

Phase Soon Survey Summary

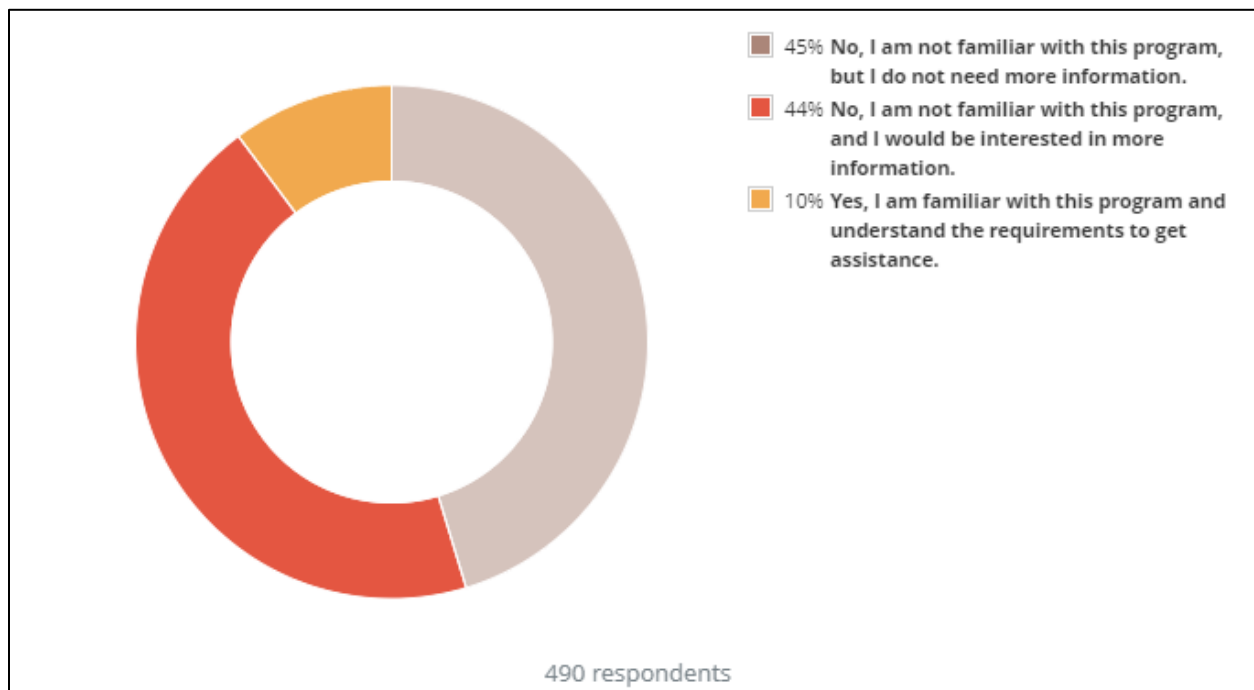
Thank you to everyone who filled out an online or paper Phase Now Survey! It was open online from May 20th – June 20th and paper copies of the survey were distributed to Healing Transitions, Washington Elementary School, Washington Elementary School Boys & Girls Club, at State of Beer and a Juneteenth Soul Food Reunion event. This survey built on the results of the previous [Phase Now survey](#) that was live in March and April of 2021 and included questions on Housing and Land Use, Transportation and Natural Resources. The survey ended with a total of 503 participants.

This report is a summary, the full survey and 661 comments can be [viewed here](#).

Housing and Land Use Summary

Based on the questions asked during the previous survey (Phase Now) 62% of respondents indicated that affordable housing is one of the most important topics of the Dix Edge Area Study. The following questions were developed after the [Affordable Housing Summit](#) to understand which solutions are the best fit for this community.

Question 1: Are you familiar with the City of Raleigh's Homeowner Rehab and Repair or Limited Repair Program?

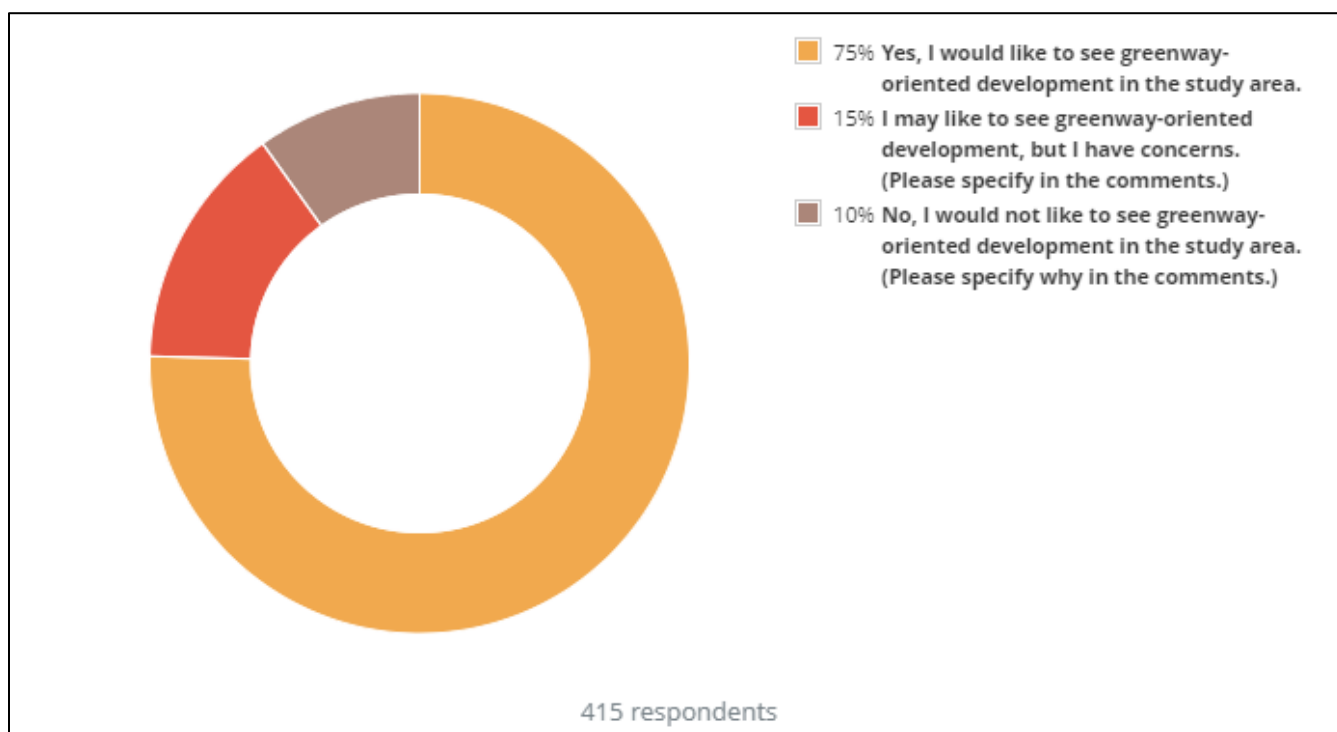


Summary of comments: The City of Raleigh has a program available to provide no interest loans to homeowners in need of major repairs to their property, this is one tool that can help keep owners in their homes who may feel pressure to sell. The response was split between

those who know about the program and do not need more information, and those who do not but would like to know more. Only 10% of respondents are familiar with the requirements to get assistance.

Question 2: Raleigh greenways are usually built along streams or in areas called floodplains. The city will soon build new greenways in more places, instead of just near streams. This will help make greenways more accessible and useful for transportation to and from work or school.

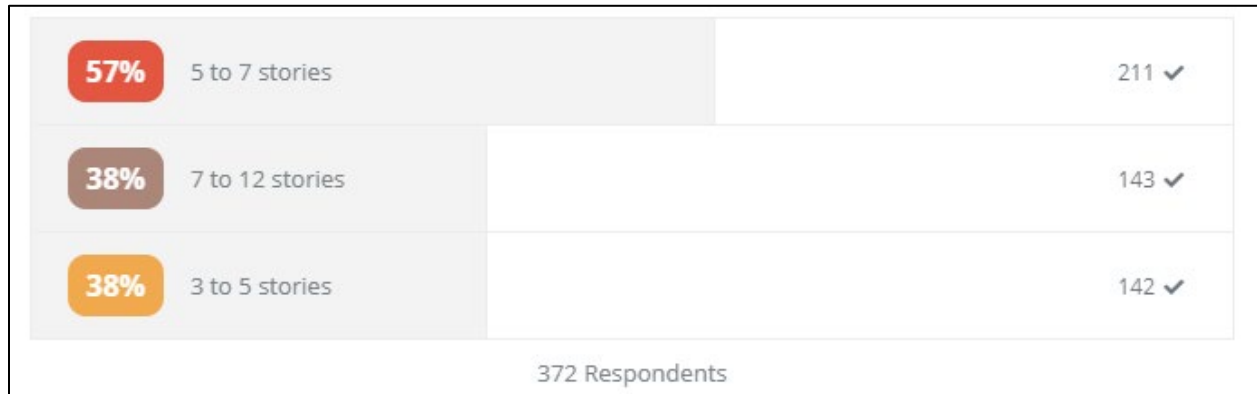
Would you like development such as residential buildings or small-scale commercial buildings (i.e. coffee shops or corner stores) to be located near existing greenways or planned future greenways?



Summary of comments: The majority of respondents were interested in seeing greenway-oriented development in the study area and noted it would be nice to have things like a bathroom, water fountain or place to stop and get a bite to eat. Those who expressed concerns did not want the greenways to lose their natural look and feel and cautioned that some development would be ok – but should not sprawl across the entire greenway network and may work best clustered at certain locations. Respondents also cautioned that development does not result in gentrification or displacement of businesses already in the area.

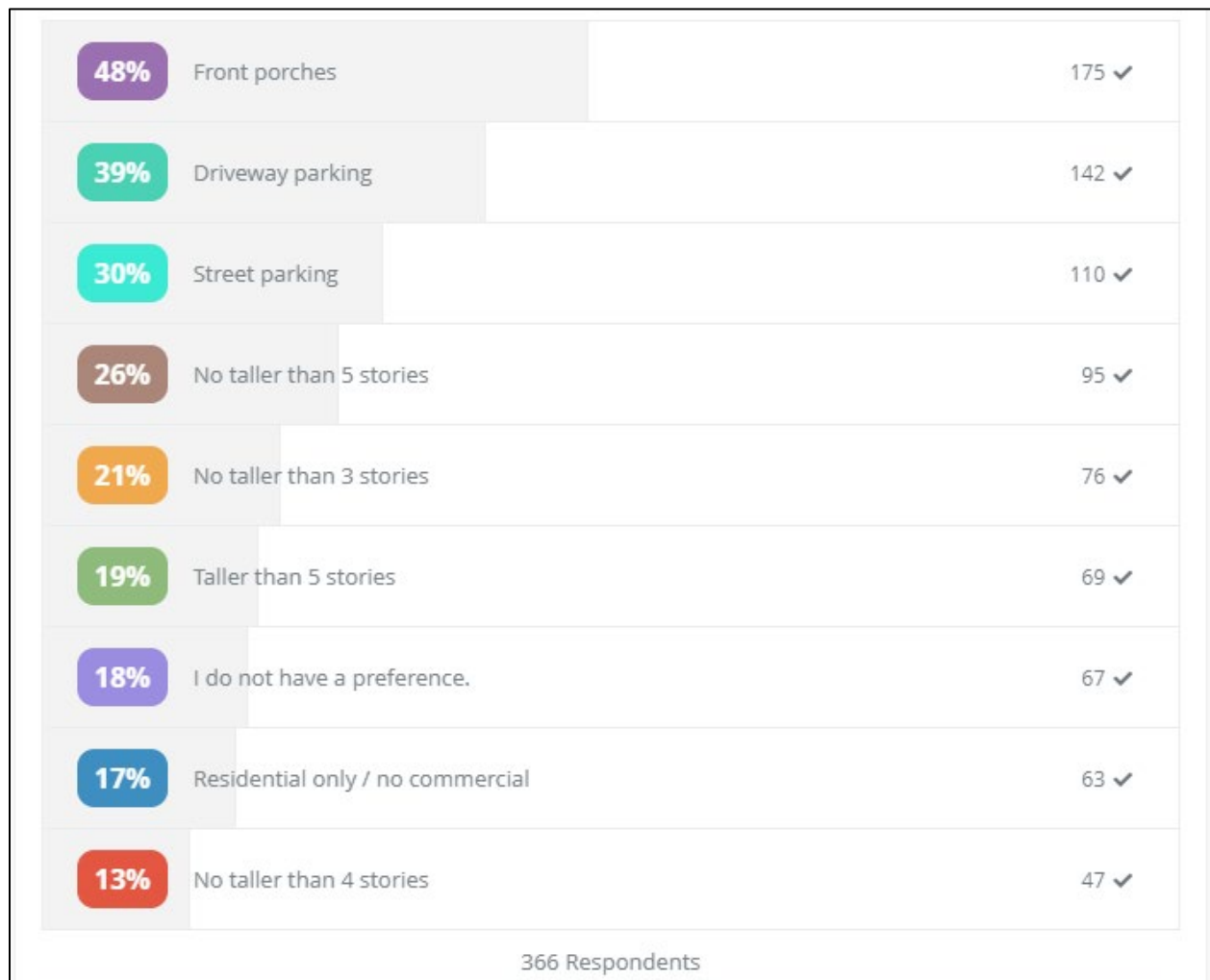
Question 3: On the Phase Now survey, approximately 57 percent of survey respondents said they would like to see building height transitions between low-rise and mid-rise developments. This will help create a sense of scale and place while encouraging more housing to be built. Some properties in the study are currently zoned for 20-story buildings. Other areas are recommended for zoning heights up to 12-stories.

In your opinion, what building heights are appropriate for transitions between three-story low-rise development and areas of mid-to-high-rise development? Please select all that apply.



Summary of comments: The comments fell into a few buckets; the need for more density to accommodate population growth, a desire to preserve the current one story buildings that give the area its mill village character and some concerns that additional density without subsidies will not help with housing affordability.

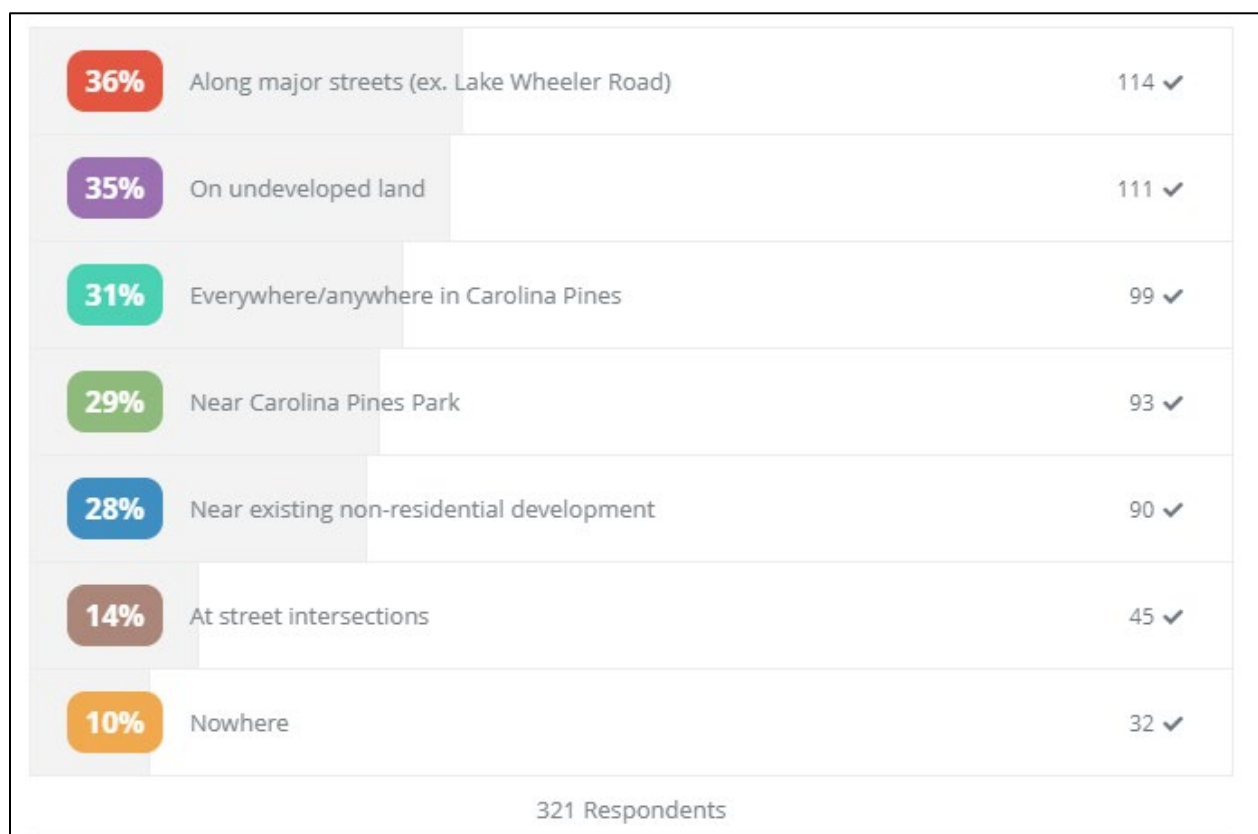
Question 4: If there is a new development in the Caraleigh, Fuller Heights and Wheeler Crossing residential neighborhoods (between Water Works, Lake Wheeler Road, and Prospect Ave), which of the following would you like it to include? Please select all that apply.



Summary of comments: The comments fell into the following buckets; desire to preserve the one story-mill village look of the area, reduce the City’s parking requirements, increase the City’s parking requirements, ensuring there is good transit if density will increase and a desire to help and encourage small businesses to come to the area.

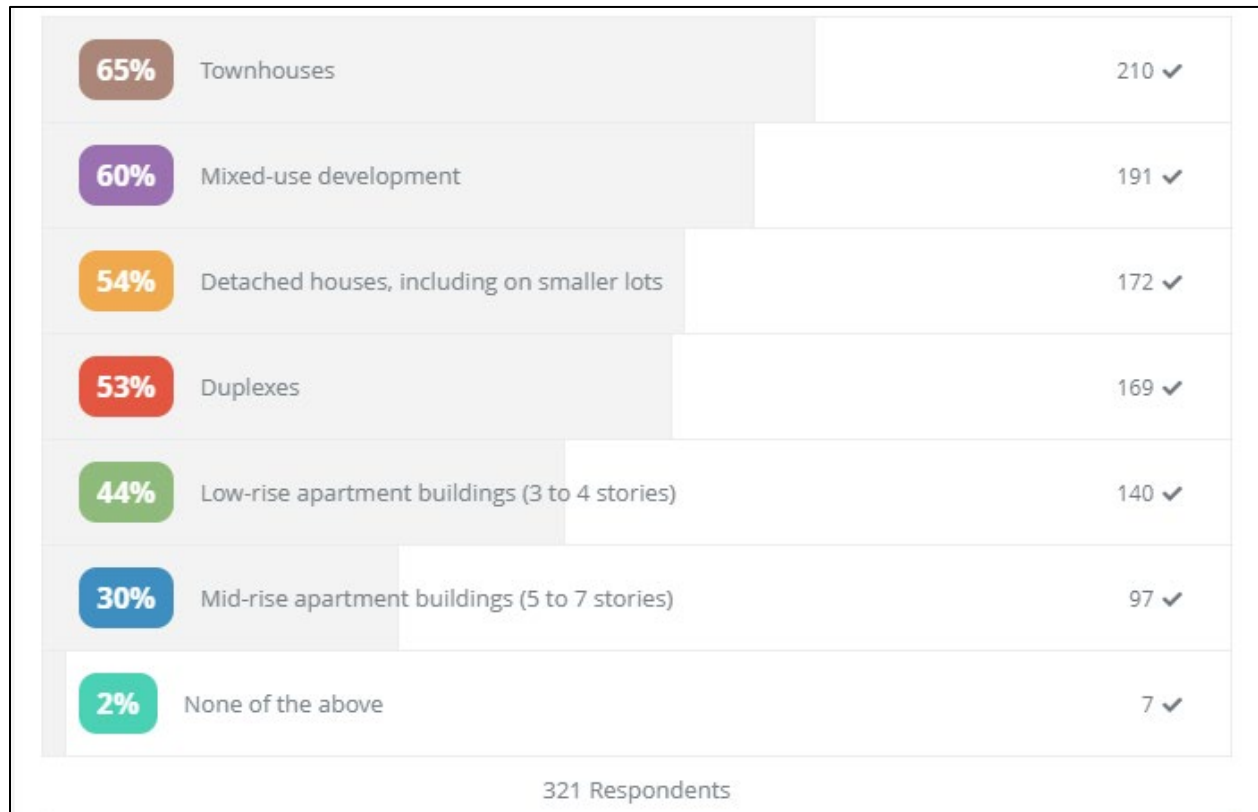
Question 5: The Carolina Pines, Wheeler Crossing, and Oleander Park neighborhoods are further from downtown and Dix Park and may experience less development pressure than Caraleigh or Fuller Heights. However, there is still pressure for redevelopment now that is likely to increase in the future. Encouraging additional housing in Carolina Pines now will help improve housing affordability over time and will advance the study goal of creating more housing for families of all income levels.

What areas, if any, within these neighborhoods do you think are appropriate for additional housing? Select all that apply.



Summary of comments: The comments fell into the following general buckets; concerns about traffic being bad and increasing with more development, a desire to rehab existing buildings for more housing, and some general concerns about crime and safety.

Question 6: Encouraging additional housing types in Carolina Pines can help improve housing affordability over time and advance the study goal of creating more housing for families of all income levels. What types of development do you think should be encouraged in Carolina Pines? Please select all that apply.



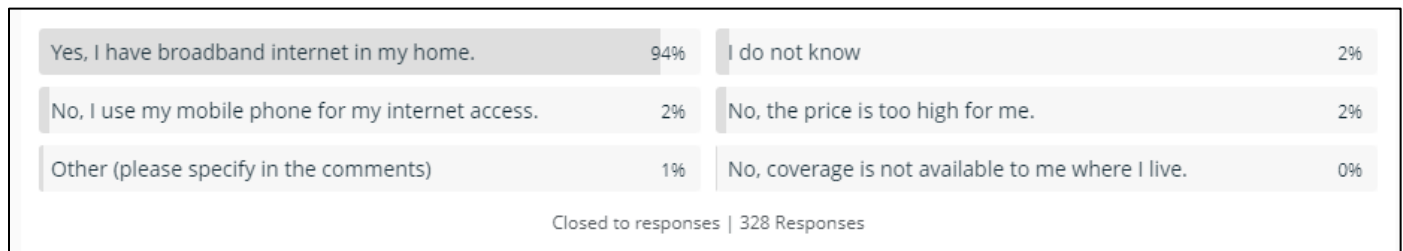
Summary of comments: Respondents expressed a desire for more small developments like cottage courts or tiny houses and more small businesses in the area.

Question 7: Is there anything else about housing and land use you would like the project team to know?

Summary of comments: Respondents expressed a desire for more tree conservation; more restaurants and businesses in this part of Raleigh, more sidewalks, improving the general connectivity of the area, preserving the view of the Downtown Skyline and ensuring that increased density comes with increased amenities to serve it, such as transit and access to greenspace.

Question 8: Do you have broadband internet at home?

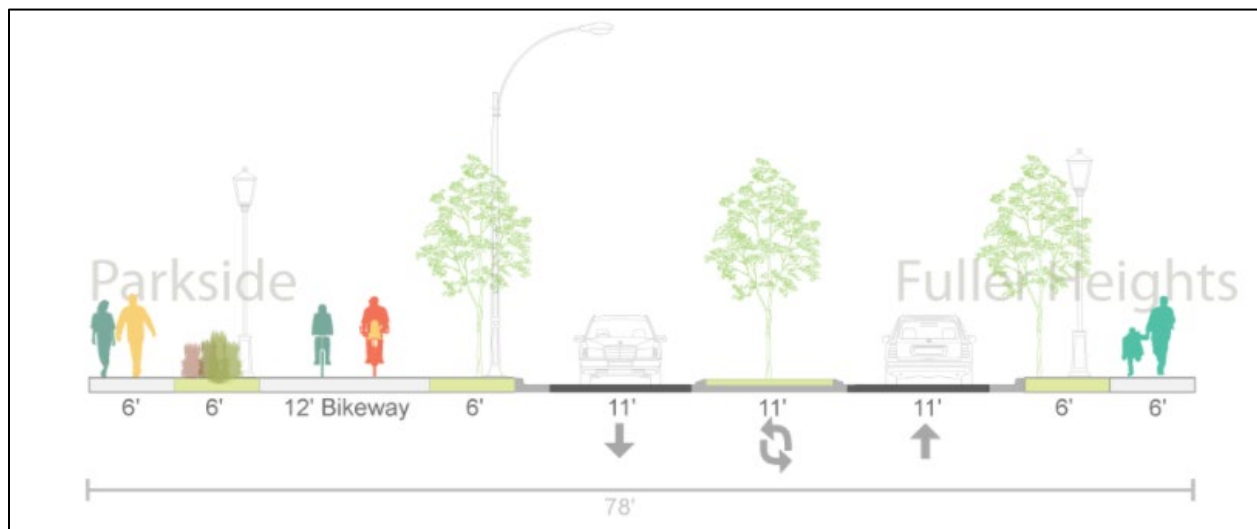
This question was asked in partnership with the City's Information Technology Department to understand about accessibility in the area. The results will be used in future efforts to ensure internet is available equally to all in Raleigh.



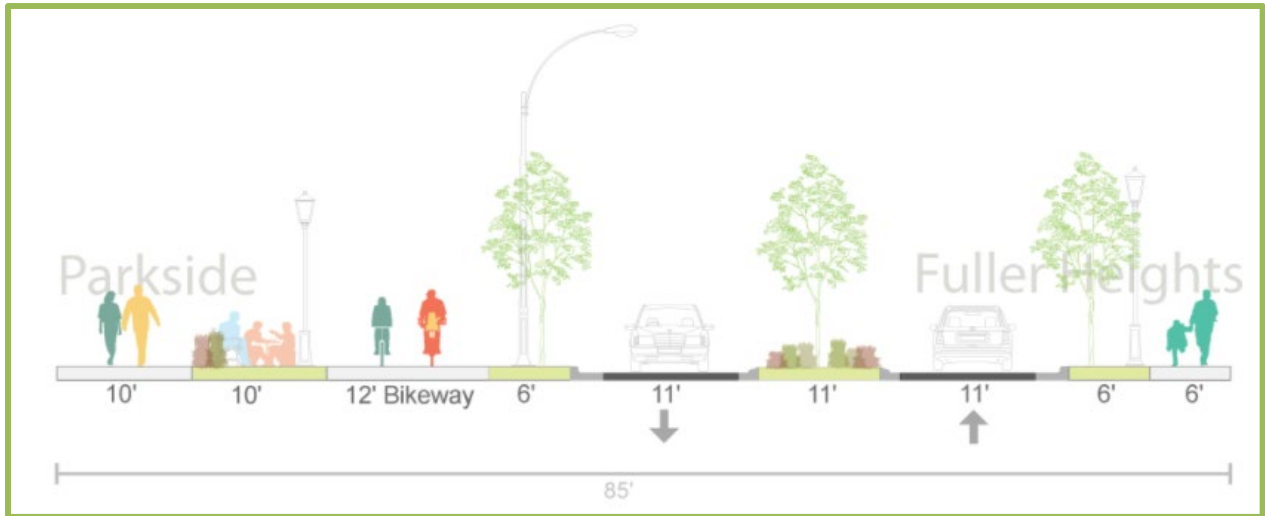
Summary of comments: The comments indicated that barriers to internet access are related to the price being too high or the service not being reliable.

Transportation Summary

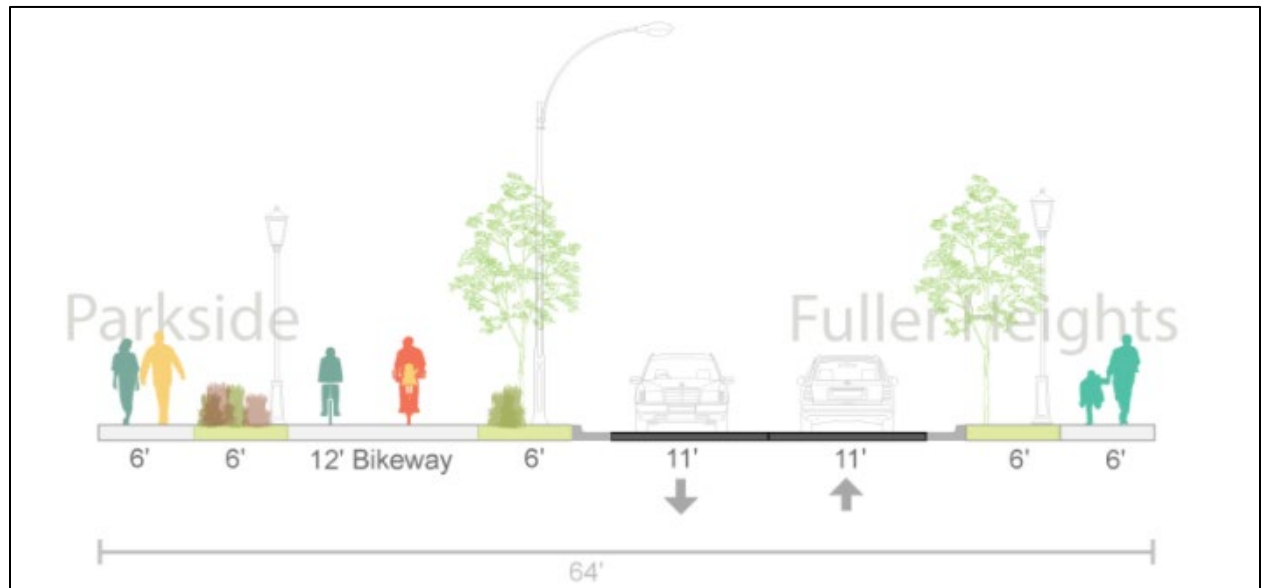
On the previous survey, Phase Now, the top three priorities for a new streetscape on Lake Wheeler Road were: 1) Buffering or separation between places to walk and bike and places to drive is provided. 2) The design is comfortable for users of all ages. 3) There are separate areas for people to walk and bike.



Option A – Planted Median



Option B – Green stormwater Infrastructure Median (Selection with most votes)

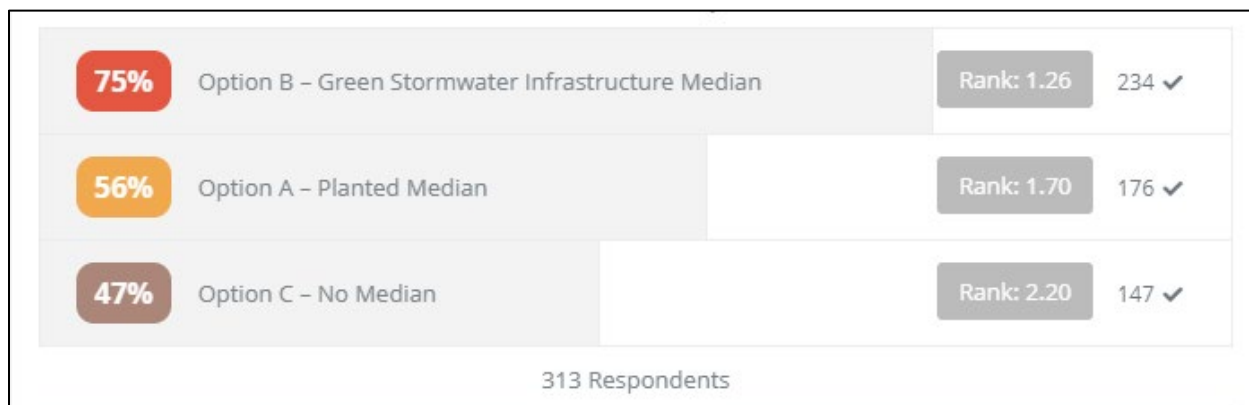


Option C – Green stormwater Infrastructure Median

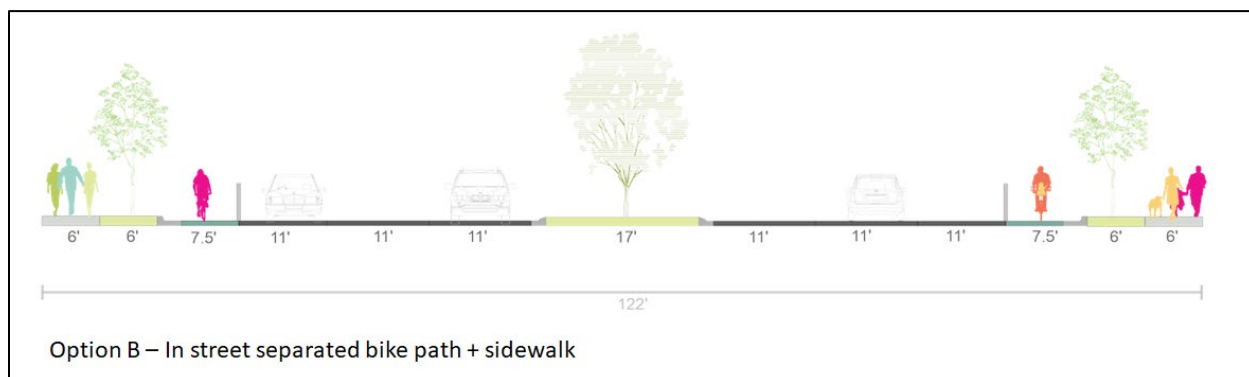
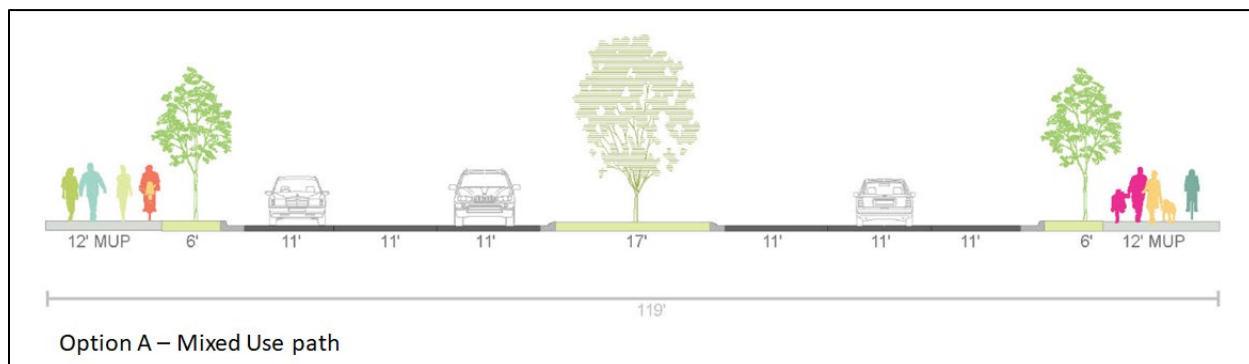
Summary of comments: Respondents expressed the desire for extending the design of Lake Wheeler Road past I-40 to connect Dix Park to those neighborhoods. There were also concerns about added traffic if Lake Wheeler Road is not widened. Some indicated concerns that the planting spaces may not be wide enough for the health of the trees and the required maintenance in the median could be a safety concern. A handful of comments indicated that a median is not desirable.

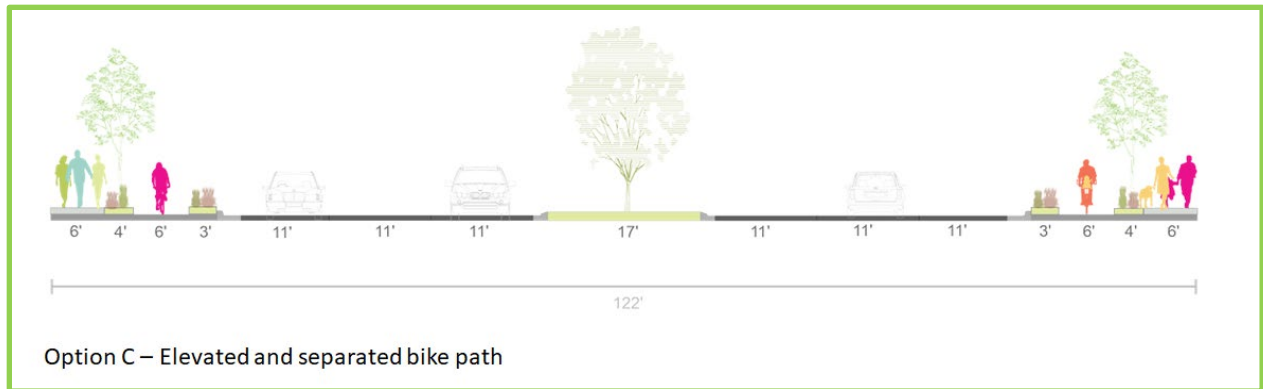
Question 1: Which of the three streetscape options for Lake Wheeler Road do you prefer? Please rank them in order of your preference. Let us know in the comments what you do or do not like about these options.

*Option B received the most votes at 234



Question 2: Which of the three streetscape options for S. Saunders do you prefer? Please rank them in order of your preference. Let us know in the comments what you do or do not like about these options.



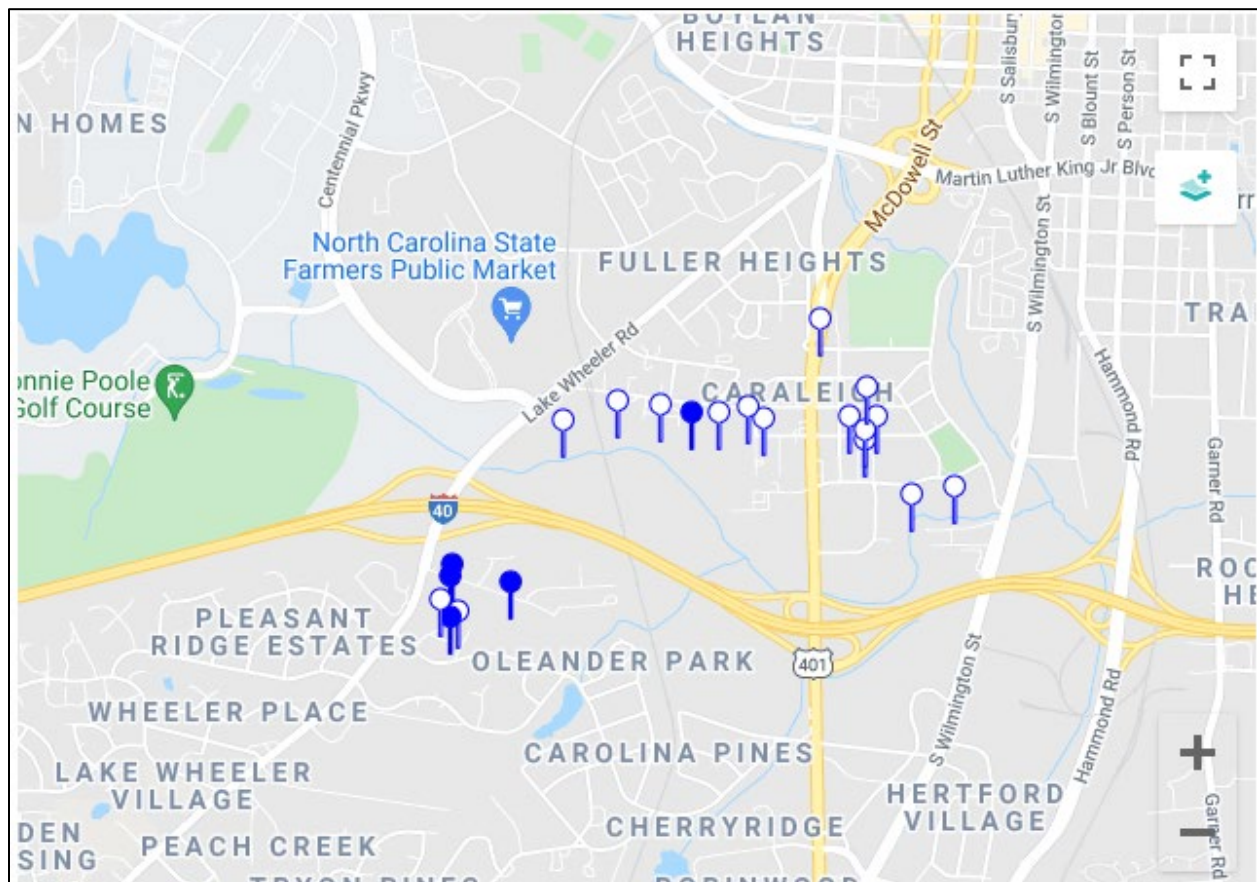


*Option C received the most votes at 202



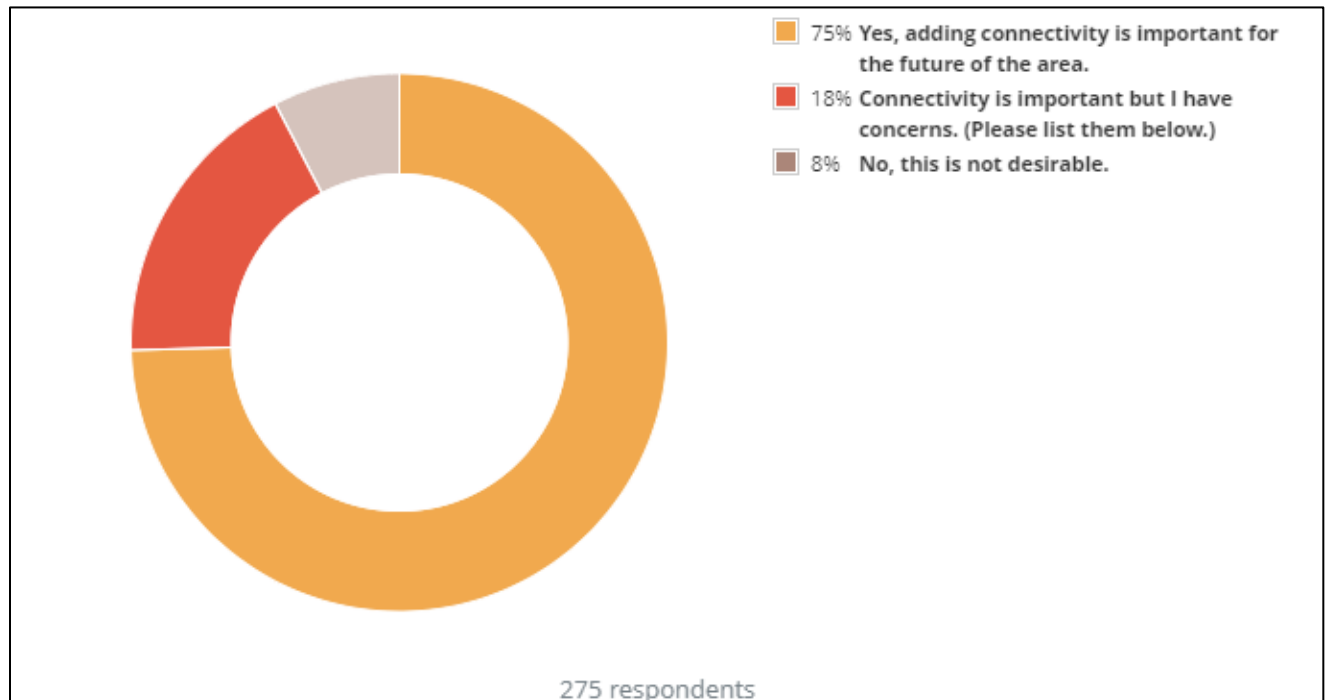
Summary of comments: Due to a staff error the “comments section” was not turned on until the survey had been open for a week, this means all comments may not have been captured. General support of increased bike infrastructure, but some concerns that plastic bollards will be used as extra walking space for pedestrians.

Question 3: In the Phase Now survey, 53 percent of respondents said they have seen truck traffic use neighborhood streets in the study area. If you have seen this happen, please place a pin on the map where you saw the truck and comment with how often you have seen this (daily, weekly, monthly, etc.). 'Truck' in this context means a vehicle with three or more axels or a two-axel vehicle towing a trailer. If you have not seen any truck traffic, please feel free to skip this question.



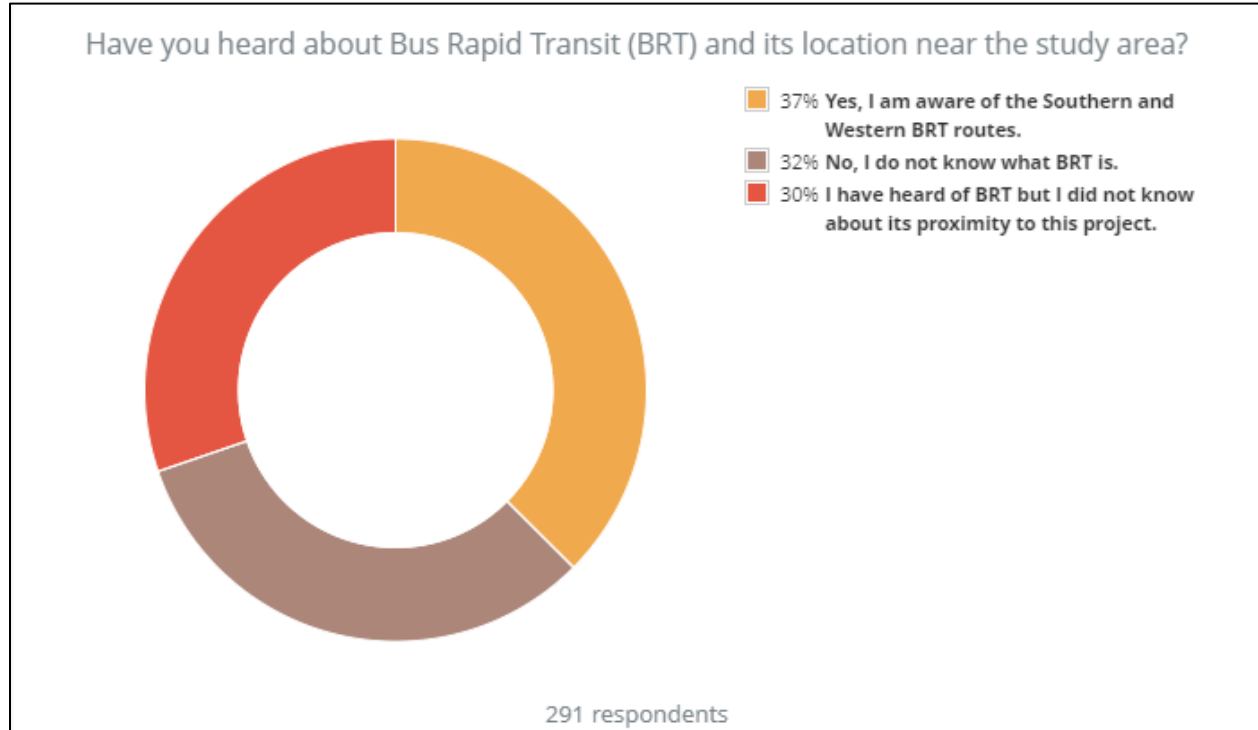
Summary of comments: The majority of truck traffic seems to be along the western end of Maywood Avenue (between S. Saunders and Lake Wheeler Road) and along Lake Wheeler Road. However, some respondents did indicate seeing truck traffic along Green Street, which may indicate trucks are traveling through residential streets that were not intended for them.

Question 4: One way to ease traffic and make areas more walkable is to increase the connectivity of streets. This would be achieved by land dedications as properties get redeveloped. In your opinion, is it important to build new street connections?



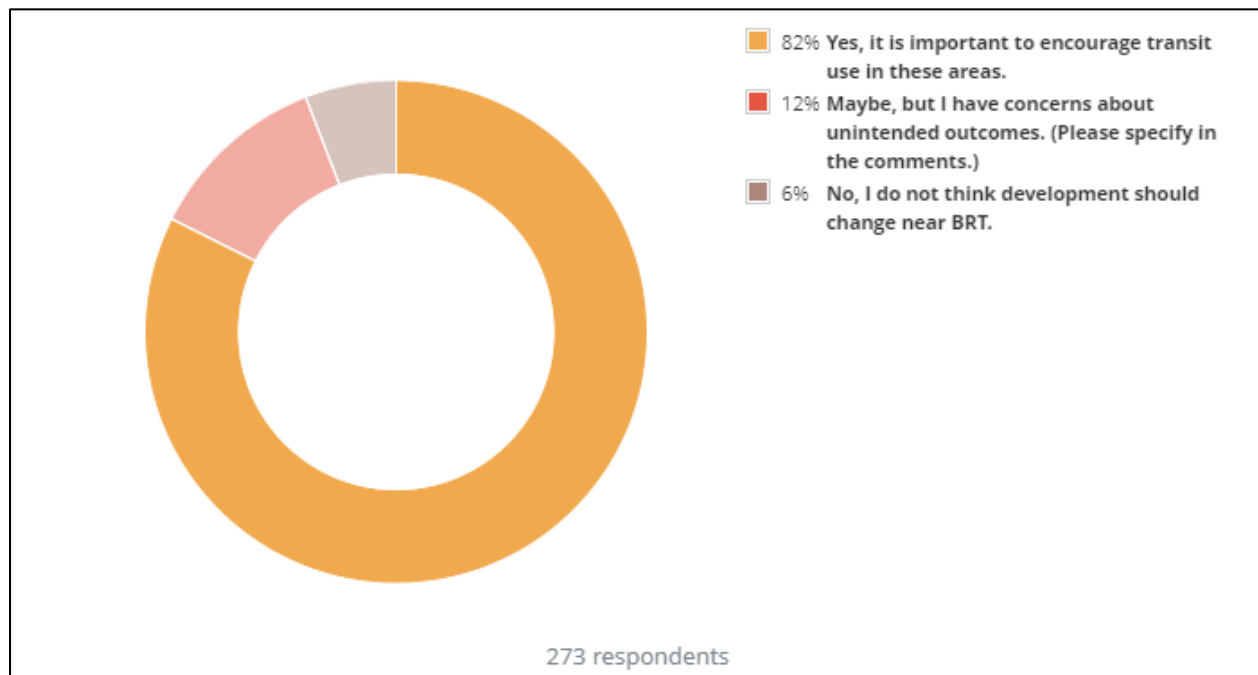
Summary of comments: While respondents were generally supportive of this approach to increase connectivity in the area, concerns included unnecessarily adding more pavement and tearing down trees. Generally, respondents supported this approach if it is geared towards the bike and pedestrian and not easing movement for the car.

Question 5: Have you heard about Bus Rapid Transit (BRT) and its location near the study area?



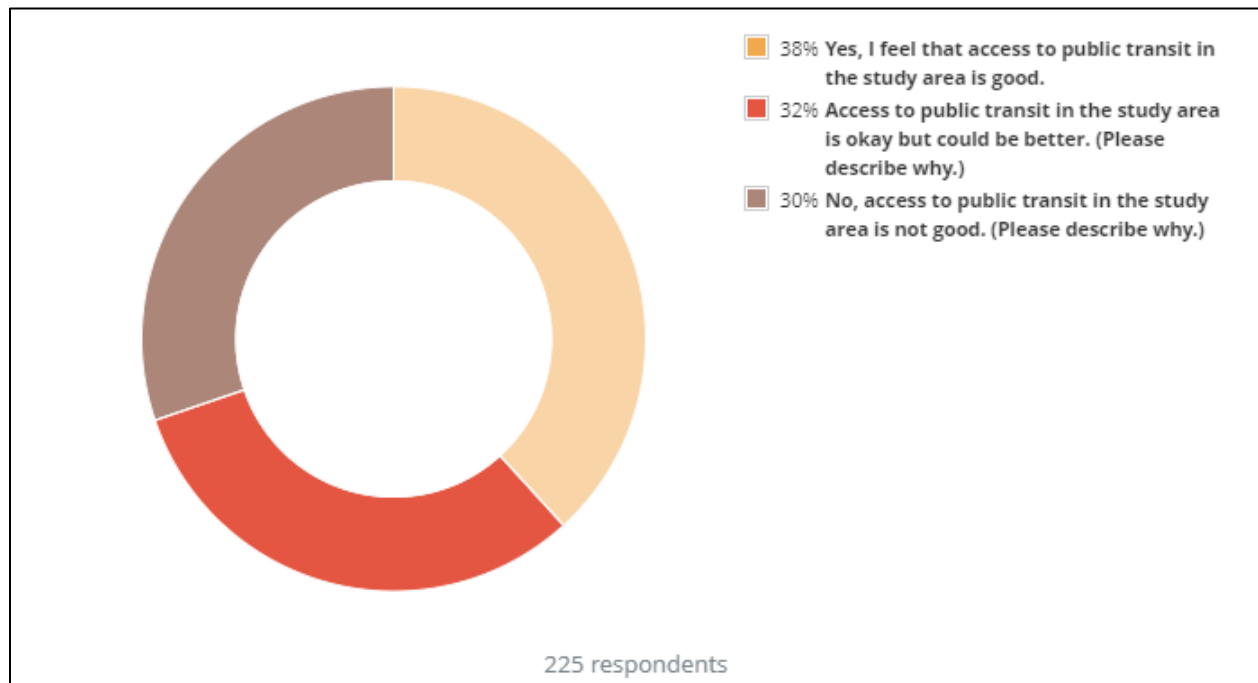
Summary of comments: Respondents indicated a desire for light rail or a train.

Question 6: BRT works best when there are ample homes and destinations located within walking distance (less than a quarter mile) of transit stations. Do you support transit-oriented development proximate to the BRT corridors near the northern and eastern boundaries of the study area?



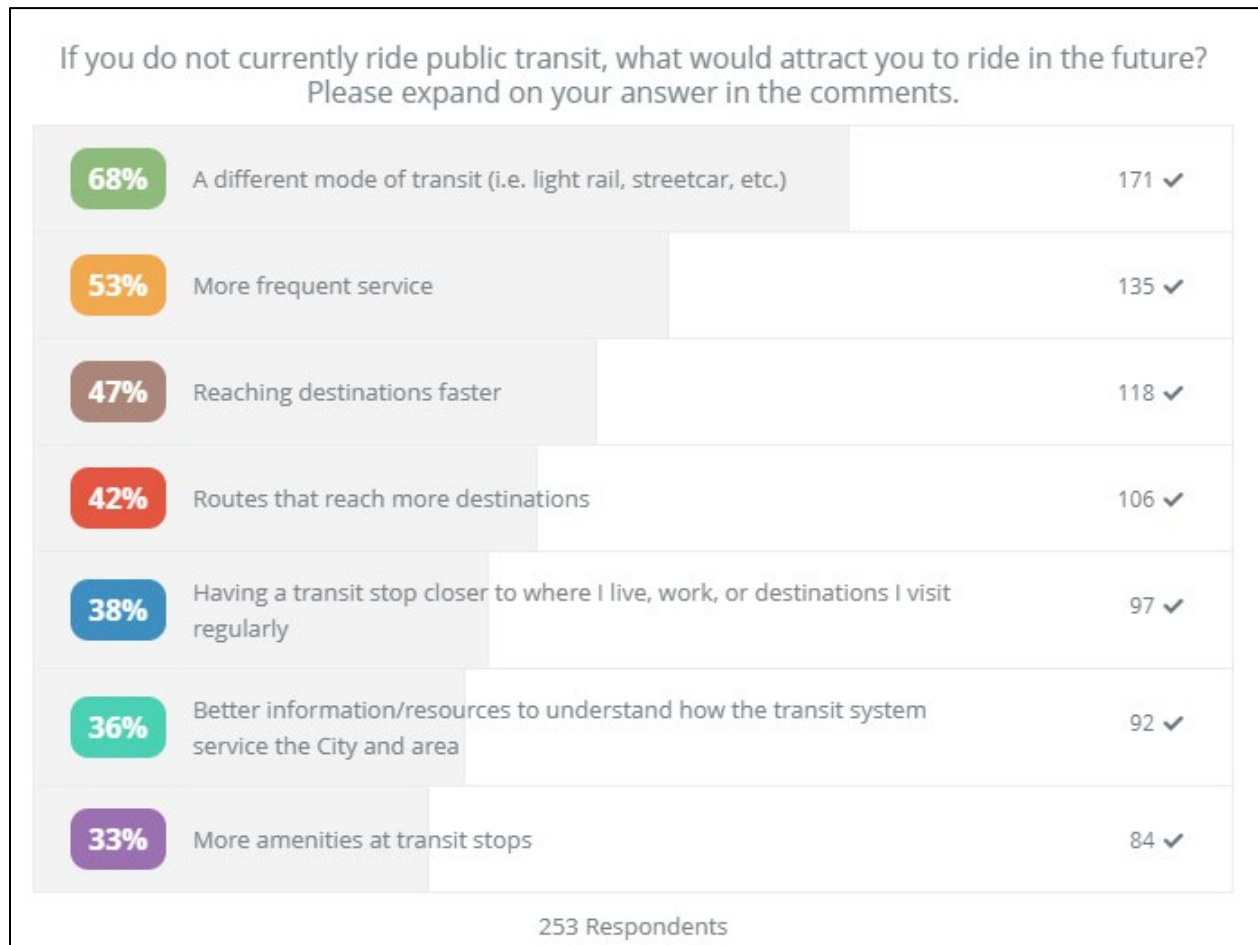
Summary of comments: Respondents indicated a concern about safety and ensuring BRT planning includes first/last mile connections such as e-bikes and scooters.

Question 7: If you live or travel to the study area, do you feel that you have good access to public transit? If "no", can you describe why?



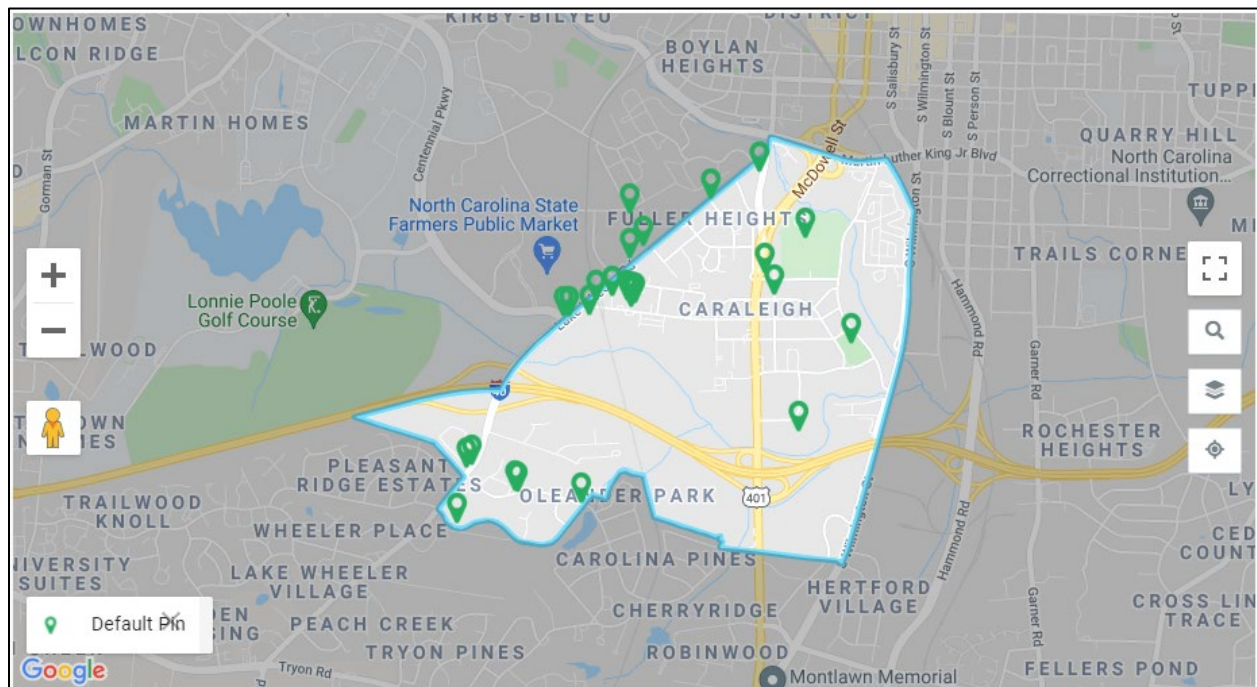
Summary of comments: The number one comment was about infrequent or late bus service, which can make planning for work or additional bus transfers challenging and end up pushing people to drive because its more reliable. That was followed by the bus routes not being convenient or the location of stops not being convenient. The third most common remark was a desire for additional amenities such as covered stops and benches, followed by some concerns about safety.

Question 8: If you do not currently ride public transit, what would attract you to ride in the future? Please expand on your answer in the comments.



Summary of comments: The comments differed slightly from the ranked answers and generally focused on a desire for more amenities such as covered areas and benches for riders to sit under while they wait. This was followed by a desire for more frequent service, and routes that were more convenient.

Question 9: Are there destinations you'd like to go to using public transit that isn't possible today, and if so where? Place a pin on the map.



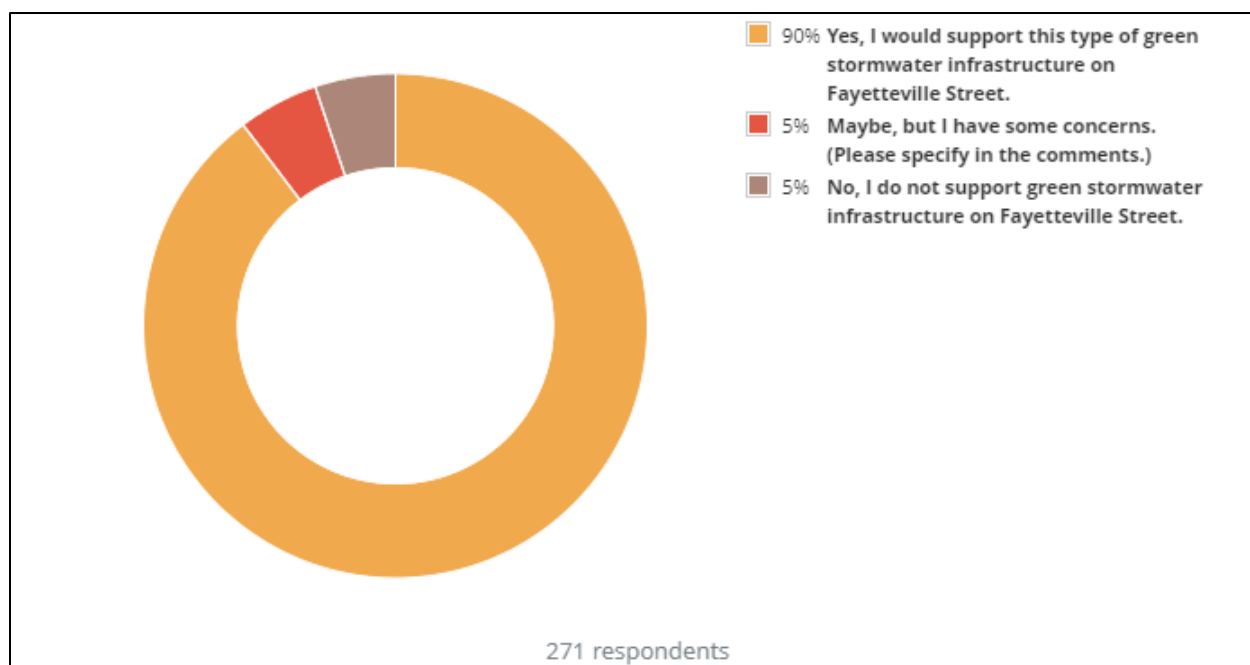
Summary of comments: Respondents wanted the bus to go Downtown, the Farmer's Market, Dix Park and Trophy Brewing.

Question 10: Is there anything else about transportation you would like the project team to know?

Summary of comments: The comments generally reflected earlier sentiments that the bus stops in this area lack amenities and are not convenient which makes getting around by car more attractive. A number of respondents also expressed the desire for a light rail system.

Natural Resources Summary

Question 1: Would you support the use of green stormwater infrastructure along Fayetteville Street that doubles as traffic calming?



Summary of comments: The comments included a couple of questions:

1. What part of Fayetteville Street?

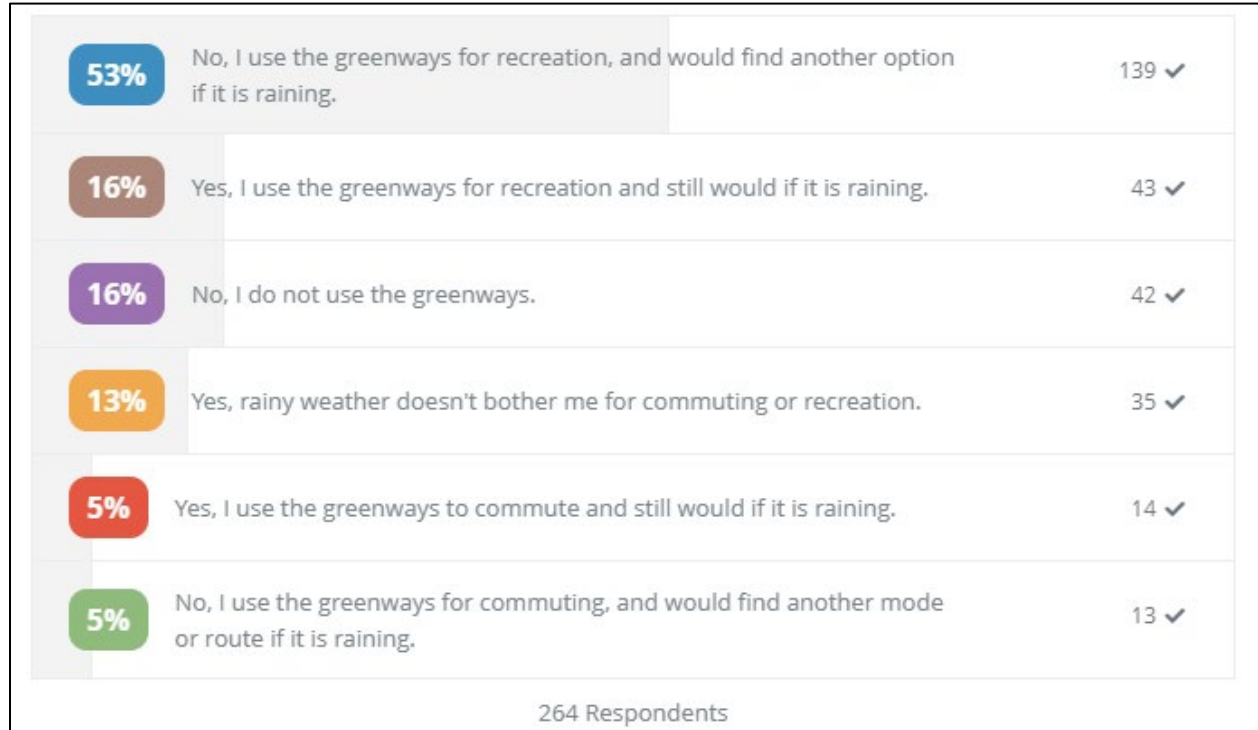
Answer: This is still being determined, but could include Fayetteville Street from Martin Luther King Jr Boulevard to Wilmington Street.

2. How long does it take?

Answer: Likely this would take several years, Fayetteville Street would have to be surveyed, more engagement conducted, and a feasibility study conducted to understand the cost and how it would impact the area. Area plans can introduce ideas, but the implementation and construction of them generally takes several years after.

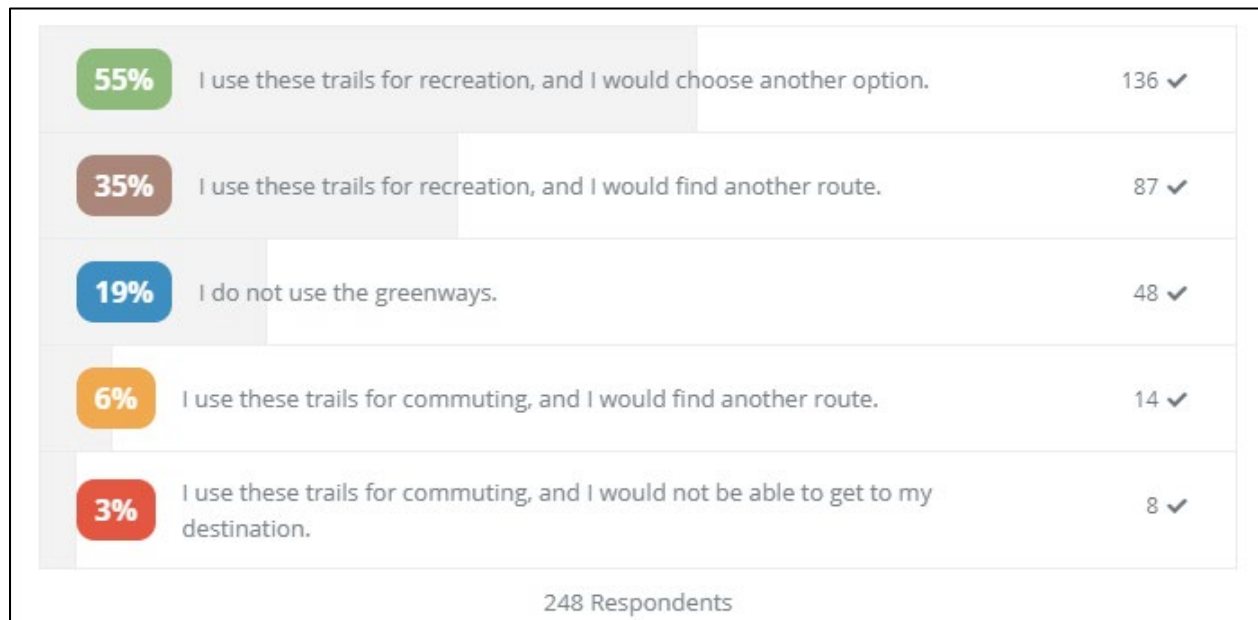
The comments also included some concerns that this could increase traffic in the area and reduce the flow of the cars.

Question 2: Do you use the greenways in the study area during rainy weather?



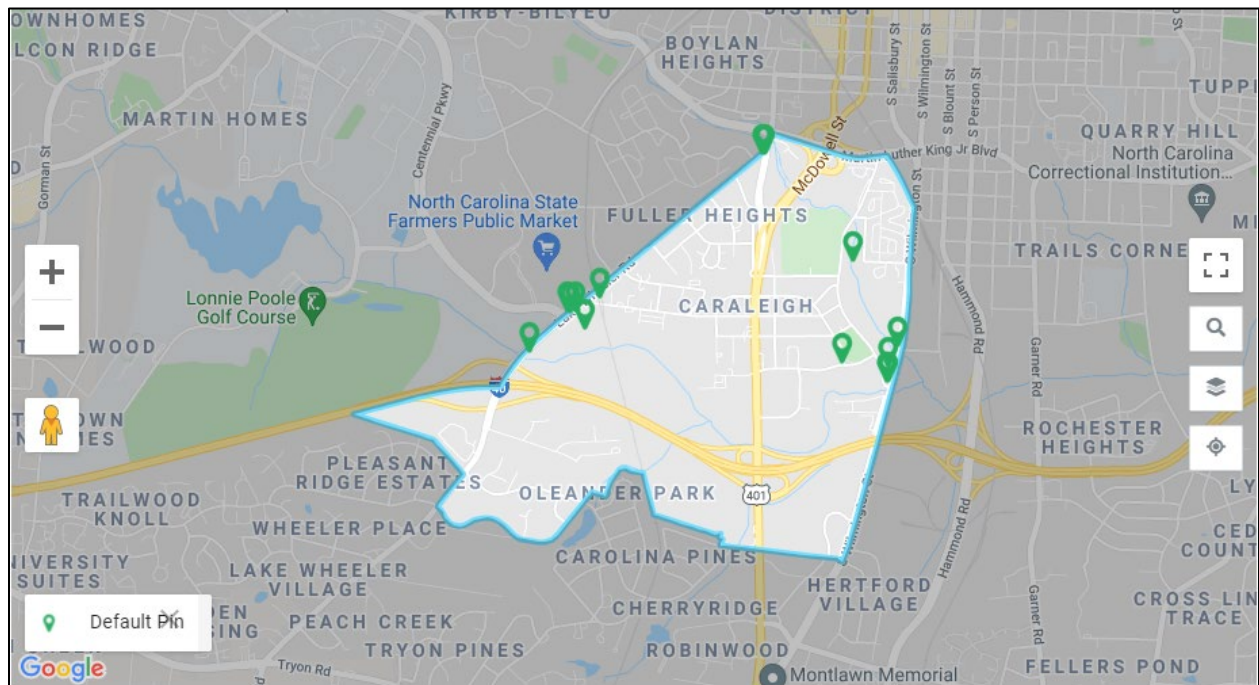
Summary of comments: The comments generally related to concerns about safety and crime along greenway as deterrents to use, followed by concerns about flooding impacting ability to use it.

Question 3: When the greenways in the study area (Walnut Creek and Rocky Branch trails) are affected by flooding, how does this affect you? Note: Please do not use the trails when flooded.



Summary of comments: No comments provided.

Question 3: We've heard additional wayfinding on the greenway would be useful. Please place a pin on the map where you would like to see signs or other wayfinding.



Summary of comments: The comments generally asked for more signage along the Walnut Creek Greenway and across the network. They also asked for destinations to be indicated on the signs, in addition to arrows. There was also a cluster of comments where Walnut Creek crosses Wilmington Street.

Question 4: Is there anything else about Natural Resources you would like the project team to know?

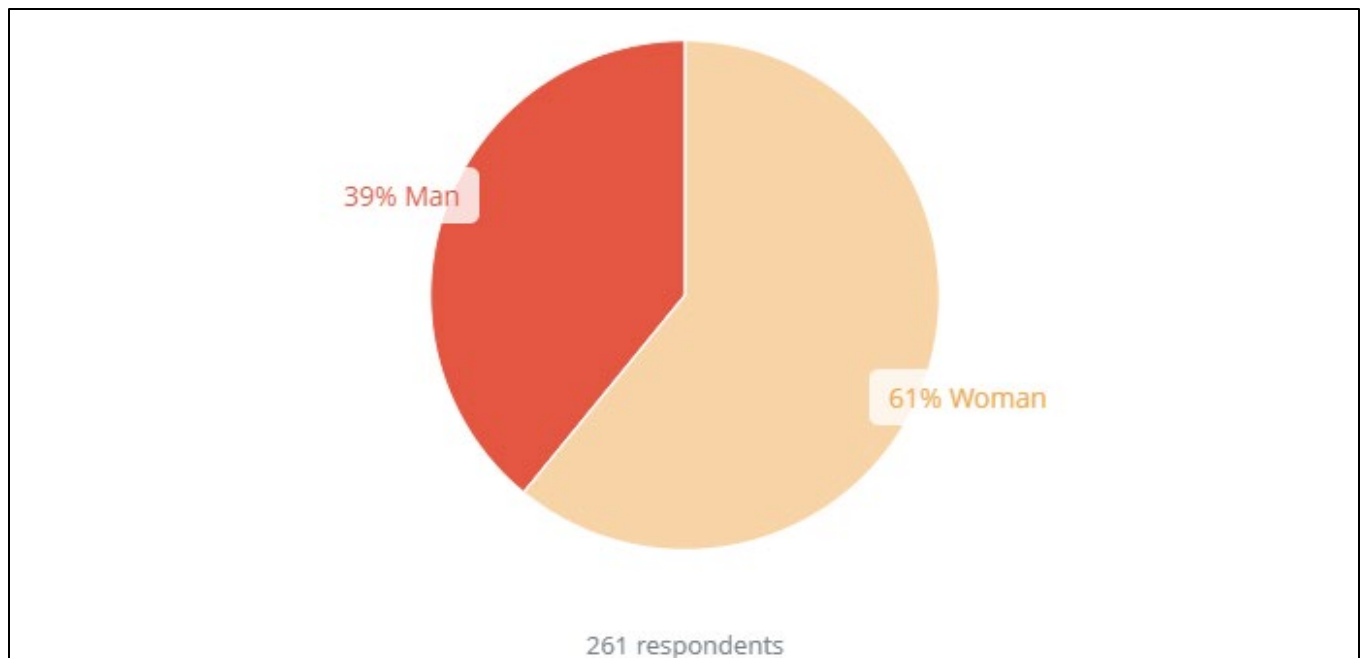
Summary of comments: The comments generally included a desire for increased access to the greenways, a desire for additional tree conservation and the need for additional invasive species removal.

Voluntary Demographic Information

Participants were invited to voluntarily share their demographic information, while a total of 503 respondents filled out the majority of the survey – about 260 respondents filled out the demographic section. This means the demographic information available is only a partial snapshot of the participants. The results of the demographic information questions are shown below.

Questions below that do not include comment summaries did not have the option for comments.

Question 1: What is your gender identity?

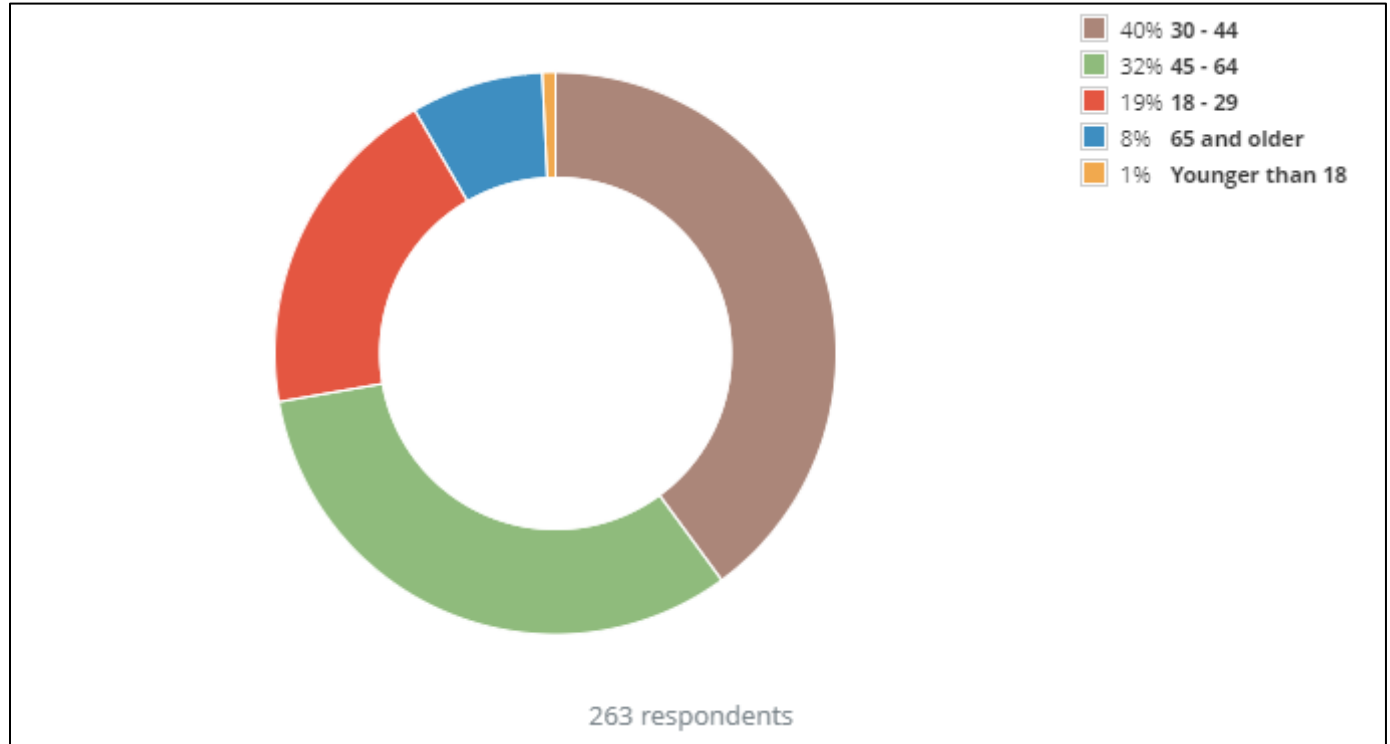


*A third option was provided for non-binary; 0 respondents selected this option.

Demographic comparison to the study area:

- 43% Women
- 56% Men

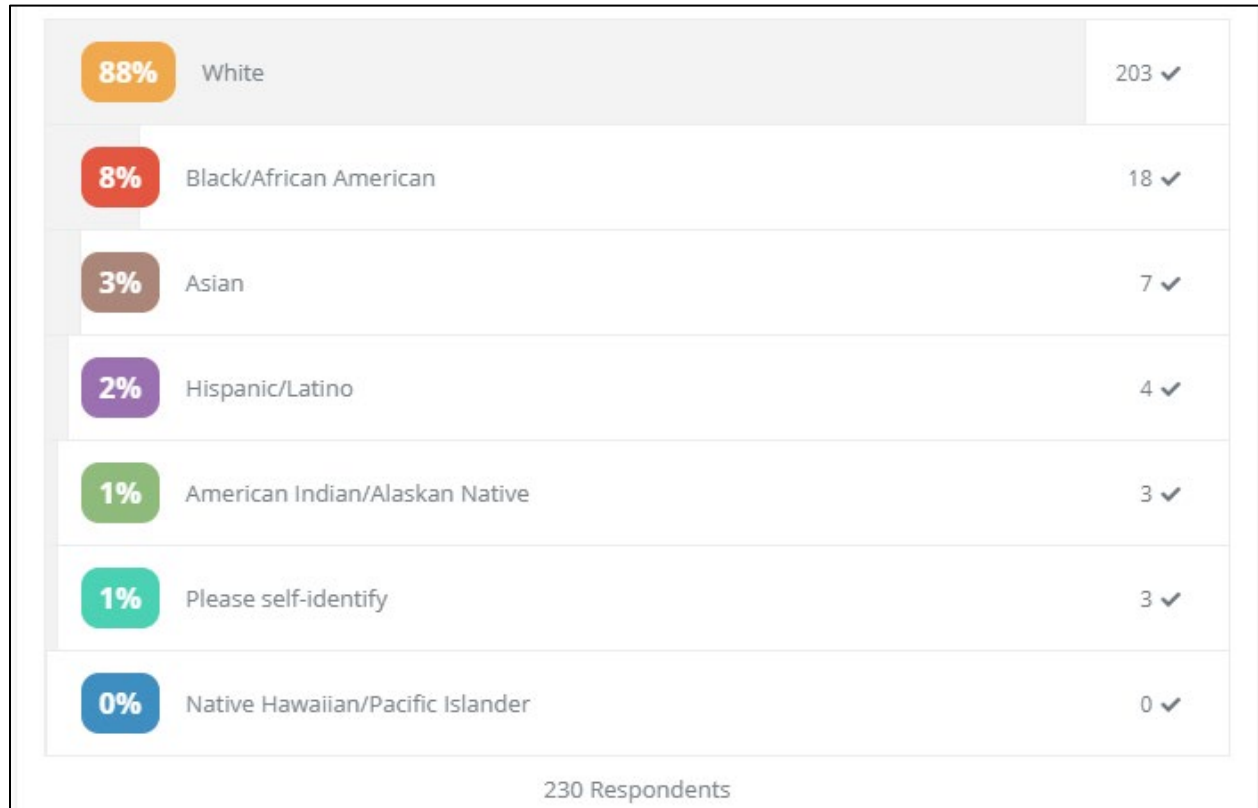
Question 2: What is your age?



Demographic comparison to the study area:

- Median Age is 32.3
- 16.8% are under 18 years old
- 74.3% are between 18 and 64
- 8.9% are over 65

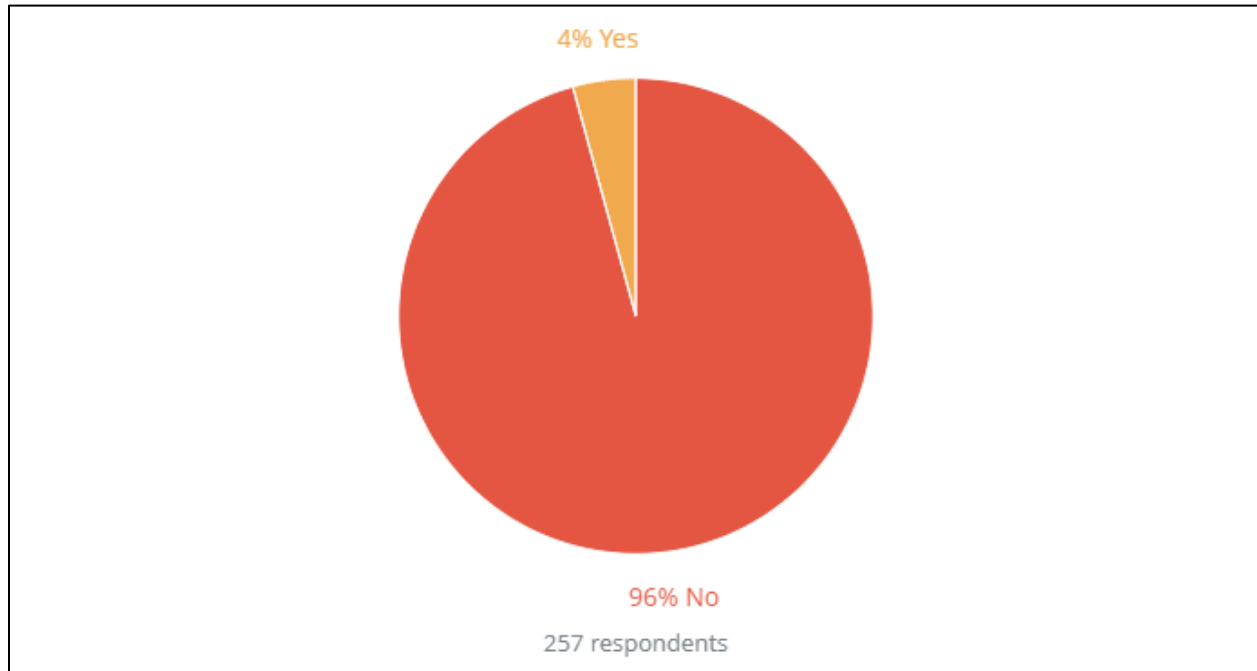
Question 3: What is your racial identity?



Demographic comparison to the study area:

- 3.5% Asian
- 46.1% Black/African American
- 15.1% Hispanic/Latino
- 48.5% White

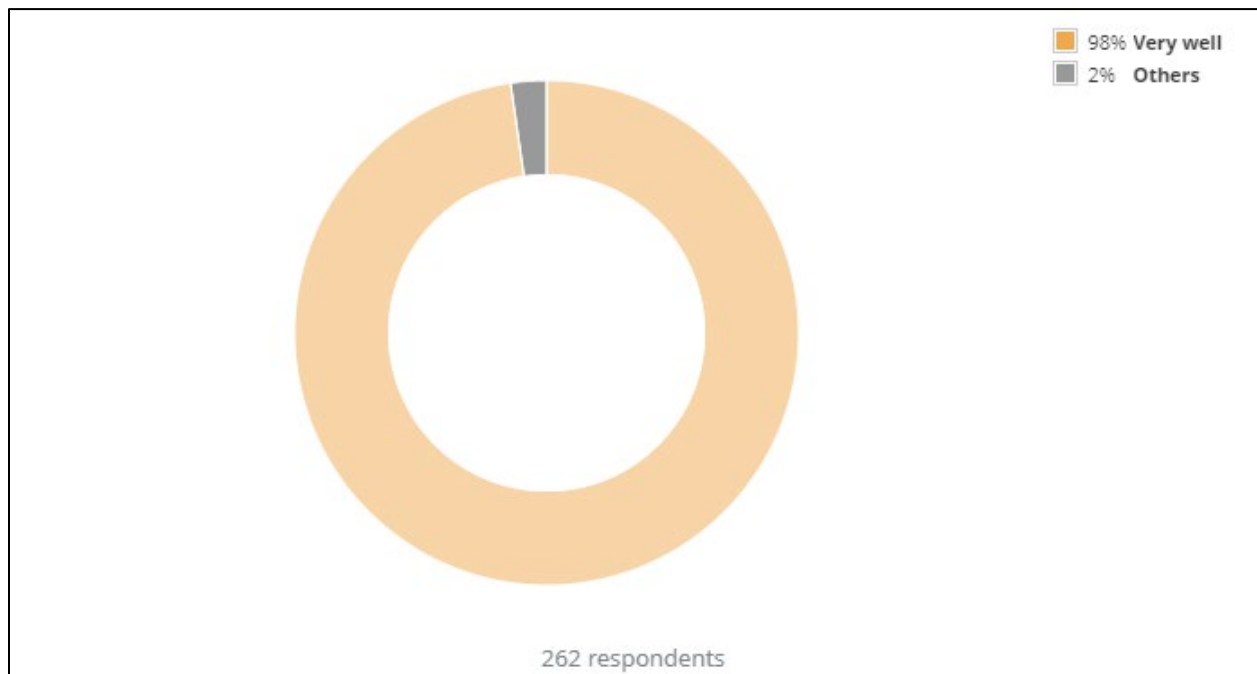
Question 4: Do you have a disability?



Demographic comparison to the study area:

- 8.4% of residents indicated they have a disability

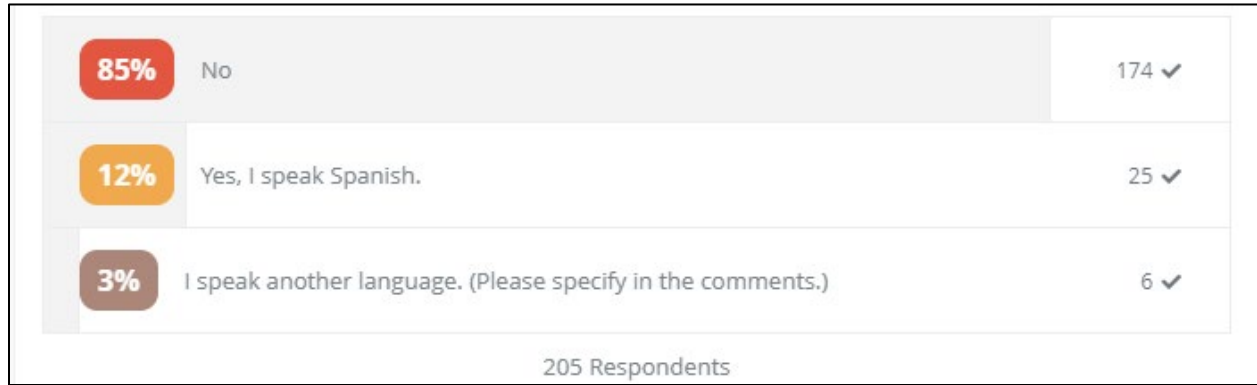
Question 5: How well do you speak English?



Demographic comparison to the study area:

- 7% of study area residents speak English less than very well

Question 5: Do you speak Spanish or another language?



Demographic comparison to the study area:

- 6.9% Speak Spanish

Summary of comments:

- 3 Respondents speak German
- 5 Respondents speak French
- 1 Respondent speaks Polish
- 1 Respondent speaks Portuguese
- 1 Respondent speaks Mandarin

Question 6: Do you rent or own your home?

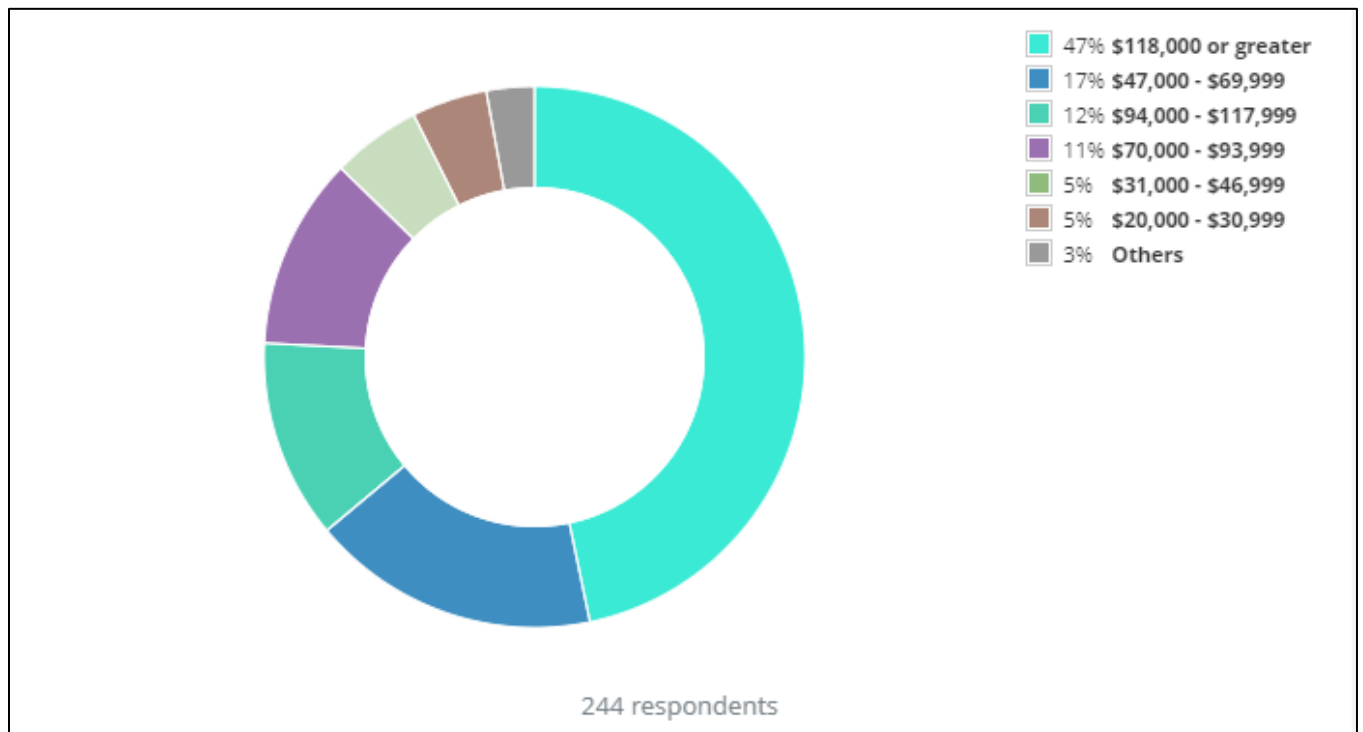


Demographic comparison to the study area:

- 35% of the community own their home

Summary of comments: Some respondents indicated they live in homes built for the mill workers, others indicated they rent and are unable to purchase homes in the study area. One respondent indicated a concern about the representative of respondents not being reflective of the demographics of the people living in the area.

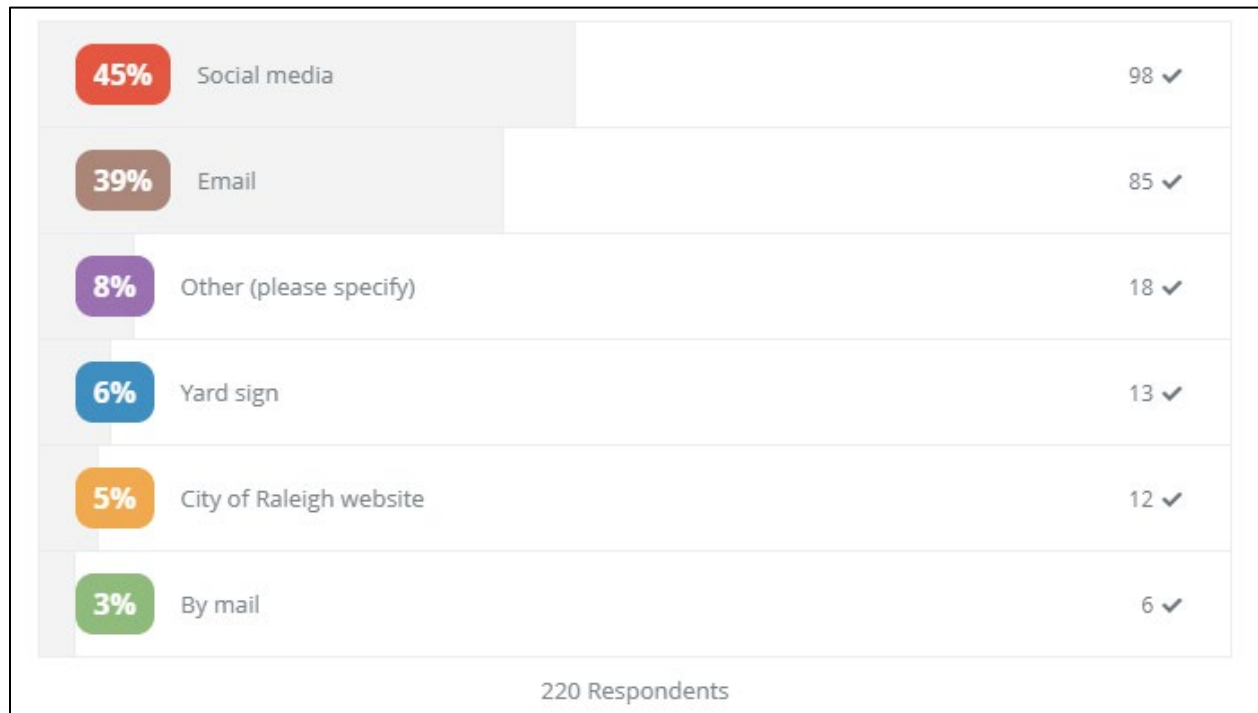
Question 7: What is your approximate household income?



Demographic comparison to the study area:

- The average household income for a study area resident is \$36,778

Question 8: How did you hear about this survey?



Summary of comments:

- 7 Respondents indicated Ral Today
- 7 Respondents indicated State of Beer
- 2 Respondents indicated Nextdoor
- 3 Indicated a Neighbor
- 2 Indicated Local email subscriptions

Question 9: Do you have recommendations on how staff can increase the diversity of survey respondents? Please be as specific as possible.

Summary of comments:

- QR Codes at the bus stops
- Parent/Teacher Associations
- Posters at Local Businesses
- Go door to door to understand the neighborhood's concerns
- Newspaper
- Billboards
- Local news channels
- Work with churches