic and provide a lot of access to adjacent property. In the past, the solution to traffic growth has been to add lanes rather than to restrict access. For a significant part of the corridor, that strategy is out of gas. The right of way will be difficult to expand further, and there is no room in the existing right of way for additional travel or turn lanes.

Largely due to the concentration of shopping, personal service, and employment destinations, the corridor is a major conduit for transit riders. The route serving the length of the corridor, Route 1, has the highest overall ridership in the GoRaleigh system and is second in terms of productivity. GoRaleigh has made increasing the number of stops with amenities a high priority, and many of the busier stops are now fitted with concrete pads, shelters, and benches. Transit ridership in the corridor has seen significant growth in recent years.

Transit depends upon a quality pedestrian network, and while progress has been made, significant gaps in the sidewalk network still remain within the corridor. Connections into the adjacent residential areas are indirect, unsafe, and rely on inconsistent infrastructure in many locations. This causes inconvenience to the local residents who use transit and potentially deters those who wish to use transit. Attempts to use more direct pedestrian routes can be seen in the area in the form of “goat paths,” holes illegally opened in fences, and other informal pedestrian connections.



# Brentwood

## Public Input

Input for this report came from a workshop in June 2018 and an online survey conducted in June and July 2018.

More than 380 participants told us what they like about Capital Boulevard North — and what needs some work.

This is the first step in a series of opportunities for public input in the plan. Beginning here at the broad vision stage, the process will increasingly focus on specific options to address key questions.

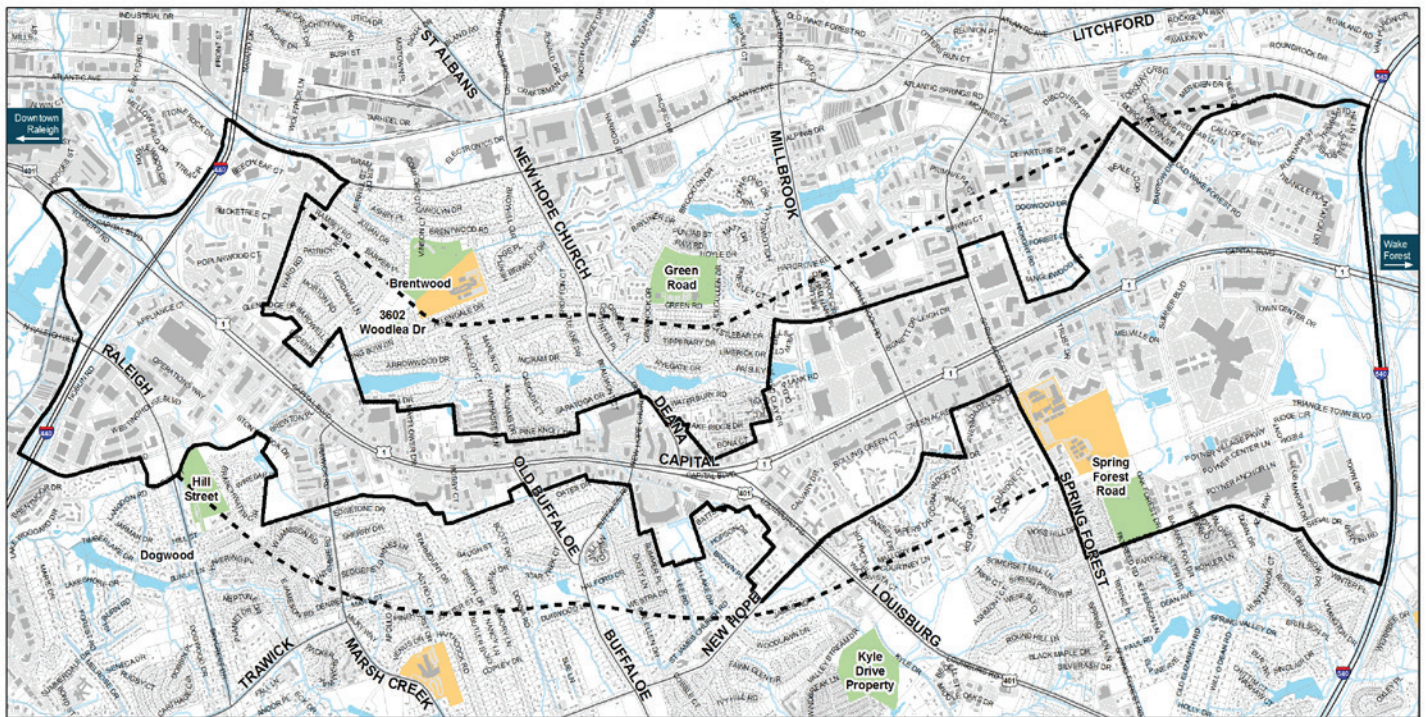




# The Study Area

The study area is made up of the segment of Capital Boulevard from I-440 to I-540, as well as the commercially zoned parcels adjacent to the roadway. Land uses within the boundary are mostly commercial and light industrial. Some residential neighborhoods are included north of Louisburg Road and west of Fox Road.

A map showing the area boundaries and key locations is below; images showing the typical existing character in various locations are on the following page.



- Proposed Study Area
- Area of Influence
- Buildings
- Parking
- Schools
- Parks
- Lake
- Stream







In-line shopping at Mini City, south of N. New Hope Rd



A typical intersection: Buffaloe Rd/New Hope Church Rd/ Capital Blvd



Two-story apartments on N. New Hope Rd



Current condition of Capital Blvd at Spring Forest Rd



Typical detached houses near Spring Forest Rd



Vehicle sales and pawn shop on Trawick Rd



Vehicle service with hotel behind on Spring Forest Rd



In-line shopping at Poyner Place



# Visioning Process

## Visioning Overview

The visioning process for this study was based on two major efforts—an online survey and a visioning workshop. Both were advertised via a postcard sent to property owners and current residents within the project area as well as within a 100-foot buffer of the plan area, for a total of about 2,500 postcards. The city also publicized the outreach efforts through emailed notices to city newsletter subscribers, through social media including Facebook and Twitter, on the project website, and on signs posted along the corridor. Finally, city staff held pop-up events to promote the workshop and survey for three consecutive Saturdays prior to the visioning workshop at area venues.

The visioning workshop was held at a church in the study area on a Saturday morning. Attendees received a presentation from city staff about the planning process and the study area. They were then asked to participate in exercises that gathered their impressions of the study area, including critical issues and important assets.

For those unable to attend the in-person event, information was gathered using an online survey at PublicInput.com. Participants were asked questions pertinent to the corridor study, similar to those asked at the public meeting. Both approaches asked a similar set of questions, including map-based feedback; a listing of issues or main themes to vote on what the study should address; and an open-ended prompt for positive and negative thoughts.

## Outreach Process

The visioning workshop for the Capital Boulevard North Corridor Study took place on June 23, 2018. The online survey was open for more than 40 days in June and July. Pop-up events occurred on June 2, 9, and 16 at other scheduled community events. Overall, outreach was designed and promoted to reach a broad cross-section of stakeholders.

- Saturday, June 2, 2:00-4:00, Summer Reading Program Kickoff, Green Road Public Library
- Saturday, June 9, 3:00-6:00, Dia de Guatemala, Food Bank of Eastern and Central NC
- Saturday, June 16, 12:00-1:00, United Skates of Raleigh
- Saturday, June 23, 10:00-12:00, New Hope Baptist Church
- June 2-July 15, Public Input Online Survey



## Visioning Workshop

The visioning workshop was held at New Hope Baptist Church on Louisburg Road. This location is near the center of the study area and accessible by transit; it is also within walking distance of multiple apartment complexes. The pop-up events prior to the workshop included promotional material for the larger workshop.

The workshop began with a presentation followed by facilitated small group discussions. Approximately 60 people attended. The following questions and exercises were posed to discussion groups at the workshop:

- A voting exercise utilizing colored dots for participants to indicate their top choices of major issues the area is facing and that the plan needs to address;
- An open-ended exercise provided space for positive and negative thoughts as well as an opportunity to share an overall vision for the area.
- A mapping exercise using red and green dots to geographically locate the strengths and weaknesses of specific areas.

## Online Survey

Similar to the workshop, the survey was structured to ask participants about issues and opportunities for improvements as well as priority topics for the study. The questions were intended to be aligned with the exercises from the workshop. A few additional questions asked about participants' age, location of residence and how they personally experience the area.

Three hundred twenty-one individuals participated in providing online public input, submitting more than 4,000 question responses and 543 unique comments. Overall, the survey was viewed a total of 938 times.

# Summary of Input

The remainder of this report contains the input received from the visioning process in three gradually more detailed ways:

- A summary table, word clouds, and summary maps on this page and the next five pages
- Five sections describing the topics discussed and ways that the participants linked them together (pages 16 - 25)
- An attached Data Summary with lists and visualizations presenting a comprehensive review of the results
- An Appendix containing all of the data inputs received from participants

**[Note:** Quotations and comment topics shown in this report were provided by members of the public during a public-facing outreach process. No personally identifying information is linked to any of the data shown here. Some participants have chosen to share potentially identifying information in their comments. The contents of the comments do not necessarily represent the views of City of Raleigh staff or elected/appointed officials. The intent of this report is to accurately present the input received and to interpret the results only when it improves clarity.]

## Top Issues

When asked what in the corridor may need work, visioning participants identified five primary issues:

- Traffic
- Walkability
- Appearance
- Streetscape
- Land Use Mix

A brief summary of the results for these topics is shown in the table below.

Topic	Traffic	Walkability	Appearance	Streetscape	Land Use Mix
Workshop Votes	33	38	3	24	17
Workshop "Need help" and Vision Comments	65	45	52	17	52
Survey Average Importance Ratings (1=Very low, 5= Very high)	4.19	4.08, 3.9**	4.23	4.37	4.23
Survey "Very high" or "High" Importance Ratings	205	192, 176**	190	207	197
Survey Map, "Issues", and Vision Comments	177	94	155	67	82

\*Combined votes for "Safety of walking and cycling" and "Ability to get places on foot or by bicycle"

\*\*["Safety of walking and cycling", "Ability to get places on foot or by bicycle"]



# What People Like About Capital Blvd North

Participants in the visioning process had a limited number of positive impressions of Capital Boulevard. The most commonly mentioned asset of Capital Boulevard was that it connects I-540, I-440, and downtown. People were generally satisfied with the ease of using the road to get from place to place.

Another positive aspect of Capital Boulevard North was the shopping destinations along the corridor, particularly the variety and the presence of national retailers.

Parks, libraries, and churches also received frequent positive notes. Neighborhoods and the affordability of single-family houses were also cited as important elements of the area.

## Visualizing Input: Assets

The word cloud below illustrates the aspects of the area participants found to be assets.





## Visions for the Future

Perhaps the strongest themes appeared in visions for the study area. Many participants hope Capital Boulevard North will be more free flowing in the future, whether through controlling access, improving intersection configurations, or increasing multi-modal options.

A significant number of participants hoped the area would be more visually attractive with consistent streetscaping and more vegetation. There was an expressed desire for a greater balance of land uses, specifically less high-impact commercial uses.

Many also hoped the area will continue to have affordable single-family neighborhoods while increasing the diversity and supply of housing.

Typical comments included:

“Beautifully landscaped.”

“Wider sidewalks, dedicated bike lanes & paths.”

“Less congested.”

“Nice shops, restaurants.”

“Less retail space, more professional office space.”

“Better public transit.”

“More mixed-use (residential/commercial).”

“Aesthetically pleasing.”

“Will be a destination rather than a thoroughfare.”

## Visualizing Input: Vision

The word cloud below illustrates the topics participants focused on when asked what they hope the area will be like in 2040.

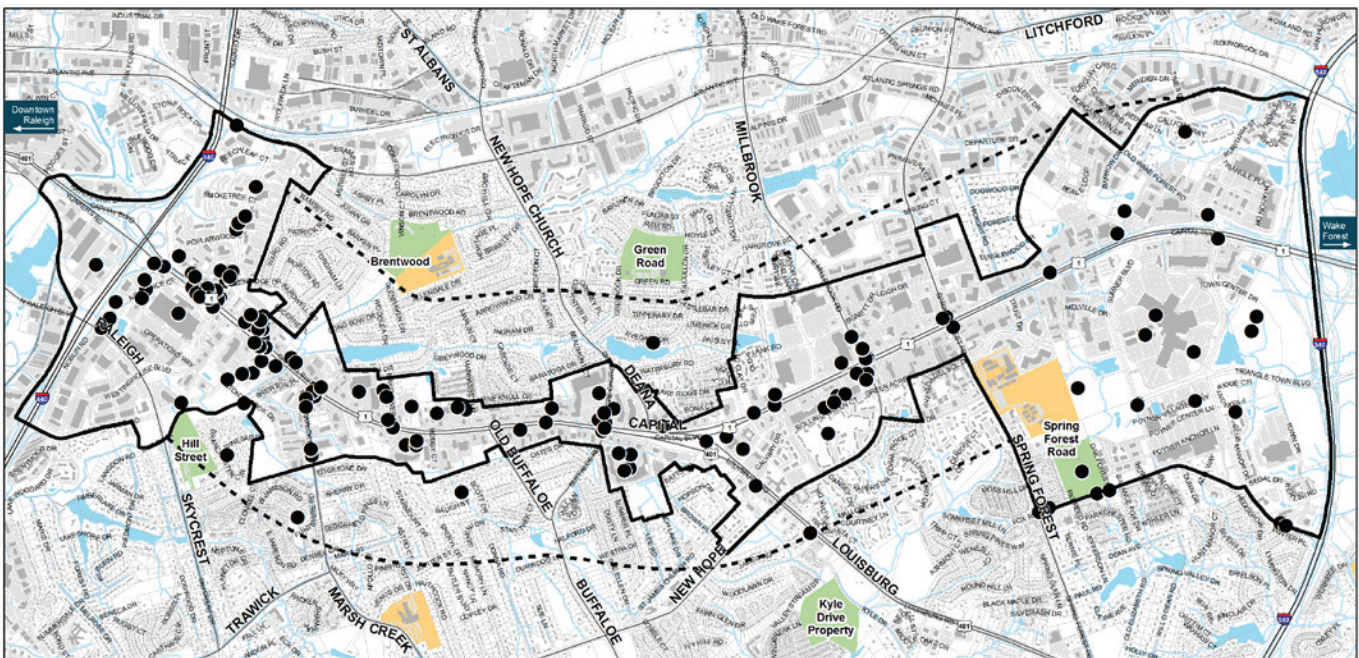




## Issues Mapped

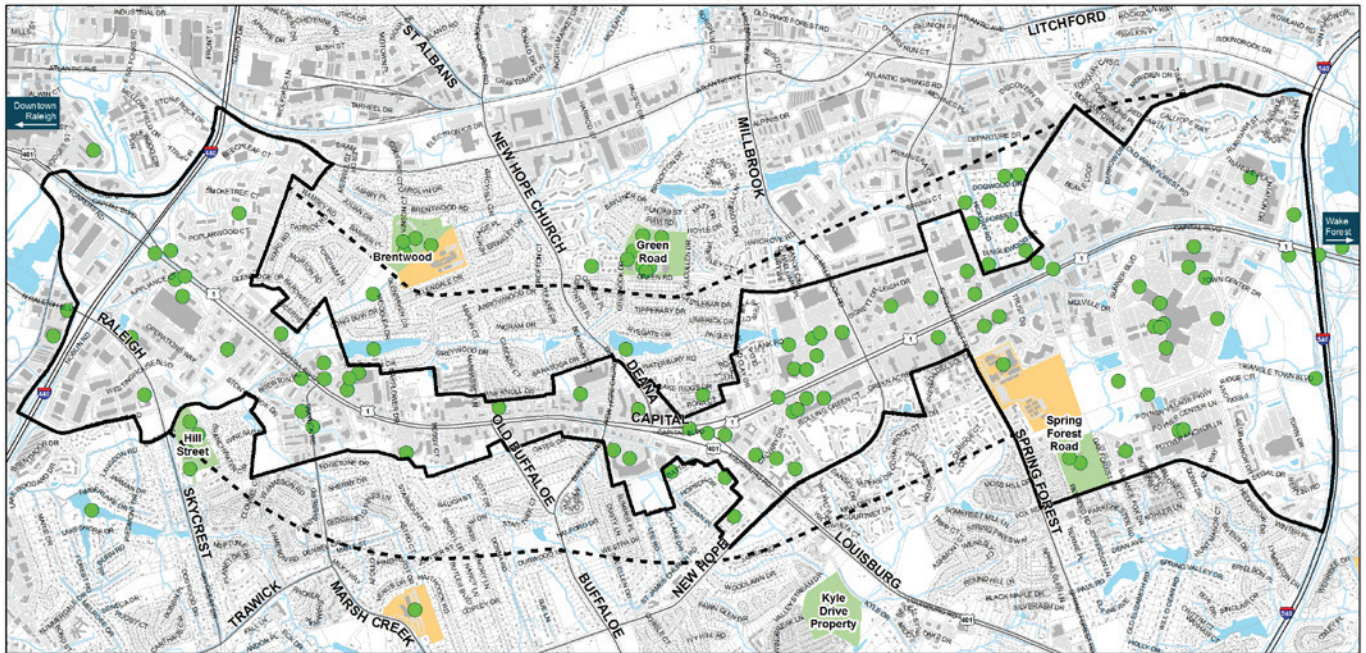
Both the survey and in-person events included a mapping exercise designed to identify place-specific issues. Workshop attendees were asked to place green dots on a map on areas that they like, or red dots in places that need help. Survey respondents were asked to place dots or lines and write comments to provide additional information.

Generally speaking, positive notes clustered around shopping areas, parks, schools, and churches. Negative impressions generally reflected transportation concerns, such as traffic and pedestrian safety. Participants also marked where the appearance of public infrastructure or private developments are unsatisfactory and where crime may be an issue.

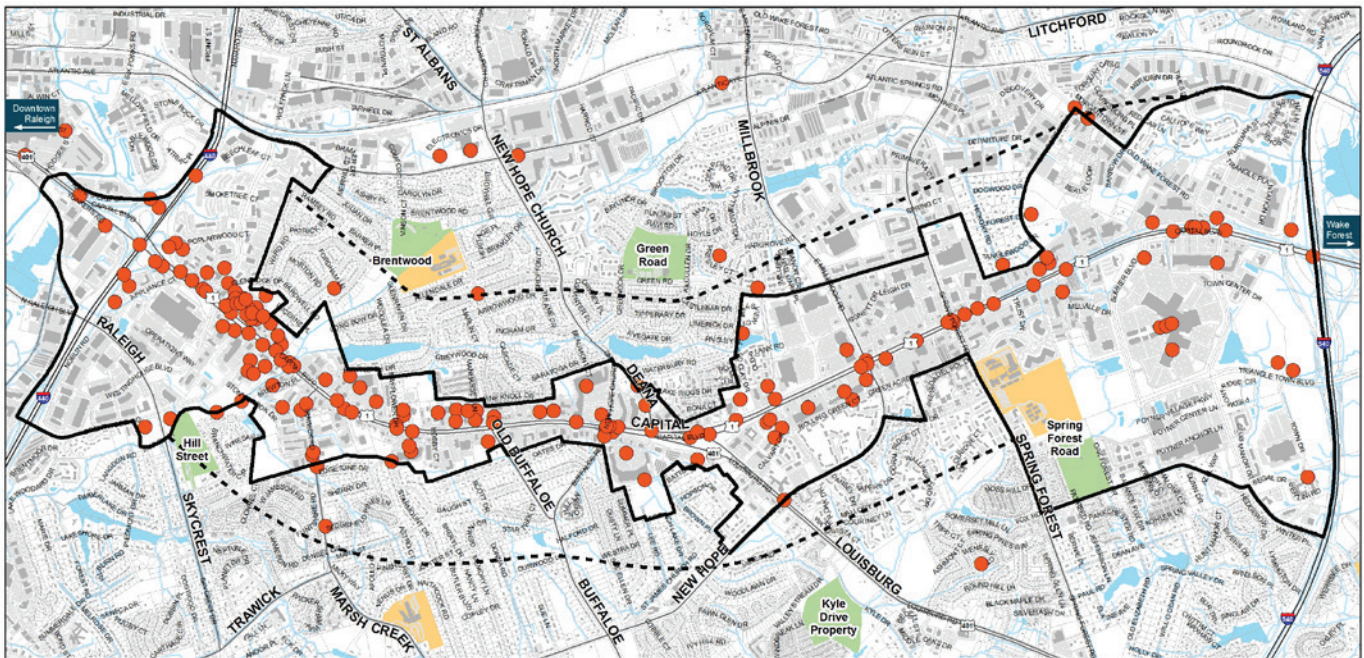


Points marked by survey respondents





Map of "Things you like" from workshop



Map of "Places that need help" from workshop



**“Traffic on Millbrook Rd and Spring Forest Rd tends to flow well.”**

**“Traffic does flow, effectively carries traffic out of town.”**

**“Good access to downtown.”**

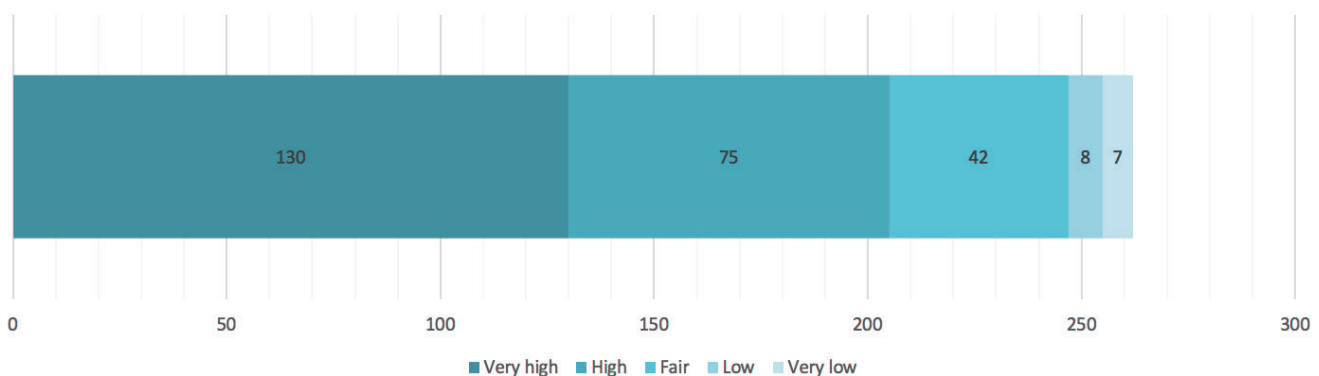
**“Traffic flow is a continual problem especially around the off/on ramps for 440.”**

**“Too many driveways and too much traffic that has to stop at too many lights.”**

**“I avoid using Capital because of the time and congestion of getting down it.”**

**“It needs to flow better not only along Capital Blvd, but also with the cross streets.”**

Importance of being included in corridor study: Traffic





# Traffic

*Visioning participants see traffic as the number one issue for Capital Boulevard North. Congestion, intersection design, signal timing, lack of access control, and conflicts with other transportation modes make the corridor less pleasant and safe to drive.*

Capital Boulevard is one of the highest volume corridors in Raleigh for vehicles. Each day, more than 60,000 cars on average pass through the segment of the corridor between I-440 and I-540. With highway interchanges at either end of the study area and several large thoroughfares crossing Capital Boulevard with signalized intersections, it is a major conduit for local and regional trips. As a section of highways US 1 and US 401, Capital Boulevard is also used for interstate and freight travel.

The movement of personal vehicles through the Capital Boulevard North corridor was probably the most popular topic of the visioning process. The topic of “Traffic” was the most highly prioritized during the workshop, receiving 33 votes on the dot exercise. Survey respondents also indicated that traffic was a high priority, though not as strongly.

“Traffic” had the fifth highest average importance (calculated as the average score when 1 is the lowest importance and 5 is the highest) of 14 topics. Two hundred and five respondents said traffic was a “High” or “Very high” priority, which made it the third highest in this metric after “Streetscaping and public realm improvements” (207) and “Creating or improving parks and greenways” (206).

Traffic was a common theme in the comments as well. While many noted the ease of travelling through the corridor and its ready access to shopping destinations as well as other parts of Raleigh, many participants also saw traffic as an area in need of improvement. It is worth noting that 25 of the comments received at the workshop remarked on the ease or convenience of travelling in a car. Nevertheless, traffic was the number one topic that people saw as an “Issue that this study should address” (survey) or “Thing that needs help” (workshop), according to their written comments.

When asked for their vision for the future of Capital Boulevard, Traffic was a consistent subject, though other subjects received a similar amount of comment. Traffic was second only to Appearance (35 to 36 mentions) in vision statements from the survey. Visions from the workshop referred to traffic in 18 instances, which placed it in a tie for the most comments along with Transit and Pedestrian considerations.

**“Pedestrian crossing Capital is bad/unsafe.”**

**“Area is not pedestrian friendly.”**

**“Pedestrian connections to shopping plaza are bad.”**

**“Making this an inviting area that is accessible by bus, bike, or on foot.”**

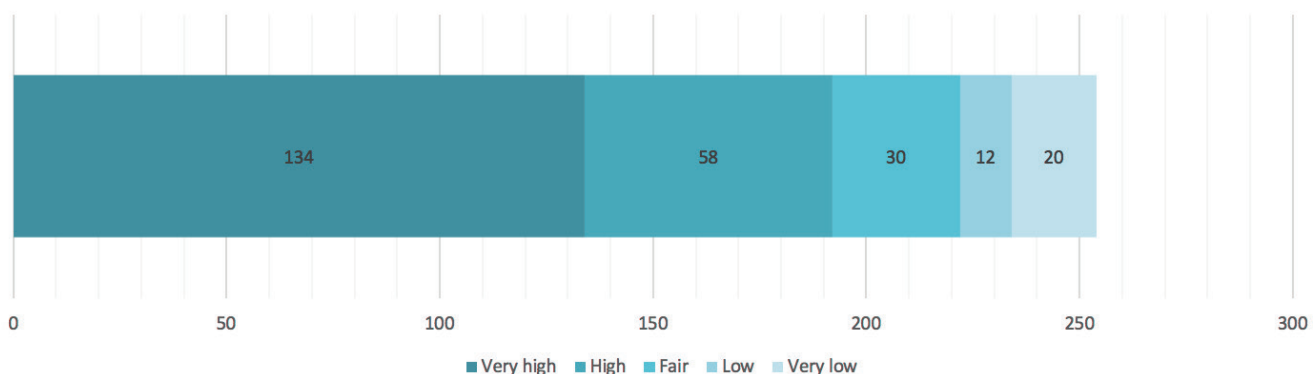
**“Crossing Capital on foot is almost impossible.”**

**“There needs to be usable sidewalks and crosswalks at all of the intersections.”**

**“Add more frequent express transit service to increase ridership.”**

**“We need more and faster public transit.”**

Importance of being included in corridor study: Safety of walking and cycling



# Pedestrians, Bicycles, and Transit

*Participants described the infrastructure for these modes as inconsistent, insufficient, and unsafe. Walkability was the highest priority of the three modes.*

Participants in the visioning process were interested in modes of travel other than the personal vehicle. In some cases, this interest was from the perspective of a driver wanting fewer conflicts with other modes, increased safety for pedestrians, or less competition with buses for vehicle lanes. Even so, the visioning process showed a preference among participants for a transportation network that balanced the needs of drivers, transit riders, pedestrians, and cyclists.

When voting for the highest priority study topics, workshop attendees rated “Safety of walking and cycling” as the third most important topic, with 23 votes. “Ability to get places on foot or by bicycle” was also a popular topic, with the sixth most votes of fourteen options (15 votes). Transit was broken into three topics: Frequency, Access, and Reliability. None of these topics alone was in the top half of the priority list. If the votes of all three transit topics are combined, the resulting topic would have accounted for 17 votes, placing it in a tie for fifth most votes.

Survey responses showed a similar degree of interest for walking, cycling, and transit. There were two questions that asked about walking and cycling together. One asked respondents to rate the importance of the “Safety of walking and cycling.” Another asked for ratings of the “Ability to get places on foot or bicycle.” Safety was highly rated, with 192 people (76%) stating that it is of high or very high importance. The ability to travel received 176 “High” or “Very high” ratings, accounting for 70 percent of respondents.

As with the workshop, there were three transit topics, Frequency, Access, and Reliability of transit, which were less important to survey-takers than walkability and bicycle use. These three aspects of transit service were of “High or “Very high” importance to 46, 51, and 56 percent of respondents respectively.

In terms of positive comments, these three modes received fewer mentions combined than Parks alone. There were fewer than 5 positive comments each for Pedestrians, Bicycle/Greenways, and Transit. In contrast, responses to questions about the needs of the corridor highlighted walkability. When discussing walkability as an issue to be addressed, comments focused consistently on safety and accessibility.

Participants lodged 75 comments calling for pedestrian improvements. Transit received 47 comments of this type, and cycling had 37. These comments were consistent in their distribution between the workshop and the survey, with proportionately more workshop participants bringing up these three topics.

In their visions for the area, workshop and survey respondents mentioned transit, pedestrian, and bicycle needs 29, 28, and 13 times respectively. Again, workshop attendees were proportionally more likely to reference these issues.



**“So many parking lots not aesthetically pleasing.  
Store fronts don’t align.”**

**“We are also in need of looking at our  
older roads for sidewalks and resurfacing.”**

**“Beautification of the Capital Blvd area, allowing for more  
grass/landscaped areas between businesses, making larger  
sidewalks.”**

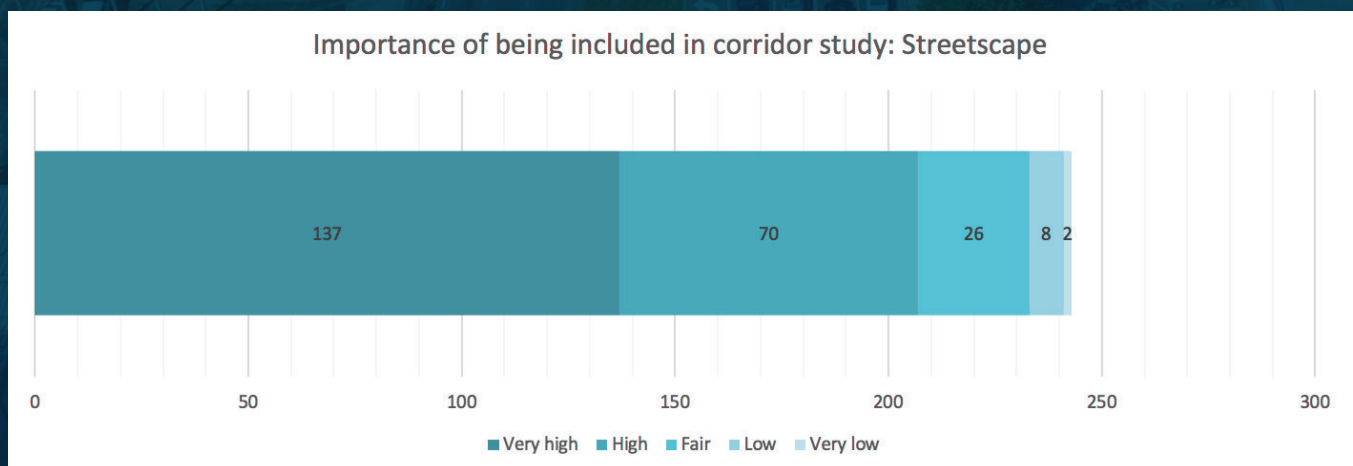
**“Cleaning up capital shopping centers and  
making the street look nicer.”**

**“The shopping malls are run down, many storefronts are  
empty, and grass/landscaping is not maintained.”**

**“Clean up trash on the medians.”**

**“More trees and flowers.”**

**“I’m concerned that our home values. . .will depreciate due to  
the trash in the street, and unkept properties in the area.”**



# Parks, Streetscape, and Appearance

*Visioning participants see parks as the top community asset. Stakeholders shared a sense of dissatisfaction with the look of the roadway and some adjacent properties. Lack of vegetation, vacancies, deficient maintenance, and an irregular urban fabric were cited as detriments to the visual appeal.*

The aesthetic quality of Capital Boulevard is dependent on both public sector and private sector activities. The City of Raleigh and NCDOT control the components of the roadway, such as the landscaping of medians and street lawns. The city also has the ability to develop public parks and plazas, as well as installing public works of art. However, these activities are limited to public property or easements. Private property owners contribute to the appearance of an area through signs, landscaping, and building and site design. These elements are regulated for new construction by Raleigh's Unified Development Ordinance, and maintenance is regulated through the city's Housing and Building Standards.

In the survey responses, parks and greenways were frequently selected assets to be maintained or enhanced through this study. Workshop attendees did not apply as many votes to parks. Workshop attendees voted for "Creating and improving parks and greenways" 10 times, making it the eighth ranked topic out of 14. In contrast, respondents to the survey gave this topic the highest average rating of importance, the highest number of "Very high" importance ratings, and the highest percentage of respondents calling it "High or Very high" importance.

It is important to note that people at the workshop had a limited number of votes and applied them to the topics that were most important to them. The survey allowed respondents to rate every topic as highly or lowly as they wished. These results may indicate that parks are very popular but, when faced with a choice between improving parks and improving other aspects of the corridor, other aspects were more important than parks.

Parks were generally considered positively but did not stand out significantly in the comments received. In terms of the number of "Issues to be addressed" comments, parks had the second fewest. For assets and vision comments, parks fell in the middle of the scale, at fourth and eighth most comments respectively. Workshop attendees were more likely to mention parks in positive comments than survey respondents.

"Streetscape and public realm improvements" had the second highest vote tally on the workshop activity, with 24 votes. The survey responses matched this result exactly, with this topic having the second highest overall rating, second most "Very high" votes, and second highest percentage of "High" or "Very high" importance responses. Comments on streetscapes were somewhat common and generally negative. This topic had only one positive comment and had the fifth most and seventh most issues and vision comments respectively.

Appearance of new private developments was a topic on which the visioning process directly asked for comment. The voting exercise at the workshop and the importance rating section on the survey both asked about the "Design of new developments." This topic received a fairly high importance rating on the survey, garnering 79 percent "High" or "Very high" ratings, placing it as fourth highest in this metric. It also had the third highest average importance rating. Another topic, "Urban form transitions from commercial areas to residential areas," was slightly less popular. These questions are focused on the design of structures and development sites during new construction that can be regulated through zoning.





The comments on appearance were not limited to the design of new buildings. They ranged widely to include refuse on the side of the road and on private property, vacant and abandoned buildings, buildings and parking lots in disrepair, unkempt and barren landscaping areas, and insufficient lighting. While appearance in this sense was not included in the voting and importance questions, the topic was included in an “Appearance/Design” category for sorting comments due to the abundance of comments on this theme.

The concept of appearance was present in 125 comments on “Issues to be addressed.” Only traffic received more comments. When sharing their vision, participants included appearance 52 times, once again second only to traffic. These comments were consistent between the survey and the workshop. Many of these comments specifically addressed a vacant hotel property at the southern end of the study area. Even with the hotel comments removed from the count, appearance is still among the top four topics for “Issues” and vision.



# A Note on Crime and Safety

Multiple participants in the workshop and the survey stated in their comments that the study area is or feels unsafe. These observations were related to one of two issues. The first is the perceived risk of walking or cycling in areas with high vehicle volumes and speeds. The other was the impression that there is a high rate of criminal activity in some areas of the corridor. The criminal behaviors described in the comments include drug use, prostitution, trespassing, vandalism, aggressive panhandling, assault, and burglary. Multiple participants associated these uses with physical characteristics such as poor lighting and vacant buildings. In many cases, crime was linked to one specific land use: overnight lodging. Of 16 survey respondents who commented on criminal behavior, ten also stated that they live near the study area.

Hotels and motels do not inherently cause or promote criminal activities, and there are many examples of hotels in Raleigh and the Triangle region that stimulate economic and cultural benefits for the surrounding areas. Some research suggests that there is a relationship between the condition of

the built environment and the incidence or perceived incidence of crime. This relationship is sometimes referred to as the “broken window effect.” Some communities have implemented a set of tools known as Crime Prevention Through Environmental Design (CPTED) to address environmental factors that may increase the likelihood of criminal behavior. The City of Raleigh has an existing policy in the 2030 Comprehensive Plan encouraging the use of this technique, Policy CS 3.4.

The participants in the visioning process have communicated that crime and safety are significant issues that they would like to see addressed through this study. As the study progresses, we will continue to refer back to this community value and look for opportunities to develop policy recommendations that respond to this need as well as areas where recommendations on other topics can include considerations for safety, security, and enforcement.

**“More mixed-use development linked to transit.”**

**“Doctor offices for people who live in this area.”**

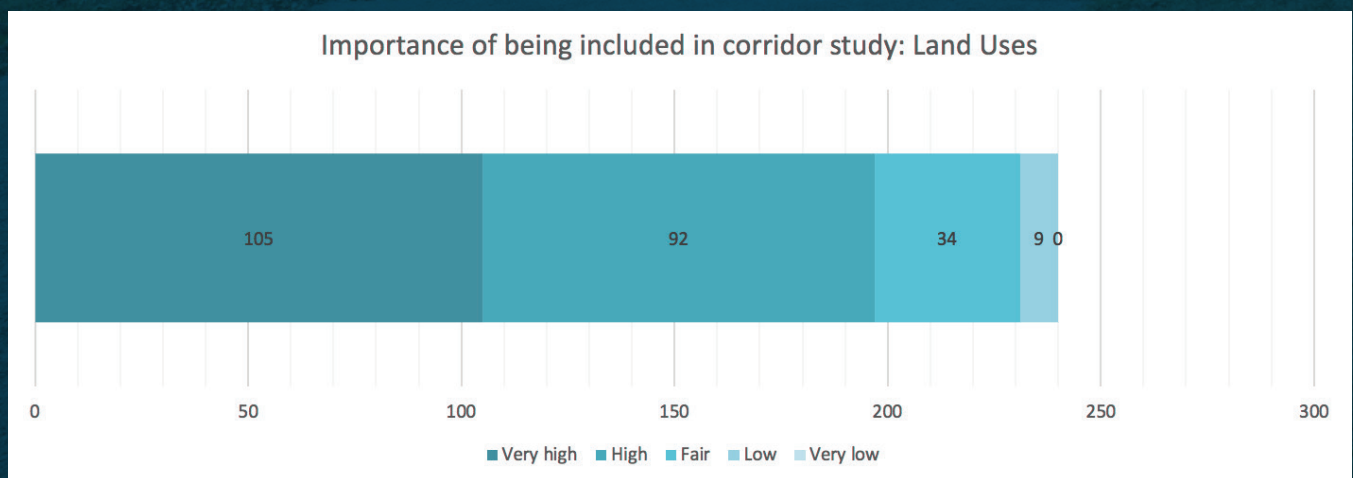
**“Would like to see that abandoned hotel demolished and something put in its place like restaurants or shopping areas...”**

**“Grocery stores and quality businesses such as Lowes and PetSmart.**

**“Beauty of the neighborhoods should be preserved.”**

**“Attracting new business as well as affordable housing in a mixed-use situation.”**

**“The neighborhoods along Capital are still the most affordable in Raleigh.”**





# Land Use, Business Development, and Housing

Existing land uses in the study area are a source of divergent views. While participants appreciate the abundance of retail options, they also expressed a desire for lower-intensity commercial uses that are oriented toward professional services and integrated with diverse housing options..

The principal land uses along this section of Capital Boulevard include retail shopping centers; more intensive commercial uses such as car dealerships, hotels, and pawnshops; and light industrial uses such as vehicle repair, warehousing, and self-service storage. This land use pattern is supportive of the high volume of traffic that moves along Capital Boulevard where commuters can readily access goods and services. Much of the development along the corridor uses this auto oriented pattern with large parking fields and buildings set back far from the street that are safely and conveniently accessed primarily by personal vehicles.

Land use received the highest number of positive comments during the workshop, owing to the prevalence and convenience of shopping options in the study area. Conversely, many respondent's comments were directed at land uses that have proliferated along the corridor which are generally viewed as negative. These include pawn shops, sweepstakes stores, automotive sales, and budget hotels which are perceived by survey participants to attract criminal activity such as drug use and prostitution.

One hundred and ninety-seven participants or 82 percent of survey responses regarded land uses to be of very high or high importance to the study. The average rating for the importance of the topic of land use was 4.23, third among topics overall.

The vacant Capital Plaza hotel located just north of I-440 was mentioned in 67 responses as negatively affecting corridor. Many respondents, however, do view the hotel property as an opportunity site that could support mixed-use development or new affordable housing options.

Several respondents also commented on the condition of retail shopping centers along the corridor. These comments pointed out that many shopping centers have vacant suites and could use façade improvements to enhance the overall quality of these retail areas. Participant responses indicated a desire for higher quality supermarket and retail uses. The current state of shopping centers is viewed as hurdle for retaining businesses and attracting new investment along the corridor. Business Development was rated 3.98 ninth among topics. The lower importance of this topic may be associated with concerns being echoed in other topics such as design and appearance, where the physical appearance and condition of shopping areas has been related to business retention by commenters.

Providing a variety of housing options and maintaining the affordability of the surrounding single-family neighborhoods was a concern for survey participants. There are medium density residential apartment complexes within the study area that act as a transitional land use buffer between higher intensity commercial uses and the neighborhoods surrounding the corridor. These neighborhoods are not directly in the study area, but are designated in the area of influence, meaning that any policy recommendations within the study area may have spillover effects in the area of influence. Commenters noted that these neighborhoods are relatively affordable compared to other areas of the city. There is a desire from participants to balance revitalization while maintaining affordability in these areas to prevent the displacement of residents. There were also comments expressing interest in mixed-use development along Capital Boulevard that would provide additional housing options, and would relieve housing demand on the surrounding neighborhoods.

# Next Steps

The feedback described in this report will shape the next phase of the planning effort, which involves a deep dive into the current conditions of the area. This will include a look at current and projected transportation demand, future development, infrastructure needs, and more.

Once this work is complete, another round of public input will take place to present these findings and gather additional feedback. Following that step, the next phase will be to develop and present different options and scenarios which will again be the subject of a series of public input events, likely in spring and fall 2019. That feedback will then be used to shape a draft report containing a series of recommendations, likely to be completed in winter 2019.







CBN

# Capital Blvd North

## Corridor Study







## Data Summary

### Workshop Event Exercises

The following is an outline of the 3 exercises which were utilized at the visioning workshop:

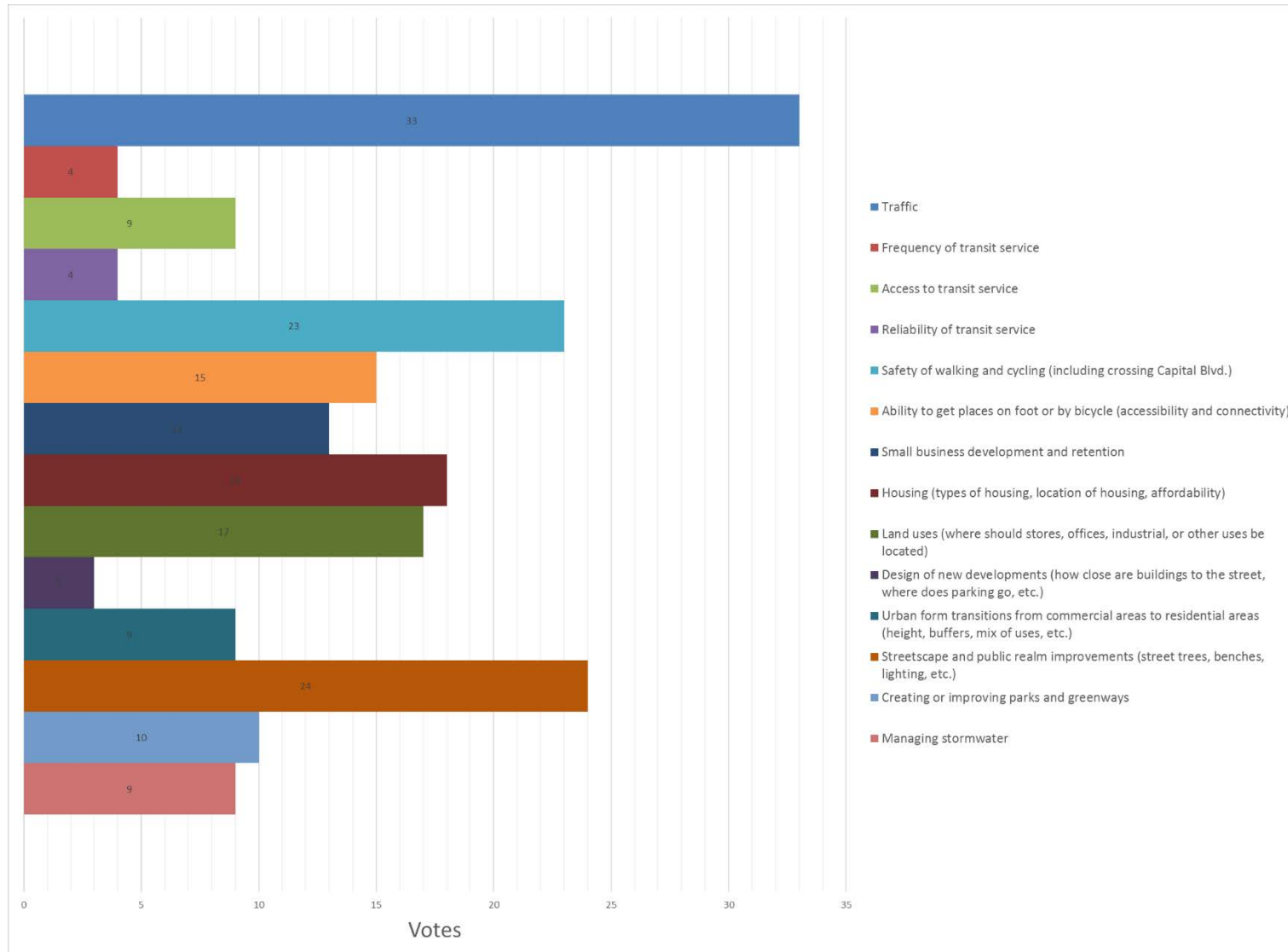
#### Exercise 1

*What issues do you most want to see the plan address? [Participants received three dots each to apply to the topics listed below. Total votes for each topic are shown in parentheses.]*

- (33) Traffic
- (24) Streetscape and public realm improvements (street trees, benches, lighting, etc.)
- (23) Safety of walking and cycling (including crossing Capital Blvd.)
- (18) Housing (types of housing, location of housing, affordability)
- (17) Land uses (where should stores, offices, industrial, or other uses be located)
- (15) Ability to get places on foot or by bicycle (accessibility and connectivity)
- (13) Small business development and retention
- (10) Creating or improving parks and greenways
- (9) Access to transit service
- (9) Managing stormwater
- (9) Urban form transitions from commercial areas to residential areas (height, buffers, mix of uses, etc.)
- (4) Frequency of transit service
- (4) Reliability of transit service
- (3) Design of new developments (how close are buildings to the street, where does parking go, etc.)
- Other (write it below)
  - (3) Hotel/pawn shops
  - (2) Higher end homes
  - (1) Redevelop the area of Mini City/TTC to maximize its potential
  - (1) Capital Plaza Hotel
  - (1) Park & ride near I-440
  - (1) Shelters for students waiting for school bus
  - (1) Affordable housing, not all single family, but mixed use



Figure 1: Votes for issues to be addressed from visioning workshop



## Exercise 2

*Comments received in this exercise generally fell into the categories shown below. Please see the “Online Survey Questions” section for additional information about these categories.*

### **1. Things I like about Capital Boulevard North:**

- (28) Shopping and services
- (25) Traffic flow/access
- (13) Parks and public amenities
- (7) Neighborhoods
- (7) Appearance
- (5) Small and multi-cultural businesses
- (4) Walkability
- (1) Transit
- (1) Bicycle facilities

### **2. Things that need help:**

- (47) Traffic
- (36) Appearance
- (36) High impact land uses
- (27) Walkability
- (21) Transit
- (15) Crime and safety
- (13) Business recruitment
- (12) Housing
- (10) Streetscape
- (10) Bicycle facilities and greenways
- (4) Parks and public amenities
- (3) Stormwater
- (2) Land use transitions

### **3. In 2040, I hope Capital Boulevard will be...**

- (18) Easier to drive
- (18) Have better/rapid transit service
- (18) Walkable
- (16) A better balance of land uses
- (16) More visually appealing
- (7) Have better streetscaping
- (6) Have good parks and public amenities
- (6) Have better bicycle facilities and greenways
- (5) Have more housing options and less homelessness
- (4) Safer and have less crime
- (2) Attracting new businesses



## Online Survey Questions

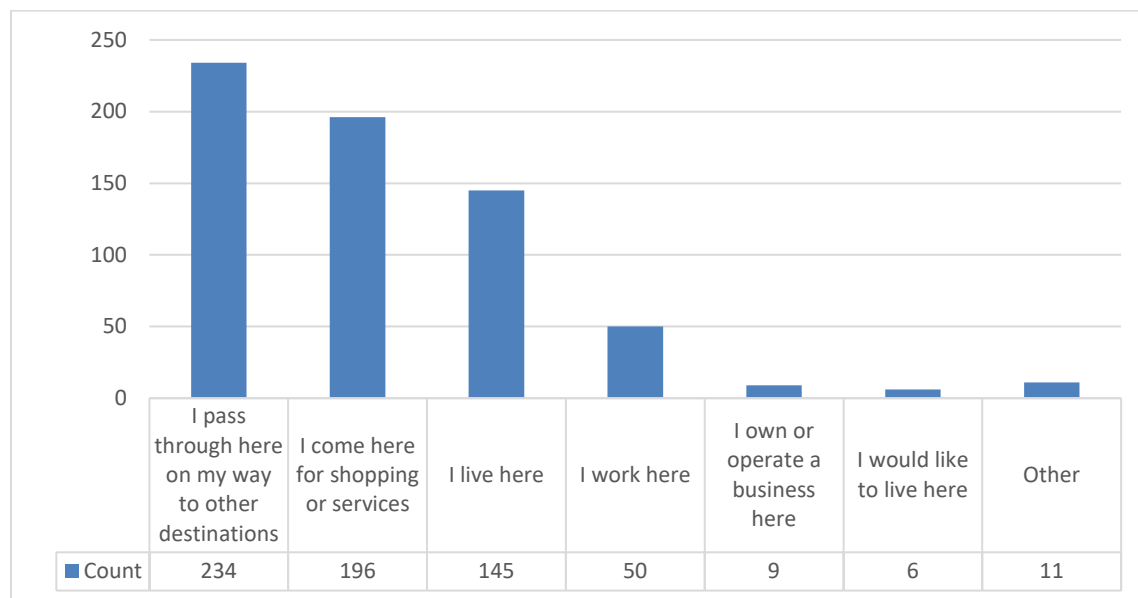
The following is an outline of the questions which made up the online survey. There were multiple questions on the survey that allowed respondents to type in answers. Two of these (questions 4, 6, and 7) specifically asked for comments on positive and negative aspects of the corridor. Question 1 also allowed written comments which were intended to be used to provide additional information about an “Other” response to the question. Many respondents used this question to share their impressions of the study area. In some cases, Question 2 was also used in this way.

In order to include the comments from Questions 1 and 2 in these results, they were sorted based on their content into one of three categories: Positive, Negative, and Vision. Positive comments were added to the comments for Question 7, negative comments were added to the Question 6 comments, and the vision comments were placed in their own category as shown in the “Survey Vision Comments” section below.

Comments received from Questions 1, 2, 4, 6, and 7 were categorized using topics that are similar to those in Question 5 but are not identical. This discrepancy arose because the comments offered by participants did not always align with the topics in Question 5. The new categories were created to reflect what participants were communicating rather than attempting to fit the comments into existing topics. A list of all the comments received from the workshop and the survey can be found in the Appendix.

### Question 1

*How do you experience the area? [Respondents could select more than one option.]*



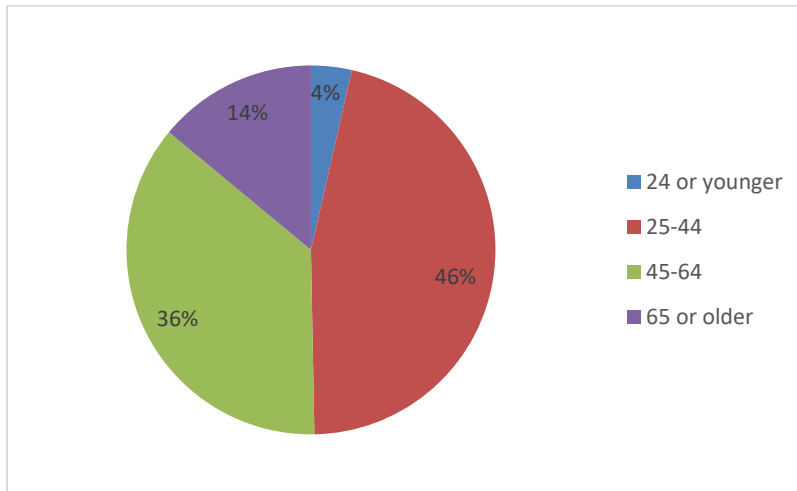
## Question 2

*What street do you live on?*

60 Responses, 38 in or near the study area (within 1 mile of Capital Boulevard)

## Question 3

*How old are you?*



## Question 4

*On the map below, place dots or draw lines in places where you see an issue to be addressed or an opportunity to explore. Please leave a short comment on each dot/line.*

- (47) Traffic
- (36) Walkability
- (30) Appearance
- (22) Crime/Safety
- (18) Bicycle/Greenway
- (17) Land Use
- (17) Transit
- (12) Streetscape
- (11) Small Business/Economic Development
- (10) Vacant hotel
- (2) Housing/Neighborhoods
- (2) Stormwater
- (1) Density transitions



## Question 5

*How important to you are these topics:*

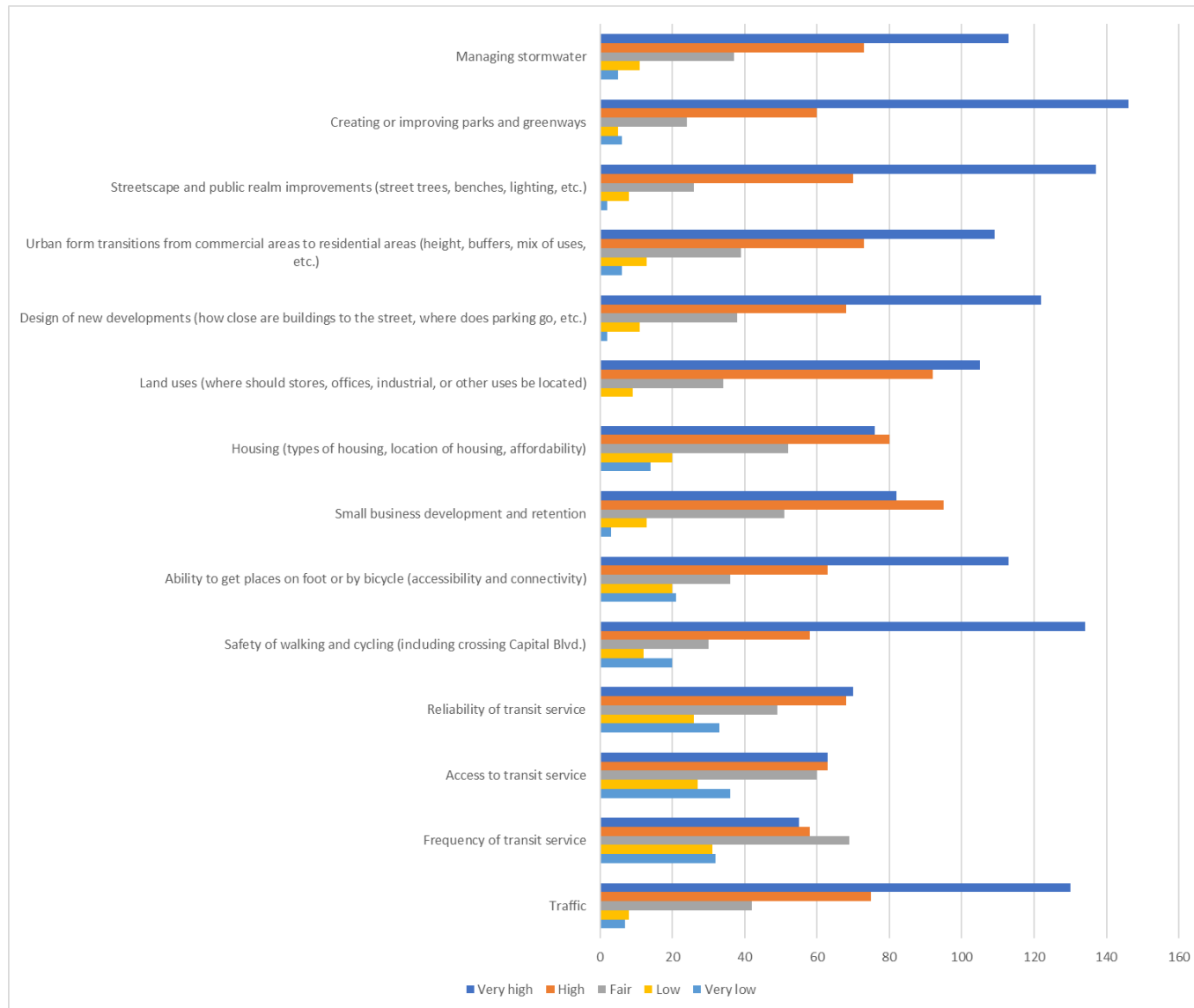
Topic	Average Rating (1=Very low, 5=Very high)
Creating or improving parks and greenways	4.39
Streetscape and public realm improvements (street trees, benches, lighting, etc.)	4.37
Design of new developments (how close are buildings to the street, where does parking go, etc.)	4.23
Land uses (where should stores, offices, industrial, or other uses be located)	4.23
Traffic	4.19
Managing stormwater	4.16
Urban form transitions from commercial areas to residential areas (height, buffers, mix of uses, etc.)	4.11
Safety of walking and cycling (including crossing Capital Blvd.)	4.08
Small business development and retention	3.98
Ability to get places on foot or by bicycle (accessibility and connectivity)	3.90
Housing (types of housing, location of housing, affordability)	3.76
Reliability of transit service	3.47
Access to transit service	3.36
Frequency of transit service	3.30

Table 1: Importance rating data from visioning survey

	Very high	High	Fair	Low	Very low		Total Responses		% High or Very high
<i>Traffic</i>	130	75	42	8	7		262		<b>78.2%</b>
<i>Frequency of transit service</i>	55	58	69	31	32		245		<b>46.1%</b>
<i>Access to transit service</i>	63	63	60	27	36		249		<b>50.6%</b>
<i>Reliability of transit service</i>	70	68	49	26	33		246		<b>56.1%</b>
<i>Safety of walking and cycling (including crossing Capital Blvd.)</i>	134	58	30	12	20		254		<b>75.6%</b>
<i>Ability to get places on foot or by bicycle (accessibility and connectivity)</i>	113	63	36	20	21		253		<b>69.6%</b>
<i>Small business development and retention</i>	82	95	51	13	3		244		<b>72.5%</b>
<i>Housing (types of housing, location of housing, affordability)</i>	76	80	52	20	14		242		<b>64.5%</b>
<i>Land uses (where should stores, offices, industrial, or other uses be located)</i>	105	92	34	9	0		240		<b>82.1%</b>
<i>Design of new developments (how close are buildings to the street, where does parking go, etc.)</i>	122	68	38	11	2		241		<b>78.8%</b>
<i>Urban form transitions from commercial areas to residential areas (height, buffers, mix of uses, etc.)</i>	109	73	39	13	6		240		<b>75.8%</b>
<i>Streetscape and public realm improvements (street trees, benches, lighting, etc.)</i>	137	70	26	8	2		243		<b>85.2%</b>
<i>Creating or improving parks and greenways</i>	146	60	24	5	6		241		<b>85.5%</b>
<i>Managing stormwater</i>	113	73	37	11	5		239		<b>77.8%</b>



Figure 2: Importance rating data from visioning survey



## Question 6

*What do you think is the most critical issue that this study should address for the Capital Boulevard North corridor? [Each comment could be counted toward more than one topic.]*

- (95) Traffic
- (89) Appearance
- (48) Walkability
- (47) Vacant hotel
- (44) Land Use
- (43) Streetscape
- (35) Crime/Safety
- (27) Bicycle/Greenway
- (26) Transit
- (25) Small Business/Economic Development
- (14) Housing/Neighborhoods
- (3) Stormwater
- (2) Parks/Recreation/Cultural Resources
- (1) Density transitions

## Question 7

*What do you think is the most important asset that should be preserved or enhanced by this study? [Each comment could be counted toward more than one topic.]*

- (14) Housing/Neighborhoods
- (4) Land Use
- (3) Transit
- (3) Small Business/Economic Development
- (2) Parks/Recreation/Cultural Resources
- (2) Traffic
- (2) Bicycle/Greenway
- (1) Walkability
- (1) Crime/Safety
- (1) Streetscape



