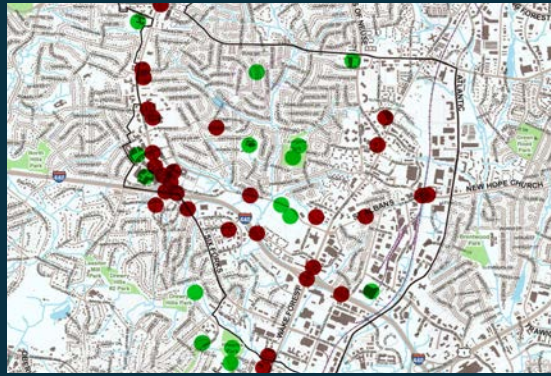




# Midtown-St. Albans

## Area Plan



# Visioning Event Summary

July 2018







# Community outreach



**3** in-person events, including  
two Saturday events

**1** month of online survey activity



**400+** total participants



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# Project Introduction

## Area Planning Process and Plan Purpose

The purpose of Midtown-St. Albans area study is to provide detailed multi-modal transportation, streetscape, urban design, and land use recommendations that are based on stakeholder input and a thorough understanding of community values, history, and future development scenarios. These recommendations will act as policy guidance to future transportation, land use, and urban design decisions. One primary objective of the Midtown-St. Albans Area Plan is to consider the transportation impacts of recent land use and zoning changes on existing and proposed transportation infrastructure in the Midtown area. Other topics will be considered as well, including those identified during community visioning exercises. The area planning process will use data collection, issue analysis, and various public input opportunities to formulate alternatives and recommendations for the Midtown-St. Albans area.

The process will include the following components:

- Visioning Workshop (summarized in this report)
- Inventory & Analysis
- Public Design Workshop
- Alternatives and Public Input
- Recommendations & Report

## Study Area Background

With the exception of downtown, the Midtown area includes the most intensive zoning within the City of Raleigh. Millions of square feet of new development are expected in the coming years. While an interstate highway and several arterial streets serve the area, it does not have the type of connectivity and grid pattern found downtown, creating a set of transportation challenges.

The area has seen extensive development in recent decades. North Hills is a nationally-recognized example of a suburban place retrofitted and redeveloped as a walkable urban center. Starting in 2003 with the redevelopment of an aging enclosed mall and strip center into a mixed-use development featuring retail, hotel, office, and residential, the approval of the North Hills East Master Plan in 2007 set the stage for an even more significant transformation on the east side of Six Forks Road, featuring high-rise office buildings, a variety of residential types, and even more retail. The build-out of North Hills, as summarized in an Urban Land Institute Case Study, includes roughly a million square feet of office and retail, over 500 hotel rooms, and nearly 1,400 residential units. A recent expansion of the master plan increased this potential even further.

The Six Forks Corridor Study, which explored options for widening Six Forks Road north of Interstate 440, and recent rezoning petitions along St. Albans Drive, which allowed greater intensities and heights, have raised community concerns about transportation impacts and transit options for the areas surrounding St. Albans Drive. St. Albans Drive currently serves as a transition line between the existing and proposed mixed-use development to the south and older, primarily residential, areas to its north. It also serves a more traditionally suburban commercial area and Duke Raleigh Hospital along Wake Forest Road, before turning northward to terminate at New Hope Church Road. With the recent rezoning changes and Six Forks Corridor improvements, St. Albans Drive area is poised to see significant change as this part of Raleigh continues to grow and transform. Neighborhood streets that connect into St. Albans—including Hardimont, Dartmouth, and Quail Hollow—may see traffic spillover from increased trips to and from the area.



# Public input

Input for this report came from a series of online and in-person events held during June 2018.

More than 400 participants told us what they like about the Midtown-St. Albans area — 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.



Eastgate Park open house



Midtown Farmers Market pop-up event



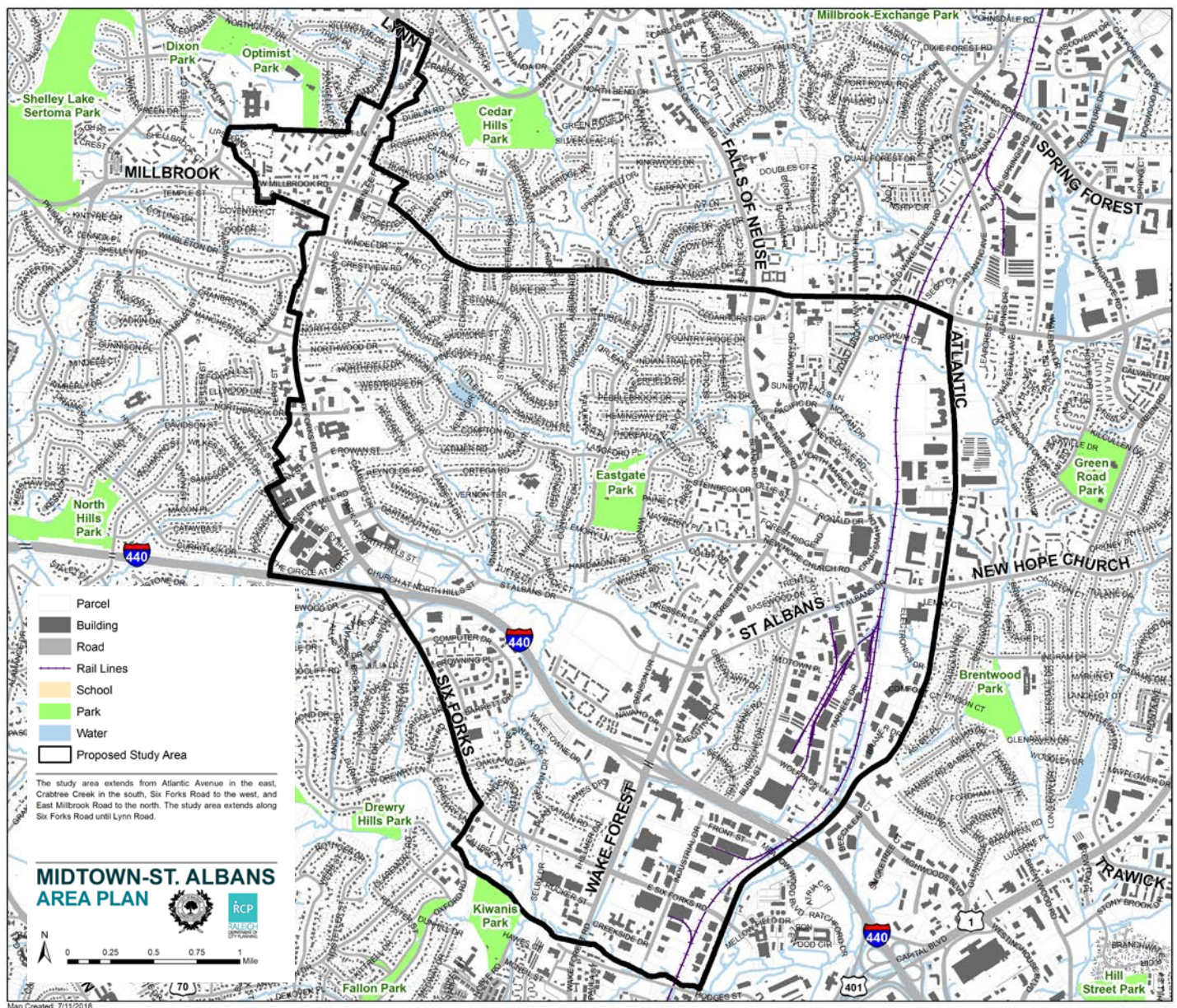
Trinity Baptist Church workshop



# The Study Area

The study area is centered on the rapidly developing area just north of I-440 from Six Forks Road to Wake Forest Road. It extends south to Crabtree Creek and north to Millbrook Road and includes both strictly residential areas and more intense mixed-use and commercial areas.

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.







Office condominiums, south side of I-440. Barrett Drive.



Typical arterial intersection, with limited pedestrian comfort. Wake Forest/Hardimont/New Hope Church.



Two-story apartments. Navaho Drive.



Current condition of St. Albans Road between North Hills and Wake Forest Road.



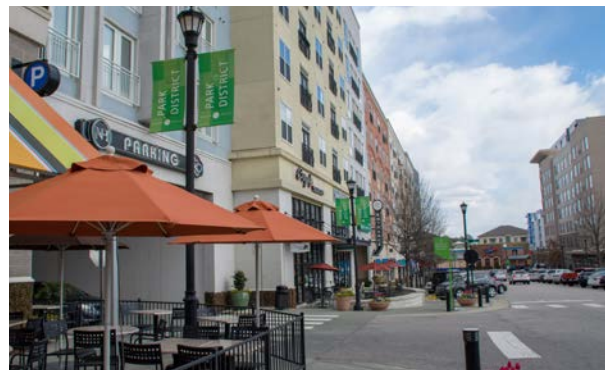
Typical detached houses. Eastgate neighborhood.



Entrance to Crabtree trail, north side of Crabtree Creek.



No pedestrian options. I-440 overpass over Atlantic Avenue



Mixed-use development at North Hills. East side of Six Forks Road.



# Visioning Process

## Overview

The visioning process, which took place in May-June 2018, marked the official start of the plan process. The visioning events aimed to create a rich base of community-sourced knowledge about issues and opportunities in the area. That information will be used to focus the planning effort that follows. Specifically, it will assist in identifying where data gathering and analysis resources should be focused, both in terms of specific places and broader issues. Finally, it represented a way for residents, business owners, institutions, and others to share with each other and the City project team their hopes for the future of the area.

## Schedule of Events

Visioning events for the Midtown-St. Albans Area Plan took place in the early summer of 2018. These included three in-person events and a currently-running online survey. Outreach was designed and promoted to reach a broad cross-section of stakeholders. The events included:

- Pop-up at Midtown Farmers Market at the Commons at North Hills. Saturday, June 2 from 8 a.m. to noon
- Evening workshop at Trinity Baptist Church. Thursday, June 7 from 6 to 8 p.m.
- Pop-up at Eastgate Park. Saturday, June 9 from 10 a.m. to noon.
- Online survey. May 18-June 22.

## Outreach Process

The visioning events included significant promotional efforts, including the mailing of more than 5,000 postcards with information about the plan. Mailed notice was sent to each property owner and current resident within the project area, as well as within

a 100-foot radius of the plan area. In addition, a dozen apartment communities totaling more than 3,500 units were contacted and given flyers to post or electronically send to residents. The City also publicized the events through emailed notices to city newsletter subscribers, through social media including Facebook and Twitter, on the project website, and on signs posted along major corridors that run through the area. All invitations included the dates of the meetings and a link to the survey.

## Visioning Event Process

Visioning meetings were held at three locations within the study area. The intent was to rotate venues throughout to engage feedback from a diverse set of stakeholders. “Pop-up” events were held on two different Saturday mornings, with a more traditional Thursday evening meeting between. The Thursday evening meeting began with a presentation followed by facilitated small group discussions. Attendance for each event ranged from 35 to 60 attendees with a total attendance of over 100 participants with the informal Saturday morning pop-ups seeing the most attendance. More than 300 respondents provided input through the survey, substantially adding to the responses gathered during the in-person events.

While the in-person events varied in format, they all included similar questions and exercises:

**Issue prioritization exercise.** Participants used dots to indicate what they feel are the three most important issues the area is facing.

**Mapping exercise.** Participants placed red and green dots to geographically locate the strengths and weaknesses of specific areas. In addition to placing dots, participants used sticky notes or wrote in the map to provide more information.

**An open-ended exercise.** This provided space for positive and negative thoughts that applied areawide, as well as an opportunity to share an overall vision for the area’s future.





The following section includes additional detail about the particulars of each event.

**Farmers Market Pop-up.** This event involved staffing a table at the Midtown Farmers Market on a Saturday. At this drop-in event, attendees were asked to individually identify strengths, weaknesses, issues and opportunities on a map of the study area. Information about the project scope, process, and existing conditions were also available to the public. Approximately 35-50 participants took part in the event.

**Evening Workshop.** The formal public meeting was held on weekday evening. Upon arriving, participants were given a preliminary opportunity to look at wall displays of area maps and provide initial comments. The meeting then began with a 20-minute presentation introducing the area planning process. The presentation included a brief overview of current policies and conditions specific to the plan area, including existing zoning, Future Land Use Map recommendations, floodplain, street plan, street connectivity, sidewalks, bike lanes, and bus routes. A timeline of future stages detailed how initial input would be utilized moving forward.

At the end of the presentation, instructions were given for the breakout session where community members in attendance would complete each exercise in small groups of no more than eight people. Attendees were then asked to review, discuss and provide feedback on the various questions. At the end of the evening, each group reported back to the whole. Approximately 35 people took part in the event.

**Eastgate Park Pop-up.** The final in-person visioning event, held on June 9, had a similar setup to the June 2 event, although the indoor location created more of an open house atmosphere and may have encouraged participants to stay longer. Approximately 30 people took part.

**Online Survey.** The survey was a key part of the input effort. Many residents do not have the time or inclination to attend in-person events, but still wish to add their voice to the input process. Accordingly, the process included significant efforts to promote the survey, and future public input periods will include similar opportunities.

The survey began by describing the Midtown-St. Albans area planning effort and outlined the planning area with a map. Similar to the in-person events, the survey was structured to ask participants about issues and opportunities for improvements as well as an overall vision for the area. Questions were structured similar to in-person exercises. A few additional questions asked about participants' age, location of residence and how they personally experience the area. Overall, 318 individuals participated in providing online public input, submitting 974 responses and 358 unique comments.

More than half of the respondents (53 percent) live in the area. Twenty percent visit the area, eight percent work there, and 15 percent pass through on their way to another destination.



# Summary of Input

The following is a summary of the responses to questions posed at the public meetings and to the online survey responses. Much more raw data is available in the appendix to this report. A number of major themes emerged during the visioning meetings and were consistent across public events.

## Top Issues

Generally speaking, transportation-related issues emerged as a primary theme (see the ranked list on the following page). Many residents expressed concern about the current and future impact of traffic on local streets. Many also mentioned a need to make the area safer and more comfortable for people walking or riding a bicycle. Similarly, a desire to see transit improvements emerged as another common theme.

Housing emerged as another significant issue, with many participants expressing concern about future housing affordability and hoping for a diversity of housing types in the area. Some respondents cited teardowns of older houses as an issue.

To gain a sense of the most pressing issues in the area, the events asked participants to rank issues in order of importance and to add additional issues if needed (see the full list on the following page).



Example of priority ranking input from Midtown Farmers Market event.

## Top five issues\*

The effect of traffic on local streets (66)

Walking and bicycling (51)

Getting around on transit (46)

Housing (types, location, affordability) (42)

Streetscape improvements (33)

\*Numbers indicate the number of participants who ranked the issue among their top three.

The top three issues identified as priorities all related to transportation, although none of these directly involved getting around the area by car. The effect of traffic on local streets was the highest ranked issue out of all input gathered, online and in person, and participants listed a variety of examples of local streets experiencing increased traffic.

The next issue receiving strong support was walking or bicycling. Comments in this section included the need for more sidewalks, concerns about crossing Six Forks Road, and the possibility of adding bikeshare to the area. Getting around on transit was the third most prioritized issue. Comments regarding transit saw the need for the area to be more navigable by transit, and identified improved coverage, service, and infrastructure as current needs.

Beyond the three transportation issues, the next-most cited issue involved housing, specifically, the location, types, and affordability of housing. The next two issues, streetscape improvements and parks, both involved improvements to the public realm and could be seen as overlapping. The remaining issues, including getting around by car, land use, stormwater, development design, and transitions from commercial to residential, all received similar numbers of mentions. (See the appendix for a full list of comments.)



## Issues as ranked by participants

(The numbers indicate the number of participants who included the issue in their top three)

- 1) Transportation: The effect of traffic on local streets (66)
- 2) Transportation: Walking or bicycling (51)
- 3) Transportation: Getting around on transit (46)
- 4) Housing (types of housing, location of housing, affordability) (42)
- 5) Streetscape improvements (street trees, benches, lighting) (33)
- 6) Creating or improving parks and public spaces (30)
- 7) Transportation: Getting around by car (30)
- 8) Land uses (what land uses should go where) (29)
- 9) Stormwater (27)
- 10) The design of new development (how close or how set back should buildings be from the street, how visible is parking) (27)
- 11) Transitions from commercial to residential areas (27)

## Other commonly-mentioned issues

Environmental/wildlife issues

Greenways

Street connectivity

Safety











**Issues Sorted by Topic**

Comments on the subject of issues that need work were compiled and sorted by topic. A summary of the number of comments by topic follows:

- (54) Transportation: The effect of traffic on local streets
- (47) Transportation: Walking or bicycling
- (35) Transportation: Getting around by car
- (19) Land uses (what land uses should go where)
- (19) The design of new development (how close or how set back should buildings be from the street, how visible is parking, etc.)
- (15) Housing (types of housing, location of housing, affordability)
- (13) Transportation: Getting around on transit
- (11) Other: Connectivity
- (10) Stormwater
- (8) Creating or improving parks and public spaces
- (7) Other: Greenway Corridor
- (5) Other: Safety
- (5) Streetscape improvements (street trees, benches, lighting, etc.)
- (3) Other: Impact on local wildlife and the environment





## Issues Mapped

Both the survey and in-person events included a mapping exercise designed to identify place-specific issues. Participants were asked to place green dots on a map on areas that they like or red dots in places that need help. The results are shown below and are available on the online map ([link](http://link) at [raleighnc.gov](http://raleighnc.gov), keyword Midtown, closed for

new comments). Generally speaking, green dots clustered around both sides of North Hills and other shopping areas, parks, and schools. Red dots generally reflected transportation concerns, such as traffic and pedestrian safety along Six Forks Road, particularly at North Hills; similar issues at major intersections on Wake Forest Road and other arterials; and traffic and speed in residential areas.

### 114 dots representing places or things people like.

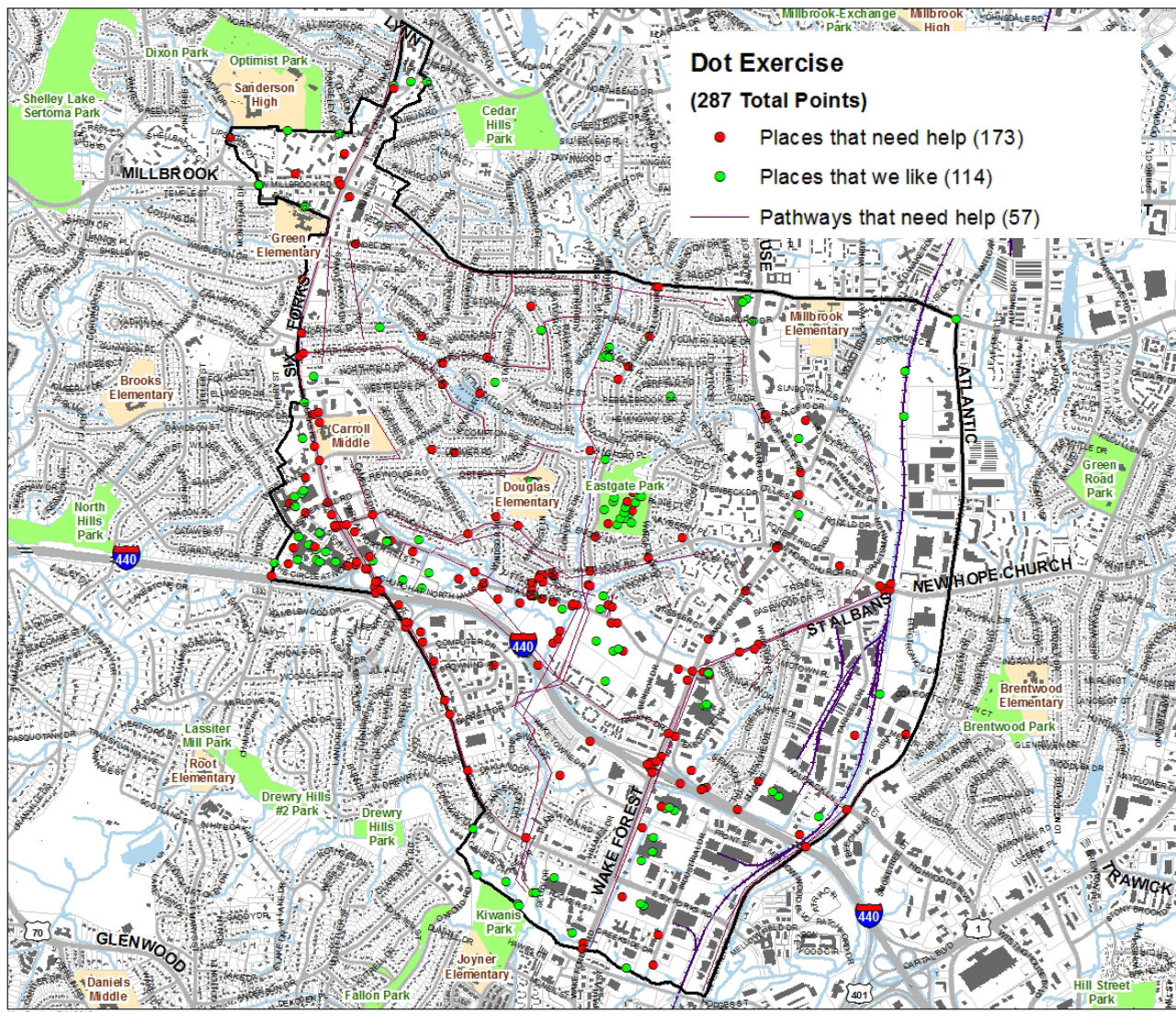
Comments most often included:

- (12) Park
- (4) North Hills
- (3) Greenway
- (3) Downtown
- (3) School
- (3) Trader Joe's

### 173 dots representing places that need help.

Comments most often included:

- (27) Traffic
- (14) Six Forks
- (10) Intersection
- (10) Pedestrian(s)
- (8) St. Albans
- (5) Development





## Visions for the Future

Perhaps the strongest themes appeared in attendees' visions for the study area. Many attendees hope the Midtown area will be less car-oriented in the future, whether through increased walkability or increased multi-modal options. A significant number of participants hoped the area will grow in diversity but maintain a strong sense of community and sense of safety. Many also hoped the area will be home to beautiful streets and neighborhoods and will retain ample trees and greenery. A Midtown that is more inclusive and affordable was also envisioned by many. Lastly, there was a theme of a Midtown area that is prepared for future storms and stormwater challenges.

Typical comments included:

“Walkable, inclusive, safe.”

“Still livable by all income levels. With manageable traffic. And increased walking and biking opportunities.”

“A well-planned, pedestrian-friendly urban/residential area with great parks and great transportation (light rail, bus, bike lanes).”

“The kind of ‘neighborhood’ that can have the reputation for both (i) the best restaurants in walking distance, and (ii) the best trick or treating!”

“Safe, walkable, and full of green space.”

“A dynamic, pedestrian friendly area with civic spaces. A direct connection to downtown Raleigh but also an area with it’s own identity and offerings.”

“Somewhere that my children can safely navigate by bike or foot with public transportation options. urban and green with open space.”

“A place where many people can find housing, groceries, access to transit, and access to jobs without needing a car.”

## Visualizing Input

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

Specific counts include:

- (26) Walkable
- (17) Housing
- (19) Safe
- (13) Access
- (11) Green
- (10) Traffic
- (9) Transportation
- (9) Transit





## Next Steps

This feedback 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 future 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 2019. That feedback will then be used to shape a draft report containing a series of recommendations, likely in summer 2019.





MSA

# Midtown-St. Albans

## Area Plan



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# Midtown/St. Albans Area Plan



## Appendix

### In-Person Event Exercises

The following is an outline of the 3 exercises which were utilized at the in-person events:

#### Exercise 1

*What issues do you most want to see the plan address? Please rank the following topics in order of importance. Put dots beside your top three. If you select other, please tell us the issue or issues you have in mind in the comments below.*

- (39) Transportation: The effect of traffic on local streets
- (29) Housing (types of housing, location of housing, affordability)
- (27) Transportation: Getting around on transit
- (26) Transportation: Walking or bicycling
- (21) Streetscape improvements (street trees, benches, lighting, etc.)
- (19) Creating or improving parks and public spaces
- (19) Stormwater
- (14) Transitions from commercial to residential areas
- (13) Transportation: Getting around by car
- (11) Land uses (what land uses should go where)
- (9) The design of new development (how close or how set back should buildings be from the street, how visible is parking, etc.)
  
- Other (write it below)
  - (7) Impact on local wildlife
  - (6) Enlargement of electrical lines
  - (3) Greenway
  - (1) Noise & Light Pollution from new development
  - (1) Library
  - (1) Connectivity
  - (1) CAC Outreach







## Exercise 2

### *Strengths, Weaknesses & Vision*

#### **1. Things I like about the Midtown Area:**

- (8) North Hills
- (7) Trees
- (6) Walkability/Walkable
- (4) Eastgate Park
- (4) St. Albans
- (4) Dining
- (3) Hospital
- (3) Shopping
- (3) Grocery
- (3) Options

**Most commented topic: Land uses (what land uses should go where)**

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

- (12) Traffic
- (9) Wake Forest
- (9) Six Forks
- (8) St. Albans
- (7) North Hills
- (7) Neighborhoods
- (5) Sidewalks
- (5) Hardimont

**Most commented topic: Transportation: Getting around by car**

#### **3. In 2040, I hope the Midtown area will be...**

- (4) Diverse
- (4) Housing
- (4) Better
- (3) Walkable
- (3) Transit
- (3) Access
- (2) Transportation
- (2) Economically
- (2) Residential
- (2) Inclusive

**Most commented topic: Transportation: Getting around on transit**



+Things I like about the Midtown area:

Hudson Presby. Ch.  
 Convenient access to area businesses

North Hills area!  
 Beautiful development / walkability / high end look and feel  
 Events / activities

Being informed of planning activities - mailers

Walkability - Neighborhood feel while being close to everything. We like the current lot sizes, the trees, sidewalks, diversity, house sizes - we don't want to see rebuilds, tear downs, lots being split

Agree!

Walkability has improved, but we need more

BIG BRANCH CREEK + old growth trees - our neighborhood is BEAUTIFUL!

TREES! Green Space! Please don't allow splitting of larger lots like what happened in the North Hills area neighborhoods! Agree!

Eastgate Park - especially the Pond!

Midtown - St Albans study area

Employment, dining, entertainment

Proximity to I-440

Strong involvement in the Midtown CAC

Shopping Amenities in North Hills

Can use St. Albans to cut through to Wake Forest

Implement the recommendations of the Six Forks Rd Corridor Study

Sandy Forks - Great improvement!

Great area - best place in Raleigh

Vibrant area - Duke Raleigh expanding! St. Albans and Wake Forest

Street parking in N. Hills around Recreation Station and St. Timothy's

Things I like about the Midtown area:

the new low North Hills ✓

Eastgate Park ✓

Tree Cover ✓

Side walks / Walkability → walkable to dining, shopping ✓

Farmers market ✓

Entertainment / Hospitality uses

Neighborhood schools

Sense of community

Parks are nice

Ice machine

Hospital ✓

Grocery options

Nice Suburban Neighborhood

Midtown is a diverse community & I'd like to see it stay that way -

Shopping & entertainment - restaurants, parking at N Hills

Parks

Landscaping

Tree time on St. Albans

Family oriented

It's not all bars/restaurants at N Hills

Schools

Easy access to all parts of town & country

transition to neighborhood character, amenities & can't get out oil client, but about, personal services

Brick the landmark buildings

arch. interesting best of times

Design original Midtown Green Appts ✓

Buildings not so tall



-Things that need help:

- Hard to cross Wake Forest btw St. Albans + Navaho
- Narrow lanes
- More sidewalks between Little Falls to Camelot Dr
- Traffic too fast in Neighborhoods where there are no sidewalks: Reynolds is bad too for traffic

Missing sidewalk connections  
Lack of East/West connections from Atlantic

Bus service to Wake Tech,  
safety for pedestrian students

Six Forks or other main roads  
need improved design, street trees  
- be a boulevard!

Need for ~~the~~ connectivity across I 440

+ Parking for Carol Middle during  
pick up times

+ Traffic on ~~Camelot~~ Camelot/St Albans

+ Traffic calming <sup>Needs</sup> on ~~Camelot~~ Camelot/St Albans

+ Width Camelot

+ Creek <sup>@ St. Albans</sup> Feeding in to Crabtree

"Transit station on Six Forks"

Making left turns from  
center turn lane on Six Forks,  
especially where Six Forks curves!  
(Resurface) Eliminate cracks on the tennis courts in the park

Traffic on Hardiment is dangerous - does  
not promote family/pedestrian walking  
Needs attention!

Not enough parking in North Hills dpt.

HARDIMONT @ MILLBROOK

Greenway access from Quail Hollow Area to  
existing Greenway along 440.

2017 City Planning Dept. Refused to look at  
MCAC input on cost and rezoning.

2017 Mayor MacFarland tried to set up S6461

Task Force for zoning, Planning

We are building homes too fast, lower price apartments not enough

We are not building fast  
enough. Too much regulation.

More complete public bus coverage everywhere

Rezone, density needs to happen  
faster

Wake Forest Rd & Falls neighborhood  
green going towards town for left  
turns onto Wake Forest Rd.

Traffic increase in neighborhoods is development  
increases w/o proper planning (second  
this)

Crossing Six Forks  
esp. at Dartmouth

No sidewalk on Hardiment  
approaching St. Albans

Need more sidewalks

Eastgate tennis courts and  
community center

Not enough parks, need mix  
of experiences, need dog park

Stop signs at Sweet Brier and  
Pinecroft

Six Forks too narrow ~~not~~ South  
at 440

Quail Hollow too wide, speeds too  
high

Wake Forest lanes too narrow

Need to connect Ch. at N. Hills  
to Navaho

Slower speeds on Millbrook

Need affordable housing around Industrial  
Dr.

Need better transit northbound on  
Six Forks

Could have affordable housing  
behind Colony

Should look in to allowing ADU's

Need variety of price points for housing

Yup a library

Visibility issues caused  
by parallel parking

underground utilities



-Things that need help:

BRIDGE over Six Forks

STOP ALL TRAFFIC at pedestrian crosswalks  
NO Turns

ST Alban between N Forest & New Hope Church  
needs widening/sidewalks - is dangerous  
Millbrook/Six Forks intersection - needs turn lane

Affordable Middle Housing - townhomes, small houses, backyards, cottages etc - mix it up

Electrical - bury lines -

Dartmouth road traffic

Congestion on 6 Forks pushes more traffic thru the neighborhoods making accessibility to main roads difficult.

Intersection at St Alban & N Hope Church needs fixing

Electrical substation - do not enlarge

Need library !!!

Left Intersection traffic - at W. Forest rd needs clearing before/in conjunction w/ ST Alban traffic Church at N Hills St needs extending to Navaho

Stormwater - needs control with all the construction & rebuilds

More area activities

If you have to use speed bumps - don't make them so damn high!!

Please don't become a brewery district! ☹️

better greenway access

Sidewalks - need more

Dealing with traffic and population increase,

Not putting towers all over the place,

We do not need Amazon.

Better interaction with the CAC

Too many Speedbumps on Shelley Rd that are not designed well

Better pedestrian infrastructure at North Hills

Better signal timing at Key intersections

~~Interstate~~ <sup>Interstate</sup> on-ramp at 440 and Wake Forest - always backed up.

More side walks in residential neighborhoods

• Dangerous Curve on Latimer Rd

Streetscapes

Greenways

Pedestrian/bikeways



## Vision:

In 2040, I hope the Midtown area will be ...

Completed.

much denser residential up to Millbrook

less dense, traffic bottlenecks

- Full of friendly faces, nature + local business.

- More Multimodal

- Less Car Centered ✓

- Still Old Growth trees

- Walkable

Trees = Old growth and replanted

next gen

open space

walkable

Still family friendly

Still desirable

- Maintain its community, not overly commercial or unidimensional

- More diverse

- Greenway connections down Quail Hollow

- Better mass transit, fewer cars

Ensure storm water mitigation South of St. Albans with development.

Be prepared for the next major hurricane + 100+ yr flood



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Appropriate housing in the area that remains affordable

Well managed traffic flow

Better management of density in residential areas

+ Upscale + ~~more~~ C4/C

+ More accessible for walking

+ Safer place

+ More shopping + mixed use

+ shopping / walking / atmosphere throughout not just in the core

+ better buses more frequent + closer stops

That Midtown will still be a nice place to live.

In 2040, I hope the Midtown area will be ...

- encompass wide variety of uses, housing, and amenities

- held up as an example of great mixed use design

- better connect by public transit

- not too dense and have good density transitions

- connected to rail transit

- continue to make Raleigh a great place to live

have wheel chair access

more trees

high speed trains

Midtown connector to downtown

Inclusive of all incomes

Inclusive.

Walkable

more sidewalks

easy to get around, well-connected to area resources

Bury electricity

Economically diverse (including mix of housing options), culturally diverse

Still beautiful + tree lined

Easier transportation access

A great place to raise kids (your schools, activities)

Fix The East Gate Tennis Courts

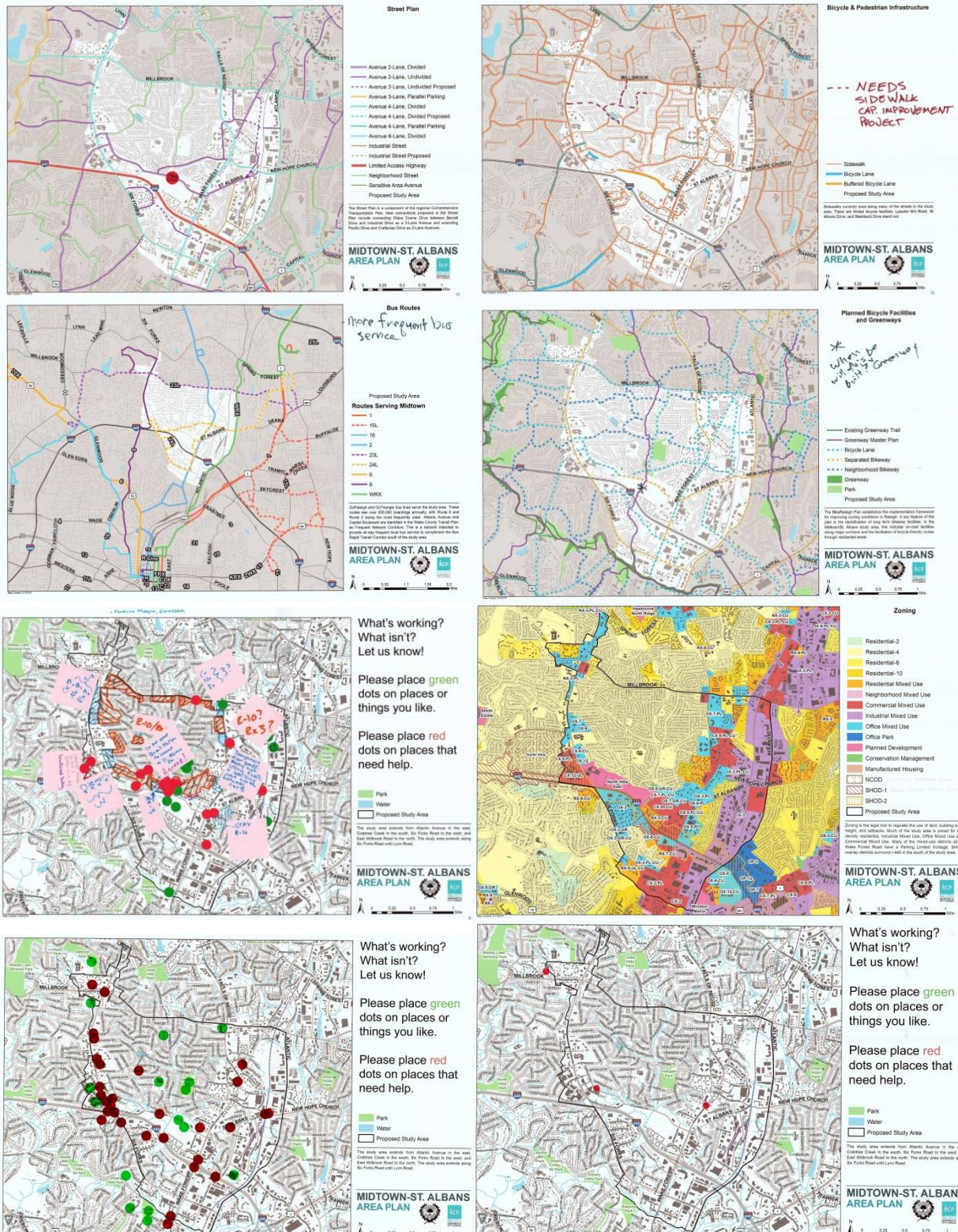
Better access to The Greenway

Community  
Diversity  
(A mix of housing  
options is a plus)

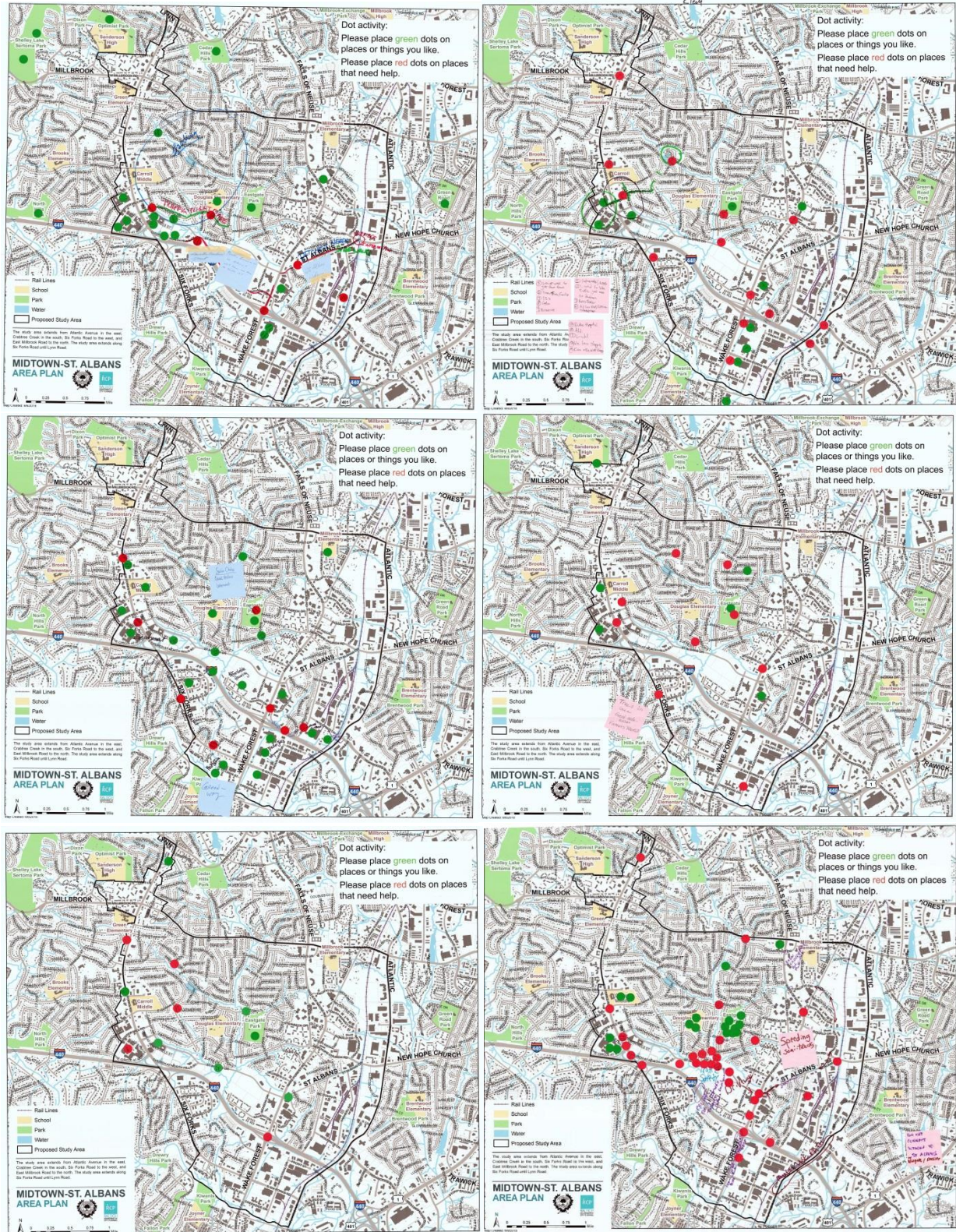


## Exercise 3

What's working? What isn't? Let us know on the map below! Please place green dots on places or things you like. Please place red dots on places that need help.









# Midtown - St. Albans Visioning Survey

## Online Public Input Results

VIEWS

1,188

PARTICIPANTS

318

RESPONSES

974

COMMENTS

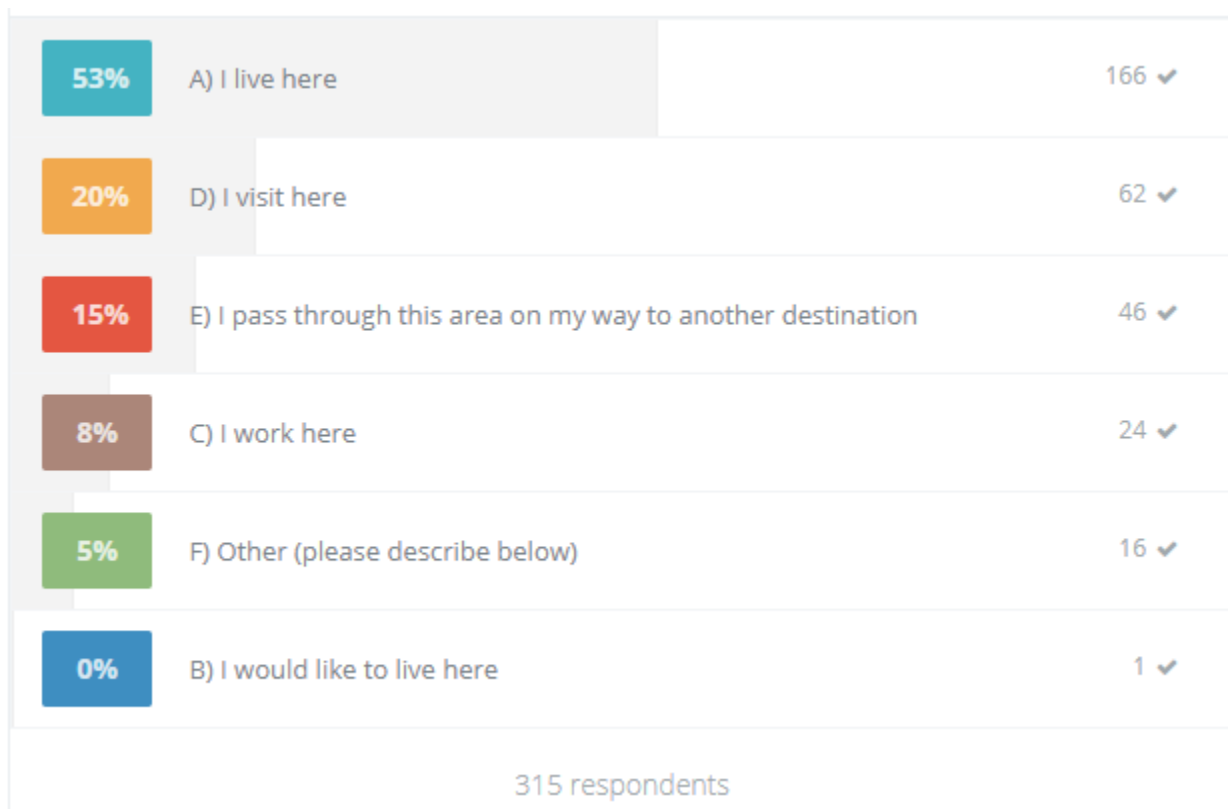
358

## Online Survey Questions

The following is an outline of the six questions that made up the online survey:

### Question 1

*How do you experience the area?*



### Question 2

*What street do you live on?*

71 Responses, the most prevalent responses are below:

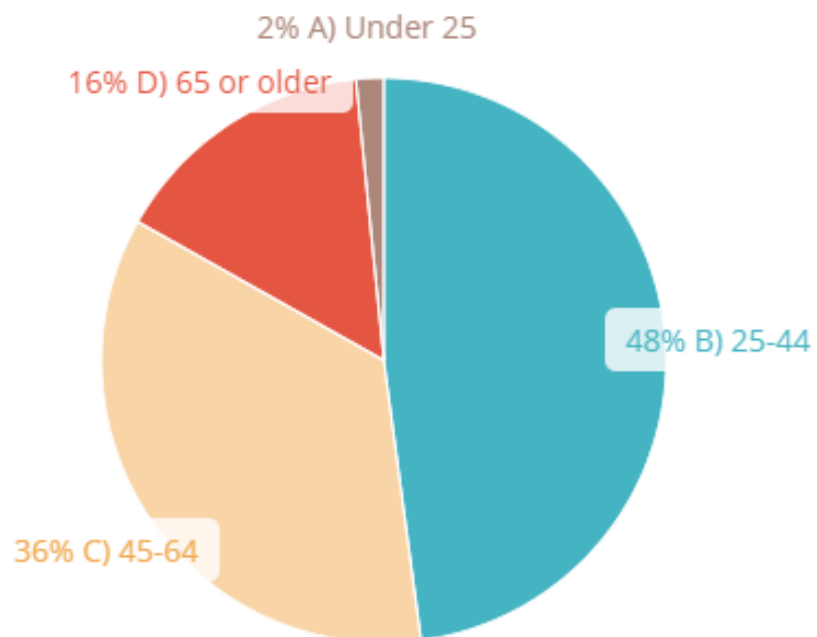
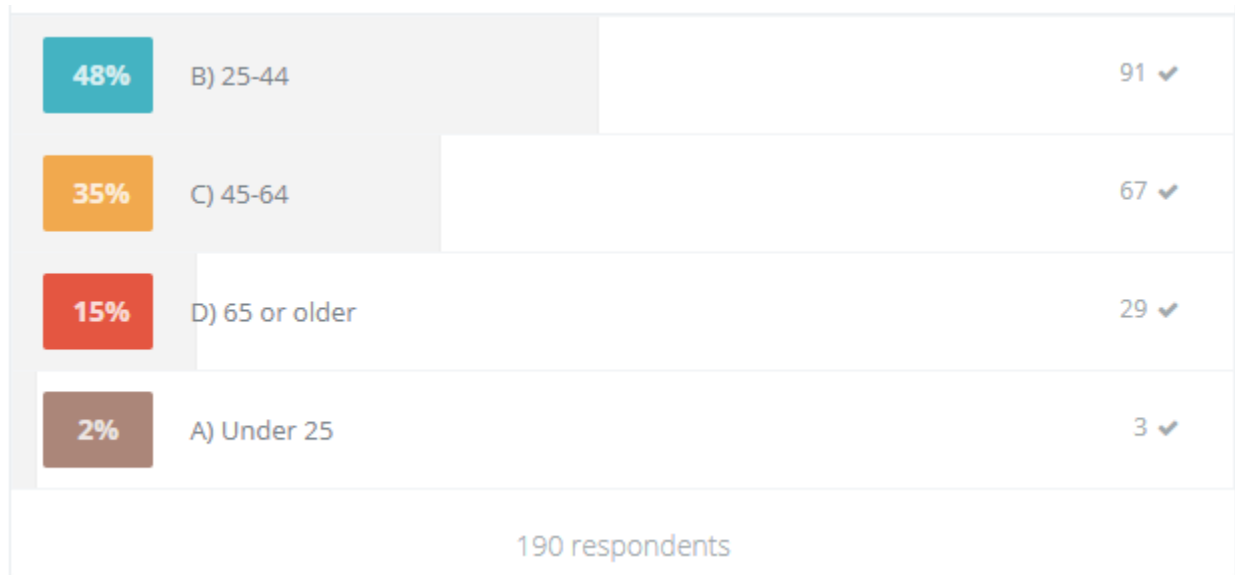
- (6) Wingate
- (4) Apache



### Question 3

How old are you?

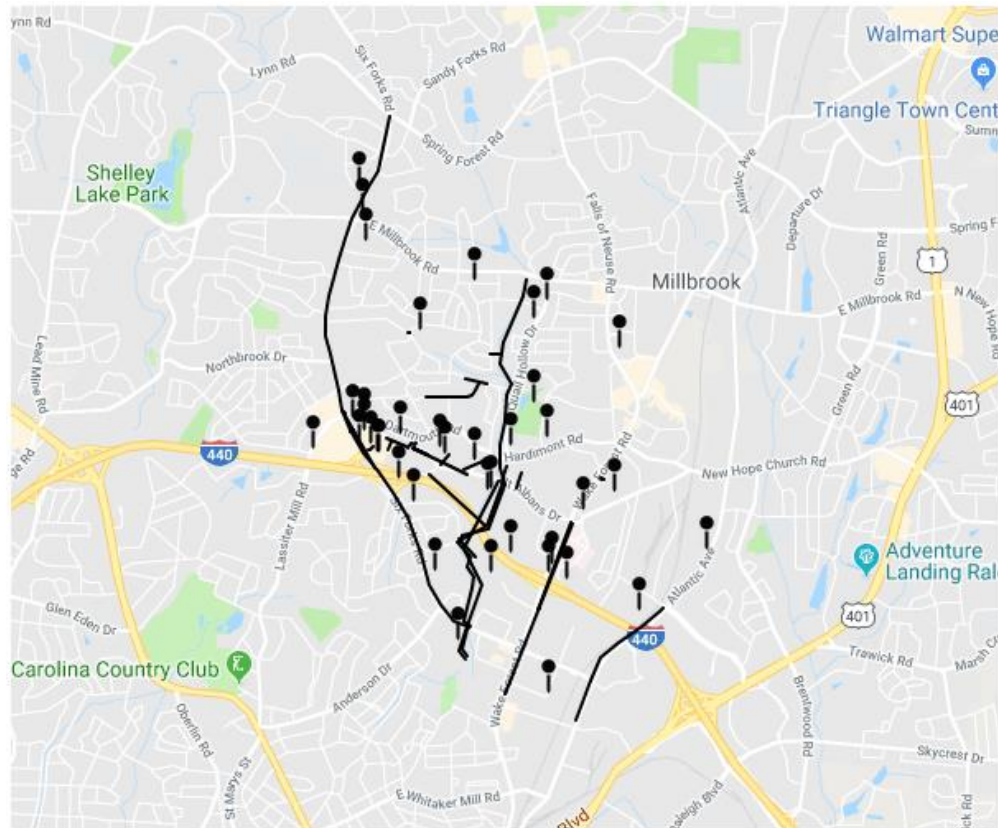
- Under 25
- 25-44
- 45-64
- 65 or older





## Question 4

On the map below, place dots or draw lines on places where you see an issue to be address or an opportunity to explore. Please leave a comment on each dot/line. (All comments are public)



64 Comments

- (28) Traffic
- (20) Pedestrian
- (15) St. Albans
- (15) Six Forks
- (10) Intersection
- (8) Development
- (8) Parking
- (7) Wake Forest

## Question 5

Please rank the following topics in order of importance:

- (27) Transportation: The effect of traffic on local streets
- (25) Transportation: Walking or bicycling
- (19) Transportation: Getting around on transit
- (18) The design of new development (how close or how set back should buildings be from the street, how visible is parking, etc.)
- (18) Land uses (what land uses should go where)



- (17) Transportation: Getting around by car
- (13) Housing (types of housing, location of housing, affordability)
- (13) Transitions from commercial to residential areas
- (12) Streetscape improvements (street trees, benches, lighting, etc.)
- (11) Creating or improving parks and public spaces
- (8) Stormwater

*Comments included:*

- (22) Traffic
- (11) Six Forks
- (9) Wake Forest
- (9) Development/Developer
- (8) North Hills
- (7) St. Albans
- (6) Lanes
- (5) Pedestrian

Please rank the following topics in order of importance:

Transportation: The effect of traffic on local streets	Rank: 3.64	64%
Transportation: Walking or bicycling	Rank: 3.88	61%
The design of new development (how close or how set back should buildings be from the street, how visible is parking, etc.)	Rank: 4.24	54%
Land uses (what land uses should go where)	Rank: 4.38	58%
Transportation: Getting around on transit	Rank: 4.73	54%
Streetscape improvements (street trees, benches, lighting, etc.)	Rank: 4.77	51%
Transportation: Getting around by car	Rank: 4.97	55%
Transitions from commercial to residential areas	Rank: 5.17	52%
Stormwater	Rank: 5.39	45%
Housing (types of housing, location of housing, affordability)	Rank: 5.44	46%
Creating or improving parks and public spaces	Rank: 5.59	49%
Other (if you select this option, please tell us the other issue or issues you have in mind in the comments below).	Rank: 7.89	13%

| 69 Responses

## Question 6

*Please finish this sentence. In 2040, I hope the Midtown area will be...*

- (18) Walkable
- (17) Safe
- (14) Green(space/way)
- (13) Live(ly)/Livable
- (10) Housing
- (9) Traffic
- (9) Access(ible)
- (9) Options/Opportunities
- (8) Friendly
- (7) People
- (7) Public
- (7) Transportation
- (6) Transit
- (6) Affordable



## Cumulative Summary of Input

*How do issues rank in importance?*

Midtown Farmers Market top three rankings included the following:

1. Transportation: Getting around on transit
2. Transportation: The effect of traffic on local streets
3. Transportation: Walking or bicycling

Trinity Baptist Church top three rankings included the following:

1. Transportation: The effect of traffic on local streets
2. Housing (types of housing, location of housing, affordability)
3. Streetscape improvements (street trees, benches, lighting, etc.)

Eastgate Park top three rankings included the following:

1. Transportation: The effect of traffic on local streets
2. Transitions from commercial to residential areas
3. Transportation: Getting around on transit

Cumulative in-person public meeting top three rankings included the following:

1. Transportation: The effect of traffic on local streets
2. Housing (types of housing, location of housing, affordability)
3. Transportation: Getting around on transit

Survey top three rankings included the following:

1. Transportation: The effect of traffic on local streets
2. Transportation: Walking or bicycling
3. Transportation: Getting around on transit

**Cumulative top five rankings for all visioning events included the following:**

- 1. Transportation: The effect of traffic on local streets**
- 2. Transportation: Walking or bicycling**
- 3. Transportation: Getting around on transit**
- 4. Housing (types of housing, location of housing, affordability)**
- 5. Streetscape improvements (street trees, benches, lighting, etc.)**



## Issues

Following are a sampling of comments as noted for each of the main issues.

- 1. Transportation: The effect of traffic on local streets**
  - Cutting through neighborhoods to avoid Six Forks
  - All residential streets are absorbing more traffic due to Six Forks congestion
- 2. Transportation: Walking or bicycling**
  - Bike sharing with the new Six Forks Plan?
  - More sidewalks
- 3. Transportation: Getting around on transit**
  -
- 4. Housing (types of housing, location of housing, affordability)**
  -
- 5. Streetscape improvements (street trees, benches, lighting, etc.)**
  - Sidewalks
- 6. Creating or improving parks and public spaces**
  -
- 7. Transportation: Getting around by car**
  - Bottleneck on Six Forks
  - Six Forks is overloaded, not enough safe ingress & egress
- 8. Land uses (what land uses should go where)**
  -
- 9. Stormwater**
  - Need to be controlled with teardown/rebuilds
- 10. The design of new development**
  - Noise of new development is a concern
  - Noise and light pollution from new development
  - Stop the enlargement of electrical lines and bury services
- 11. Transitions from commercial to residential areas**

Following are the main issues which resulted from visioning feedback.

- 1. Other: Impact on local Wildlife**
  - Deer, opossum, raccoon, box turtles, geese, fox, etc.
- 2. Other: Greenway corridor**
- 3. Other: Connectivity**
- 4. Other: Safety**



## Strengths, Weaknesses & Vision

### *Your Thoughts*

#### 1. Things I like about the Midtown Area/How do you experience the area:

- |                             |                      |
|-----------------------------|----------------------|
| a. (11) North Hills         | e. (5) Midtown       |
| b. (7) Walkability/Walkable | f. (4) Eastgate Park |
| c. (6) Shopping             | g. (4) Dining        |
| d. (5) St. Albans           | h. (4) Work          |

#### Most commented topic: Land uses (what land uses should go where)

- (20) Land uses (what land uses should go where)
- (16) The design of new development (how close or how set back should buildings be from the street, how visible is parking, etc.)
- (8) Transportation: Walking or bicycling
- (8) Creating or improving parks and public spaces
- (7) Other: Impact on Local Wildlife and the Environment
- (6) Other: Connectivity
- (2) Housing (types of housing, location of housing, affordability)
- (1) Transportation: Getting around by car
- (1) Stormwater
- (1) Transitions from commercial to residential areas

#### 2. Things that need help/How do you experience the area/What topics are most important for this plan to address:

- |                         |                     |
|-------------------------|---------------------|
| a. (102) Traffic        | f. (26) Wake Forest |
| b. (42) Neighborhood(s) | g. (26) Six Forks   |
| c. (37) St. Albans      | h. (20) Pedestrian  |
| d. (35) Development     | i. (21) Housing     |
| e. (35) North Hills     | j. (16) Trees       |

#### Most commented topic: Transportation: The effect of traffic on local streets

- (54) Transportation: The effect of traffic on local streets
- (47) Transportation: Walking or bicycling
- (35) Transportation: Getting around by car
- (19) Land uses (what land uses should go where)
- (19) The design of new development (how close or how set back



should buildings be from the street, how visible is parking, etc.)

- (15) Housing (types of housing, location of housing, affordability)
- (13) Transportation: Getting around on transit
- (11) Other: Connectivity
- (10) Stormwater
- (8) Creating or improving parks and public spaces
- (7) Other: Greenway Corridor
- (5) Other: Safety
- (5) Streetscape improvements (street trees, benches, lighting, etc.)
- (3) Other: Impact on Local Wildlife and the Environment

**3. In 2040, I hope the Midtown area will be...**

- |                  |                       |
|------------------|-----------------------|
| a. (26) Walkable | e. (11) Green         |
| b. (17) Housing  | f. (10) Traffic       |
| c. (19) Safe     | g. (9) Transportation |
| d. (13) Access   | h. (9) Transit        |

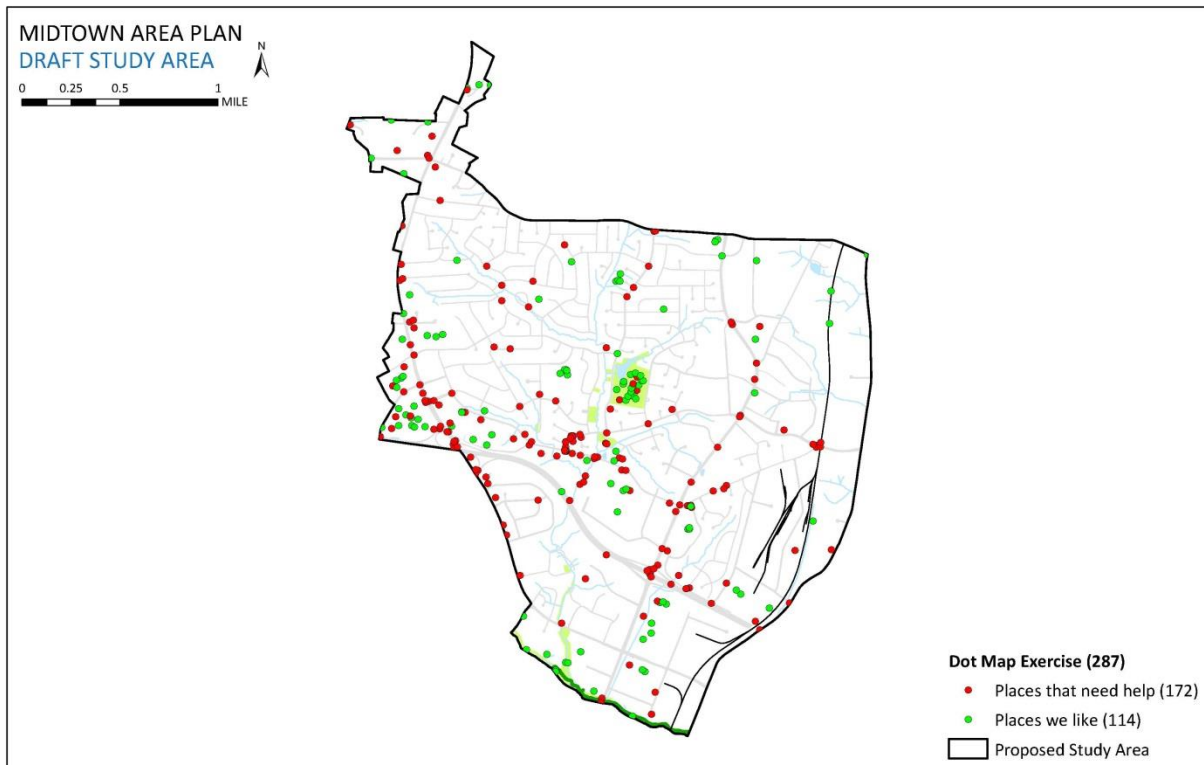
**Most commented topic: Transportation: Walking or bicycling**

- (54) Transportation: Walking or bicycling
- (32) Transportation: Getting around on transit
- (23) Housing (types of housing, location of housing, affordability)
- (20) Other: Safety
- (20) Other: Impact on Local Wildlife and the Environment
- (16) Land uses (what land uses should go where)
- (13) Creating or improving parks and public spaces
- (11) The design of new development (how close or how set back should buildings be from the street, how visible is parking, etc.)
- (10) Transportation: The effect of traffic on local streets
- (9) Other: Connectivity
- (6) Transitions from commercial to residential areas
- (4) Transportation: Getting around by car
- (4) Stormwater
- (4) Other: Greenway Corridor
- (2) Streetscape improvements (street trees, benches, lighting, etc.)



## Spatial Considerations

*The study area extends from Atlantic Avenue in the east, Crabtree Creek in the south, Six Forks Road to the west, and East Millbrook Road to the north. The study area extends along Six Forks Road until Lynn Road. What's working? What isn't? Let us know!*



**287 Total dots placed on the map**

**114 Dots representing places or things people like**

**Comments most often included:**

- (12) Park
- (4) North Hills
- (3) Greenway
- (3) Downtown
- (3) School
- (3) Trader Joe's

**173 Dots representing places that need help**

**Comments most often included:**



- (27) Traffic
- (14) Six Forks
- (10) Intersection
- (10) Pedestrian(s)
- (8) St. Albans
- (5) Development

**Most commented topic: Transportation: Walking or bicycling**

**2<sup>nd</sup> most commented topic: Transportation: The effect of traffic on local streets**

**3<sup>rd</sup> most commented topic: Land uses (what land uses should go where)**



## Comments from Online Survey

### Question: How do you experience the area?

Love the atmosphere in our area the way it is presently.
But the atmosphere is decreasing in quality with increasing population.
I like the increased value that development will bring to my property
The associated traffic congestion is lessening the quality of life in Raleigh and Midtown.
Best, most convenient location in the Triangle!
This area is great in general. Great that they are deciding to develop Midtown at the intersection of Wake Towne Drive and Wake Forest Road. Wake Towne Drive is generally good. HOWEVER, the Extended Stay Hotel (921 Wake Towne Dr., Raleigh, NC 27609) is a problem as it allows section 8 housing on its premises. This has automatically lowered the quality of the living area and in turn will lower the value of all property surrounding the local area. The Townes at Cheswick and Jones Grant Luxury apartments are nice areas, but property values will drop if all the garbage tenants (exclusively black) are allowed to continue utilizing section 8 housing at the Extended Stay Hotel. Get those people out of there. There was an attempted break in by one of the Extended Stay Hotel Section 8 housing tenants a few months ago at the Townes at Cheswick. The residents pay too much money for their property and do not deserve to have a bunch of ingrate section 8 negroes ruining the quality of life in the area with petty theft, arson, illicit drug use, and gang violence.
I do love this area been here over 20 years love seeing the development but I'm having a hard time processing all the stop signs being placed in our neighborhood as it causes nothing but confusion and traffic.
The increased traffic is undesirable. The all-way stop signs have been very helpful in most places. Do not like the speed bumps.
I live on Quail Hollow Dr between Millbrook Rd & Hardimont Rd. For the past 30 years I have watched in distress as cut through traffic has exploded. I am very concerned how the upcoming development in this area will impact already out of control traffic. Quail Hollow Dr has become a very dangerous thoroughfare. Speeding traffic ignores posted limits, as well as stop signs. The same is true on Hardimont.
I also work here
I also live extremely close- behind Green Elementary- I shop at Kroger and have several doctors in the area.
This is a really good location but considerations need to be made about more public transportation routes and possible commuter lanes. Sections of Six Forks Rd and Falls of Neuse Rd appear that the lanes have been expanded to accomodate one lane or two more lanes, which can be stressful to drive when the traffic is heavy.
This area has many positives. The growth of North Hills (Mid-Town) has provided many of the amenities that communities need. Access to I-440, especially with the potential DDI at Wake Forest Road is a plus. This area needs more entertainment/recreation options.
Traffic, taxes and very inconsiderate drivers have increased the past 20 years
Love the convenience of the area. Worried about increasing cut-through traffic in neighborhood.
I have lived in Lakemont for 25 years. I am very concerned about the impact of growth on my neighborhood including: increasing cost of housing and traffic. With the new planned development on St. Albans I am concerned about traffic, both Wake Forest and Six Forks



both north and south near 440 are already at gridlock most times of day -- how will the additional traffic on these two arterial roads be managed?
I'm glad that development in midtown is continuing and am excited for what it brings. I hope that considerations for pedestrians, bikes and mass transit are incorporated. Also, North Hills could use more local flavor as opposed to chains - how about a brewery?
I live inside the beltline off Six Forks Road. The traffic is a nightmare. It will be the same story on St. Albans and Wake Forest Road!!!
The area needs more frequent transit service, and safer access by bicycle. I live four miles away and would shop more frequently if I looked forward to the bike ride getting there and back. Fighting motor vehicle traffic is no fun by car or bike.
I live in Quail Hollow, and the majority of my concerns are traffic related, as well as the increased burden on the local schools. The traffic has increased significantly since the first tower opened at North Hills, and continues to get worse each month it seems. As that happens, it feels like there are more frustrated drivers who go too fast and do not pay attention to the posted speed limits, and even ignore the stop signs. With so many schools locally, I worry that we are overloading the local streets, and more people will use the streets as cut throughs. I love the fact that the area is being developed, but the removal of so much open space and trees, the increased noise, increased traffic and pollution, and the tendency to tear down older homes and build larger homes at an average of \$775,000 list price are radically changing the character of the local neighborhoods. I am excited by the planning and potential to responsibly mitigate the unrelenting plans for apartment buildings and retail/big box stores in what has been a predominantly residential area for decades.
I love North Hills redevelopment, I am concerned about traffic. I am concerned about affordable and lower income housing being pushed out.
Along with owning a home in North Glen, we also have our real estate office next door to Carol Middle School. I've lived in the neighborhood since 1983 and have seen many changes, both negative and positive. the biggest concern s managing traffic and parking around North Hills. The obvious positive is the ever increasing property values, but I would love to see more pedestrian friendly ways of crossing Six Forks with benches for walkers and seniors to stop and rest. Increasing the Walk Score of the homes and businesses in the study area is crucial to maintain and increase both the attraction of new businesses and home home values.
Very concerned about traffic around the North Hills area. Sometimes it feels impossible to navigate, both as a driver and a pedestrian. The area inside the shopping center is always congested, it's nearly impossible to make left turns (onto St. Albans Drive, for example). Walking around can be downright scary. I love the idea of even more side walks and a better way to get across Six Forks Road from one area of NH to another (right now crossing feels downright treacherous; it seems that many drivers don't grasp the concept of yielding to pedestrians). A pedestrian bridge is a fantastic idea.
Would like to see a pedestrian bridge that goes over Six Forks Road to connect the mall to the new office spaces. Also, include some bike lanes around the area. Maybe that will cut down on some of the car traffic and bike accidents.
I like the close proximity of housing.
Freeway traffic can get a little hectic, but that's due to everyone wanting to get off at Capital and Wake, so I'm accepting of it
Child attends school here.



I live at The Oaks at Whitaker Glen, just south of the subject area's boundary. I do much/most of my shopping within the area, and I often walk the Crabtree Creek Greenway that borders its south edge. So I am only too aware of

(1) the congestion that already exists (especially on Wake Forest Road) and will inevitably grow as Wegman's etc. come in and John Kane pursues his apparently endless development dreams along St. Albans, and

(2) the heedless, horrific loss of woodland and green space that has already occurred and, again, is certain to worsen as sites in this "hot" area become still more valuable--UNLESS the city is prepared to act firmly to protect green buffer strips and other spaces.

The plan to revamp the Wake Forest-440 interchange was not well explained in the newspaper, but it had better be very thoroughly thought out and very clever if we are not to end up in endless stoplight frustration (and decide to shop down off Peace Street!)

Another concern is the deteriorated area of floodplain east of Wake Forest Road near Crabtree Creek. The viable businesses there--El Rodeo, the car wash, Biscuitville etc.--may need help to keep flooding away as intense rains become more frequent. The sorrier, more flood-prone buildings farther from WF Road need either to be elevated, bermed or demolished. Regarding the car dealerships along Wake Forest, I guess if they're willing to keep on moving all their cars to higher ground every time the creek overflows, that's their problem and their solution; they do keep their businesses clean and shiny.

As for St. Alban's Drive itself, Mr. Kane and others who will be building there MUST be required to SAVE (not bulldoze and replant) a green buffer along that now lovely road, preferably both sides. There's all the difference in the world between a natural band of trees of all ages and a regiment of identical young trees, and while I admire much of what Kane has done in North Hills-"Midtown", his total demolition of pre-existing greenery may have saved him a few thousand bucks but has cost the rest of us--his clientele of lessees, residents and shoppers--too much.

Lacking a river or waterfront, all Raleigh has to distinguish it from all the other shiny, sharp-edged new cities is its wealth of trees. To squander this priceless principal (another horrible example is the Jones Grant apartment project) for the sake of a few hours less overtime and a few more square feet of rentable space is so shortsighted as to be plain stupid.

1- This area is prone to flooding so with all this development/removal of trees- special precautions need to be taken to help prevent or better flooding issues.

2- Traffic slowing measures need to be installed. There is already a substantial increase in volume yet there are minimal changes to help traffic.

3- There needs to be a better way to prevent people from cutting through the neighborhoods to avoid traffic lights at Six Forks and Millbrook. Medians need to be installed to prevent people from using Farley Drive as a cut through. Same with Quail Hollow Drive.

4- It is very dangerous turning off of Ivy Lane onto Millbrook. Both ways are uphill and there are curves to sight lines are difficult. There needs to be a flashing light or better police coverage.

5. We have NO greenway connections!! It would be great to have a leg of greenway that would connect to the section by Anderson/Lassiter Mill.

6. They are cutting down all of the trees and its becoming a Concrete Jungle. The main streets need to have planted medians with trees to keep that wooded neighborhood feel.

7. The city needs to avoid using red maples as street trees like at North Hills. This species does not perform well in urban settings!!!



We live on Sarah Lawrence Court (directly off of Hardimont... the second street off of St. Albans). We'll be able to see the Kane development from our street. We love the neighborhood and, of course, are worried about any negative impacts this development may have.

Most of our concerns relate to traffic. We expect that Hardimont will see a major increase in traffic, as will Quail Hollow drive. We appreciate the new stop signs on both of those roads. Those are a good start (for our current load). As traffic increase, we will need to have more aggressive traffic calming measures on those streets as well.

One of our other major concerns is that, for some reason, the sidewalk on the west side of Hardimont stops at Converse. It does not continue down past Sarah Lawrence or Tufts. The lack of a sidewalk means that when we walk in either direction (up towards N. Hills east and St. Albans or over to Quail Hollow into the neighborhood) we are forced to either cross right at Sarah Lawrence (not a safe place to call) or walk in the bike lane (not safe). It's about 0.2 of a mile of sidewalk. It will be critical to get that added to ensure safety with additional traffic being pushed onto Hardimont.

Kane will build an access road close to 440 to connect the new development with the current N. Hills East. Right now, there is one small piece of property preventing that road to connect all the way through to Wake Forest Road. If that road can be connected all the way through, it will take some of the car traffic off of St. Albans and away from the neighborhoods. That would go a long way to addressing this situation.

Lastly, all this addition traffic will make pedestrian crossing of Six Forks at Dartmouth, which is already challenging, much worse. A pedestrian bridge (or tunnel) would increase safety considerably.

This area is overdeveloped for the street widths and traffic flow.

I love the increased value to my property, but am concerned about the increase of traffic.

The roads in this area, especially Wake Forest and St. Albans, are already overcrowded. The St. Albans rezoning changes, hidden in city-wide rezoning, will result in massive future gridlock. St. Albans is only a two lane road, one lane in each direction, and will not be able to accommodate future traffic.

i have lived here for 34 years. I hate to see these area grow too much.

I live right beside this area.

With all of the influx of additional people into the area, and all of the new high density development, traffic congestion is increasing and quality of life is decreasing.

We need to maintain the integrity of neighborhoods. Too much development increases traffic and 'cut-through' traffic through neighborhoods where children play. Green space and buffer space must be allowed for. The area is dense enough and increased density should not be allowed. This will further increase traffic .

I do not believe that the city has given timely, adequate consideration to the impact of additional development along St. Albans on the adjacent residential neighborhoods. It has already become difficult to get out of my driveway in the morning and I can only imagine it will get worse once the additional buildings have been constructed.



I have loved living in the area now referred to as Midtown, but from my perspective this entire area is now being over-developed. The initial re-development of North Hills on the West side of Six Forks was a good change from my perspective given the "run-down" unoccupied original mall. It is beautiful place and offers places to eat, movies, shopping within walking distance. I could even have enjoyed North Hills East if we didn't have tall skyscrapers totally blocking our views & sunlight and bringing in excessive traffic. I really feel for the folks who live near St. Albans Road, who look at that urban-scape every day instead of sky, sun and trees. Where does this end for the "City of Oaks". Will there be any green left? How will our quality of life look as this continues to be developed?

Another extremely important issue for me is how the city's rapid growth & gentrification is impacting the poor and middle class populations in our city. There are several parcels of land being looked at along the Six Forks Corridor for re-development and several of them border on existing "Affordable Housing". I fear that more Affordable Housing (with the emphasis on "affordable") will be lost along a major corridor that would better serve the transit needs of this population. If it is not truly "affordable" then these families will suffer the indignity of trying to pay more than 30% of their income for housing which then puts a great strain on their ability to pay for other "basic needs". The true moral character of a city is framed by how they meet the needs of a diverse population who consider this city to be their home. I pray that we will all come together & be attentive to and respond to the crisis that we have and are creating for these families.

I do appreciate the design elements that have been incorporated into the Six Forks Corridor re-development that will allow for pedestrian walkways, bicycle paths, greenery & flowering trees that double as a way to absorb stormwater run-off, and some of the artistic touches of nice-looking sheltered bus-stops, entrance signs for neighborhoods and sculptured art and fervently hope that none of this is sacrificed as this project is developed. Having a pedestrian bridge to connect the neighborhoods to North Hills West is a critical need now, let alone after further development and the increased traffic that all of this brings. It is extremely dangerous trying to cross Six Forks now as a pedestrian or bicyclist.

Traffic continues to get worse on the Six Forks Road Corridor. I love the trees and peaceful drive o St. Albans. I'd like to see Raleigh keep some of our trees.

It is unfortunate that the plan does not include greenway paths. With all the development, the area needs additional methods of safe transportation. A start should add dedicated bike and walking paths. I do not see any plans for these.

Access to the Cardinal at North Hills should NOT be blocked for events in Midtown Park. The left lane of Cardinal at North Hills street should be open at all times allowing access to the Cardinal's front entrance. Support vehicles could all be parked in the right lane ONLY, leaving the left lane open.

Traffic is my number one concern.I love what Kane Realty has done for the area, the availability of all sorts of amenities and for my property values. However, I feel the city is not keeping up with the infrastructure for the development. Way behind the curve!

concerned about cut through traffic already down windel and crestview. And I'm ALARMED at the rising crime in the area. Additionally, traffic calming on windel especially is very much needed.



The development of the area should match the UDO and the growth plans of future land use for the city. Everyone is not going to get what they want, but encouraging good solutions for the developers and integrating some of the requests from the residential tax payers is a reasonable request for visioning and future development of this area designated with 8 different categories of future land use.

Having mixed use and denser development in the appropriately zoned space is a great way to accommodate the growth in the area for those who don't want single-family homes and to show respect for those who don't want encroachment of their own single family homes. However, scaling from the high rises to the existing, established neighborhoods are important. Considering elevation of land rather than just the number of stories should be considered as part of the review, since many of the neighbors are upset about line of sight.

Flooding and vegetation removal has been a concern as clear cutting occurs. Actions should be considered to try to save mature trees that provide not just sound and light barriers, but also reduce the pollution from the traffic visiting the area of passing through on I-440. Areas within a range of up to 1,000 feet of 4 lane roadways have increased rates of respiratory issues, cardiovascular illness, reproductive harm and cancer. Depending on the study the distance can even be greater. The particulate matter, and not just the air pollution from exhaust, plays a role in that calculation. Maintaining some of the natural barriers reduce the gas pollution, but also create a physical barrier between the particulate matter and homes. The forested areas also prevent soil erosion and flooding in the riparian zones. Some neighborhoods have heavy flooding from development in the last 15 years in the immediate area, and others from the collection of water from increased impervious surfaces. FEMA has even purchased lots and homes over the years, much earlier than the development of North Hills by Kane Realty, so the natural impact of the land should be considered in addition to the further development when clear cutting is planned.

Light and noise pollution are also important to consider as the area further develops. Guidance on established practices regarding lighting buildings and parking decks can be done in a manner that provides safety to users, but eliminates the need for areas to be lit during the middle of the night unless a user needs to activate lights. Parking decks can have inward facing lighting that is not seen by the neighborhoods, and the businesses in high rises with regular office hours should be equipped with lighting that shuts off at night. The lit logos/branding should face the interstate and not the residences. To reduce traffic maintenance and delivery could be performed at night, which I think may be outside of what is allowed right now, but it can come with further noise pollution. If considered as an option to reduce traffic, then solutions to reduce the noise of delivery vehicles and waste removal should be implemented for the quality of life for residents.

We must have development in order to continue to supply housing for the region, but transportation, in multiple modes & options, must be provided through the City's oversight to prevent traffic delays and further pollution from traffic jams. For transit, connectivity is important - in BOTH directions of traffic flow. It should not just be a loop so you can get somewhere, but you cannot return home (24L is an example). Frequency is of major importance, as are the ability to use park and rides.

Safe, convenient connections to greenways are also important. No average cyclist will bike Wake Forest Rd. to get to greenway connections inside the beltline. Also, on Six Forks and Wake Forest Rd. implement timed lights like those in downtown. Where going the speed limit enhances your experience and is rewarded because traffic continues to flow with limited red



lights when traveling at the correct speed.

There should also be greater commitment to road maintenance as traffic has increased. For those who actually live on the roadways with the stop signs, we appreciate the decreased speed. However, concerns over high rises and snow/ice has been discussed. Having the Saint Albans and Hardimont roads cleared during snow and iced conditions will increase the ability of neighbors to return to work. This item has come up specifically in the intersection of St. Albans at Hardimont.

Also, when approving scalable plans, make sure they are truly scalable. Putting a 3 story townhome between a single-family home and a 12+ story high rise is not scaling. It is only buffering. It is not making the best use of the land options, either. More mixed use and multi-family housing may create more traffic, but having more travel options and the ability to live/work/play within one area can also reduce traffic and car ownership when built along the transit lines and with carshare and bikeshare options. Also, eliminating parking minimums for development can reduce impervious surfaces, runoff, water pollution, and flooding, and it can entice developers to make better investments in the community other than expensive parking decks that require clear cutting.

Development should be required to offset any affordable housing that is removed, and that includes moving and fees to reconnect utilities. Housing should incorporate workforce housing by either providing incentives or by making it required across the urban portions of the county so all developers are working within the same standards.

I am watching the improvements in my neighborhood and enjoying them while I can. I fear that soon I will be pushed out of the area due to the increasingly high cost of living here.

Like the rest of Raleigh or I40, there is a lack of infrastructure/DOT planning. There needs to be a concrete/green % rule. For every 70% there needs to be a 30% green erosion rule

Too much traffic. Light rail and other options are way past due. We cannot keep just widening and adding roads. Look into ways to ease traffic.

I am very concerned about traffic and the safety of pedestrians and our children in the neighborhoods. There are quite a few schools and parks in the area and many families walk to get to these places. We have a huge problem of traffic cutting through our streets at very high speeds. This is a huge concern.

Traffic and the safety of our pedestrians and children in the neighborhood. We have many schools and parks and often the families walk to these areas. there is a huge problem of cut through traffic speeding through our streets.

Traffic. Safety of our children as they walk to the parks and schools in the area. Cut through traffic has increased and they often speed through the neighborhood.



I live just outside the area. I have lived in Raleigh for over 20 years now. The progress has been unbelievable. I am proud to work and live in Raleigh, NC.
I love the way North Hills is being developed. What is needed is a shuttle between the Crabtree Valley Mall and North Hills. This should run on a regular basis to connect shoppers and residents to both Malls.
I work in North Hills at Church of the Apostles. I commute to work M-F and attend church on Sundays. The traffic in and around this area is quite bad and I worry it affects the residents and other occupants.
Concerned about traffic in residential areas increasing. Stop signs along Hardiment. St Albans, Quail Hollow and Bland have helped current traffic problems but not clear if they are the long term solution with continuing development along St Albans
The current towers are not even fully occupied, and the developer still has plans for future towers & hotels. The ability to move around north hills during the morning and evening commute is becoming more challenging. Drivers are not always mindful of stop signs and makes it dangerous for walking around North Hills.
I live on Boddie Drive, off St. Albans (east of Wake Forest Road). I would like to see a sidewalk on this stretch of St. Albans. An increasing number of pedestrians and bicyclists are using the street, which has no shoulders in multiple places, and sidewalks would therefore enhance safety as well as the connectivity of the area to the sidewalk system at either end of the stretch of St Albans I'm referring to.
I hope that this area will be redesigned in a significant way that will reduce the congestion, pollution, noise, and wasted space from parking and driving cars. The quality of living and working here seems to be dropping rapidly as more and more people drive in this area. Please return it to be pedestrian and cycling focused.
Make bicycle infrastructure up to global standards, not just painted lanes. Make sidewalks 6 ft wide, with full priority, and elevated grade at every intersection. Increase mixed use to make more places worth going on foot.
Have lived in this neighborhood for 10 years.
I live in the Pinecrest neighborhood. I love the convenience of the area but wish the City would make much-needed improvements on the east side of St. Albans, such as sidewalks or curb & gutter improvements.
I like my neighborhood, but wish there were better bus options into North Hills perhaps a trolley, especially in the warm summer months, parking at north hills is getting congested. We need more housing options, that provide affordable units. The tear downs and mc mansion replacements are pricing many out of the area. Density at North Hills is a good thing, but not without affordable housing provisions. Planning needs to do more to educate residents in Raleigh about density and without tall buildings in the designated areas Raleigh's traffic and congestion problems will be far worse in the future.
I have always lived two or three streets outside this area, either on the NW corner or me corner. I pass through this area daily and love the resources and development but fear the load of trees, green space, safely walkable roads, and affordable housing. Please keep these issues in mind.



<p>Our residence is immediately adjacent to the area. We frequently go to North Hills.</p> <p>My concern is traffic. The North Hills (NH) development has high rise buildings on Six Forks such that the road cannot accommodate more lanes. The transportation analysis that I saw several months ago in city council meeting did not address the current or future traffic.</p> <p>We already afford the NH area during rush hour (which is about a 2-hour period).</p> <p>Given the traffic issues are not addressed, I suggest/propose that a freeze on future development be put in place -- until the traffic situation is resolved.</p>
<p>There are inadequate east-west through streets in this area. Hardimont &amp; St Albans have been subjected to unnecessary traffic harassment measures (a.k.a. "traffic calming"). These streets should be redesignated as through streets and not unreasonably impeded. Traffic is being channeled onto a few other streets which are often over-congested already. Measures such as posting speed limits, and actually enforcing speed limits would be preferable to speed bumps and superfluous stop signs. We rely on safe, efficient, reliable transportation to get to work, school, shop, medical care, etc. and to allow us to get home at night a be with our children. Bikes are fun, but are just not a realistic transportation option for the vast majority of needs for many valid reasons; bike lane advocates have lost sight of this. Lanes have been installed with deliberate haste and inadequate foresight. Buses are slow, inefficient, time consuming and slow down traffic. Trying to preserve Midtown with 50 year old small obsolete houses rather than allowing the neighborhood to evolve will cause long-term harm for everyone. I live just outside the boundary of the study area and must pass through it daily. We are spending our tax dollars to create congestion where congestion ahs not existed. Many bicyclists I observe operate in a very reckless and inconsiderate manner, ignoring the bike lanes (which are not well designed) and traffic laws. I hope the traffic planners are monitoring bike accident statistics.</p>
<p>We need to focus on walking, biking, skating, Longboard, and stop driving. We all need to be out of car, SUV, truck and human mobility again. Shoping points can be given if you did not use gasoline or diesel fuel. Electric Bike are ok.</p>
<p>We have a very nice neighborhood. However, the quality of life in Midtown is being lessened by the increasing traffic, speeding, neighborhood cut-through, increasing population, density, towers, and crime.</p>
<p>I am concerned about the traffic congestion and ability to access Old Wake Forest and Six Forks from St. Albans drive when I leave work. I think the new office development along St. Albans needs another off/on ramp from 440 to help.</p>
<p>Too much high density development taking away the trees and greenery. It has become a very congested area that is not set-up for pedestrians and cyclists.</p>
<p>Very concerned about increased traffic, need for additional stop signs within Lakemont neighborhood, and the need to preserve wooded area on St Albans drive.</p>
<p>Over developed; demand for traffic results in multi-phased signals - reduces throughput - all increases congestion; 440 interchange is choke point - congestion spills back north and south; restrict driveway in out to right turns; route large development access to side street</p>
<p>I used to work in North Hills in the 80 &amp; 90's and lived just outside the study area. I am now a Realtor and specialize in the North Raleigh area. The revitalization of the area has been a great boast for the area and ensuring thoughtful growth is important for all property owners.</p>
<p>live close go here often</p>



I make occasional visits to: JC Penney, MacAlisters, and North Hills movie theater. I agree the area is overdeveloped. I do not shop there more often due to frustration from traffic congestion & parking shortage.
Managed growth is important but it needs to be managed with the residents input and consideration. Area of interest are: traffic, Stormwater, noise, construction impact (during construction) and overall community wellness.
Growth needs to be managed with consideration to the residents and the impacts to the existing aspects and feeling of the neighborhood. Special consideration should be on the following: traffic, Stormwater, noise, construction impacts (impacts during construction) and impact to existing residents. All items should be considered with a weighted scale, those closer to the direct impact should have a greater say in the outcome vs someone outside the immediate impact zone.
The missing section of Benson Drive between St. Albans and Dresser Court must be opened. This is long overdue.
I lived in the area for 20 years before moving 5 years ago. I have only worked in the area for the last 15 months. I agree with the comment below about the excessive urbanization and tall buildings encroaching on the neighborhood; the planned 32-story tower is going to dwarf the existing buildings and make the situation worse for the residential neighbors. The increase in traffic in the existing neighborhood makes me very glad that my children are not growing up there now, with so many cars passing through.
I live right on the border of the project and travel up and down Six Forks daily and travel through St. Albans
Recently moved from Quail Hollow after 53 wonderful happy years.
Live and work here
Have lived there since 1974, best friend moved there in 1964 , I've seen it grow from a cow pasture to the mid town extravaganza that exists today . I wish there were more traffic lights in the neighborhood of quail hollow . I would like Eatgate Park to be enhanced with more attractions around the lake , more flowers and gardens .. and better playground equipment. I'm concerned about traffic flow and very concerned that quail hollow drive will become a major thorough fare if connected to St. Albans . Hence my comment about traffic lights . I worry about developing more apartments on St. Albans and fear the city scape is encroaching on the neighborhood feeling . I wish there could be some small patio homes for seniors that felt like garden apartments rather than the high rise monsters i see at North Hills .
I love this area and want to stay long-term.
I'm glad to see the development, but I worry about traffic and congestion.
We're raising our kid(s) here and attempting/intending to spend at least our careers here. We are grateful for all of the architectural variety. We want to make sure approved and impending redevelopment along the major corridors isn't at the expense of the existing residential landowners.

**Question: On the map below, place dots or draw lines on places where you see an issue to be addressed or an opportunity to explore. Please leave a short comment on each dot/line. (All comments are public)**

Incorporate Hodges Road, not Crabtree creek. Hodges road could be main transport line to area from Capital boulevard. Other than New Hope Church, it is only secondary road crossing Atlantic Ave and continuing to Capital boulevard.
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building congestion covering more and more times threatens to slow/stop traffic
this large intersection at the beltline seems even worse than the Six Forks intersection....the additional St. Albans development will likely make this intersection much worse
I have noticed that now Lakemont Road carries much more traffic than it used to before North Hills East.....some of the morning traffic is from Carroll Middle School parents using alternative routes in to school and other traffic may be due to folks getting to North Hills East businesses from points north on Six Forks.
Wish there could be a pedestrian overpass over Six Forks Rd.
Lanes need to be widened.
Presently, St. Albans isn't wide enough for future expansion
Windel Drive seems to get a bit of traffic from people who might be avoiding the long backups at the Hillbrook/Six Forks intersection.
Significant congestion on Six Forks from I-440 to Lassiter Mill. Interchange doesn't seem capable of handling volumes of office workers leaving new office buildings. Pedestrian experience attempting to cross Six Forks is awful; feels unsafe. Wish it were easier to get to mall side from the east.
Can we finish this road to St. Albans or at the very least add a pedestrian connection?
Add traffic island on Hardimont and Quail Hollow
Add traffic island on Hardimont. People ignore stop signs.
Add traffic island to St. Albans and Hardimont
Do not want to finish this road to St. Albans but wouldn't be opposed to a pedestrian connection. Once development is completed on St. Albans, it would be valuable to be able to walk to this new neighborhood.
Can we get a trail along Big Branch that connects to Crabtree Creek trail?
The lights need to change to left turn signals to get onto Falls of the Neuse
Eastgate Park - The community building and area surrounding the pond is in need of updates.
Hopefully the DDI will help with the traffic on the ramp from I-440 to Wake Forest Road.
Improve sidewalks. Street lighting.
Greenway trail along this creek linking Eastaget park to Crabtree Greenway would be a welcome improvement.
Crossing over 6-forks needs to be way more pedestrian friendly
This property where HHS are could be better used in my opinion.
Food Lion plaza needs updating and perhaps rezoned.
Very low visibility here, cars go above speed limit and cannot see people crossing or even cars pulling out from Purdue onto Quail Hollow.
The private swim club holds many events that spill out into the neighborhood. People park anywhere and everywhere, including in front of hydrants, front walks, and driveways.
Parking/drop off is a HUGE issue here at school hours. It would be great if the City could add stripes showing where parking is NOT allowed, or limit parking to one side of the road.
Parking/drop off is a HUGE issue here at school hours. It would be great if the City could add stripes showing where parking is NOT allowed, or limit parking to one side of the road.
Nice new development here, but the trash collection and chillers are facing the main road, and is unattractive to the neighborhood.



Trucks pull up throughout the day to make deliveries, pick up trash, etc. The road is not wide enough, and traffic moves too fast. with a lot of pedestrian and traffic going to 440 and Six Forks, there NEEDS to be proper truck delivery options. POOR planning not just at the beginning of North Hills, but has not been made any better with recent development.
Truck delivery and pick up, again, throughout the day. Block traffic, delays the traffic making right turns or going onto 440. Building was not designed with appropriate loading dock, and now makes bad traffic 10X worse.
No way pedestrians can cross safely from one side to the next.
Cars pull out ALL the time on red here. So many near accidents and actual accidents. Cars try to pull out and go directly to left lanes to get into North Hills, cause a lot of confusion. VERY POOR intersection. too much traffic.
Would love to see a greenway connector along creek
Sidewalks needed for safety on this street
There is no sidewalk on the NW side of the road from Converse to St. Albans. Only missing sidewalk on this one little stretch. For those who live on Sarah Lawrence and Tufts, it is very hard to cross the road in order to walk to St. Albans or to Quail Hollow Drive. Critical safety issue to complete the sidewalk here.
Kane will put a frontage road on the South side of his new development. He is missing one small piece of property that would allow him to connect that to Navaho Dr. Having a second connector from Six Forks to Wake Forest on this frontage road will take a significant load off of St. Albans. It should be a requirement to connect this road all the way through before this piece of property is developed.
Need a pedestrian bridge to allow for safe crossing of Six Forks.
It is hard to see if there is traffic coming from the left when you pull out onto St. Albans here. It will help to eliminate the closest parking space... the car obstructs the view (on both interchanges).
Traffic on Six Forks makes it difficult to exit Oakland at times.
There needs to be better pedestrian crossings across Six Forks at Lassiter Mill and Dartmouth (or a separated crossing - bridge/tunnel)
The DDI at this interchange will kill any hope of a walkable neighborhood.
+500K for the new house going up on this street? This won't be an affordable community for very long
Wake Forest Road Traffic is consistently very bad. Intersection with 440 is a bit of a mess.
St Albans has lots of traffic for 2 lane road. Visibility is very poor due to street parking. Lastly, new stop sign at Hardimont simply spaced traffic out so as to make turning onto St Albans more difficult. Would love to see solutions that don't necessarily just stop traffic but instead have it flow more intelligently.
Six Forks Corridor is one long traffic light. We usually avoid simply going over to the other side of Six Forks as traffic is so bad. If this is intended to be an urban area, there need to be better mass transit solutions available.
Quail Hollow drive connection to Barrett Drive. Definitely pedestrians, possibly cars too.
Wake Towne Drive connection to Barrett Drive
Pedestrian access and safety along this route needs improvement.
Pedestrians need additional safe crossing points between Dresser Ct. and New Hope Church Rd.
Riding my bike under this overpass is terrifying. Dismounting and walking it is not much better.



safe cycling ways for all of Six Forks, Wake Forest, Atlantic ave and Millbrook, regarding the applicable sections of those roads. Well planned and objectively proven solutions will improve traffic and safety for cyclists, pedestrians and motorists and add to property value and livability of this corridor
We need some way to slow thru-traffic through this area. It is both residential and an area where employees enter/exit all day long to a gated business on the left side of the road. It is dangerous for pedestrians as there is little to no shoulder through this area and drivers tend to speed. There is also frequent illegal passing as drivers in a rush don't wait for cars in front of them (residential and entering the gated business) to complete their turn before passing. The illegal passing is the most dangerous thing that occurs in this section of St. Albans and happens many times a day.
Bicycle and Pedestrian Connections / Greenway
Pedestrian Connection to Neighborhood
Bicycle and Pedestrian Connection / Sidepath / Greenway. PAY ATTENTION TO INTERSECTIONS!!
Bicycle and Pedestrian connection desperately needed. This is a very dangerous place - this section of Raleigh is cut off to the north.
Bicycle/Pedestrian Connector / Pathway
Bike/Ped Connection - Path
This intersection is a perfect candidate for a round about. Ramblewood comes together with Six Forks and Bellevue RD. The intersection is a mess.
Ramblewood needs some of the pressure from cut through traffic reduced.
Close off Hardimont at St Albans to vehicle traffic. That would eliminate the traffic problems in the residential neighborhoods affected by the commercial development.
Crossing Wake Forest into the current shopping center is very dangerous right now. With an additional shopping center and increased residential development along Wake Towne Dr., it will be even more important that this be safely accessible to pedestrians. It is also unsafe to leave that shopping center and proceed straight through the intersection. Oncoming traffic assumes all cars in the left lane are turning left.
I love Greenway access here! It's wonderful. Please connect to a downtown spoke so I can ride in and out of the downtown area.
Poorly designed and confusing. Executive Drive does not control this interchange. St. Albans does. The signage and pavement marking indicate otherwise,
Check Drain
When will this Greenway be built?
Needs Sidewalk Capital Improvement Project
Needs Sidewalk Capital Improvement Project
Needs Sidewalk Capital Improvement Project
Do not want Quail Hollow to connect to St. Albans
Do not want Quail Hollow to connect to St. Albans.
Land Use recommendations are too high in the Six Forks Corridor Study
Insufficient Parking
Dangerous for pedestrians, many not using crosswalk and walking just north between cars
Speeding Semi-Trucks
Connectivity



Do not connect Wingate/Dresser
Do not connect Winona to St. Albans
Need to prepare for greenway before development
Driveway
Intersection/lanes
Multi-use path
Sidewalks
Ped-bike, widen sidewalks & lanes for ped/bike

**Question: Please rank the following topics in order of importance**

Need more speed bumps on "cut through" streets such as Reynolds Rd. And It would be wonderful if the "on-street parking" could be better managed. Some neighborhood streets are very difficult to navigate when there are cars parked on both sides.
Other: We need speed limit signs all throughout Wake Towne Drive.
Can we install traffic islands with planters on Hardimont? Everyone ignores the new stop signs. I think these would get people to slow down and would look nice visually. Also, are there any plans to connect Quail Hollow through to St. Albans? I think that would help the connectivity in the area. A pedestrian connection at least would be nice (same to Winona).
The stop signs need to go...
Speed bumps damage low profile vehicles...
Narrow lanes on both Wake Forest Road and Six Forks Road are difficult to navigate.
I agree with the previous comment concerning the difficulty of navigating the narrow lanes of Wake Forest Road. Is the commentator aware that in the 80s additional lanes were added to Wake Forest Road by narrowing the then existing lanes?
Rising taxes and clogged traffic
This is what we have received from the population increases and higher density.
Narrow lanes on Wake Forest Road need to be fixed. Need to consider pedestrian crossings on Six Forks Road.
Need the other side with sidewalk between 6 Forks/Beltline and Coleridge. Only partially complete down 6 forks on the right hand side. Street width is way to small to accommodate both bike lane and sidewalk and still would be extremely hazardous to bikers - at an exorbitant cost and impacting homeowners.
AUTO TRAFFIC
I would like to see 1 or 2 pedestrian bridges spanning from north hills west to east. It would allow patronage back and forth. It's very dangerous crossing six forks and will get even worse as traffic increases.
This is a really great idea, especially considering that widening lanes means more time added to crosswalk timers, which means more time spent waiting at red lights. It would help everyone.
Services and amenities increase with denser and vertical development, but also drives the need to retire travel by private automobile. Cars take up too much space, even stored (parked) to be served in vibrant, dense development.



OTHER: Design character of the development, creation of a 'place' that is recognizable, and not just like all the other developments. The current developers clearly care more about the low cost than the detail or long term viability, and that is clear from stucco repairs, glass quality, rainwater, truck loading docks, walkability, etc.

Not enough public transportation options and service. (WHAT ABOUT: add a mini-transit hub to serve people moving east and west AND north south from downtown to midtown to capital)

The critical importance HAS to be looking at this as an overall area. Already the North Hills Towers development have decimated the trees that buffered the development from houses, and now houses are in shadow from the new buildings. The traffic delays are horrendous, the walkability laughable due to the inability to cross Six Forks. The benefits ARE good, but do not serve the larger community - just look at the crowds and think about diversity and the character of Raleigh vs who attends and who the events cater to.

Environmental concerns are also high. During construction there has been no mitigation on the sites, so stormwater has brought all sorts of dirt, mud, and who knows what into the creek behind many of our houses. The flooding is worse since the development, compared to prior years. There are not enough trash cans and recycling to encourage people to use them.

Traffic - what a nightmare. Exiting or trying to get onto 440 is harder; traffic regularly backs up to Spring Forest going south to get on 440 or into North Hills. Light timing is poor, It is hard to cross. No protected bike lanes. Cars going through neighborhoods above limits. Stop signs are ignored, as are speed humps. Do not see local enforcement at all -bet the city could easily pay the cost of traffic enforcement by posting people and writing tickets.

Crime - increasing weekly it seems - B&E, cars broken into, etc. Petty for NOW, but rising.

Tokyo makes frequent use of such pedestrian bridges. I think one would quite valuable at Six Forks and the North Hills complex.

The lack of traffic calming mechanisms on the very residential area of St Albans Drive between Greenlawn and Bush is currently concerning. I would like to see landscaped medians/shoulders and four way stops to help slow down traffic in a highly residential area.

Additionally, an interchange at I-440 and Atlantic Ave would greatly reduce cut through traffic on Wake Forest Rd, St Albans Drive and New Hope Church Rd.

St Albans Drive and Navaho Drive have very heavy pedestrian traffic. I would like to see sidewalks along the entire stretch of both streets.

Truck traffic on St Albans Drive between Greenlawn and Bush is concerning as it is very residential and has heavy pedestrian traffic. There is currently a sign on Wake Forest Rd which says that trucks are to follow Wake Forest to New Hope Church Rd; however, it is not very visible. Traffic calming mechanisms and improved signage would be beneficial to mitigate this issue.

The intersection at St Albans Drive and Executive by Duke Raleigh Hospital is confusing and hectic for most drivers. A traffic circle would be a great option for this intersection to help traffic flow and reduce confusion. A traffic light would not help traffic in the area due to the proximity of the intersection to Wake Forest Rd.

Increased connectivity to the greenway and more area parks would also be wonderful.



Adding more options for types of places to live that are walkable to and in this area.
Specific constraints should be given to the construction period as well. Construction activity should be limited to 7 a.m. to 7 p.m. Large equipment and dump trucks should not be allowed on the roads from 7 a.m. to 9 a.m. or from 4 p.m. to 6 p.m. Road or lane closures should not happen during peak times whenever possible to avoid them. Space should be provided for workers that is NOT along St. Albans or on neighborhood streets (even if they need to park elsewhere and shuttle to the site). That was a huge safety issue when the Cardinal was being built.
It would be nice to have pick-up/drop-off areas in the local neighborhood for people who would like to shop/dine/etc. at North Hills. The 6-8 seat golf carts could work and it would cut down on traffic.
We need more enforcement with regard to speeding, aggressive driving, not giving turn signals, running stop signs, using cell phones while driving, not parking properly between the lines, etc. There needs to be public service announcements regarding proper, safe, and courteous driving practices.
Six Forks and Wake Forest were not designed for current traffic, much less anticipated growth. The narrow lanes and big autos are a problem
Keep Dartmouth rd quiet.
A pedestrian bridge or tunnel crossing Six Forks linking North Hills west and east is necessary. It would also be good to add walking and biking paths that connect North Hills to other areas and adjacent greenways.
A tunnel would be better than a bridge. It could connect from the plaza between Captrust and Bank of America tower (which is already about 12 feet below the grade of Six Forks) to the west side of Six Forks. A tunnel from the existing grade is better than having to climb up stairs to get to a bridge in order to cross.
map won't load
Manage effect of traffic better
Too much traffic already! Would widening Atlantic Ave help divert/encourage more through traffic to go that route instead of Six Forks?
Please keep affordability in mind, as this greatly impacts the taxes we pay and who is able to be our neighbors. When we squash out those who can not afford the 500K homes, it also impacts the diversity of our wonderful little school, Douglas Elementary. A rich school community comes primarily from the unique families living in the area. We didn't move to Bedford for a reason, and the delightful mix of families at our local school is one of the top reasons.
Do not prevent urban growth in urban areas.
Add left turn signal at Six Forks Rd. going south at Northbrook Dr. Very difficult to make left turn with all of the traffic on Six Forks.
There is a huge need for safer and separate bike lanes that are well maintained and smaller/fewer parking lots for polluting, congesting cars
I am concerned about the environmental impacts of development in our area -- storm water runoff, pollution of streams and water sources from nutrients and pesticides/herbicides used by residents and companies, air quality with increased traffic, the carbon footprint of everything done.
if this effort doesn't focus on managing traffic flow and just focuses on packing more density into it - you are going to 'kill the golden goose' as they say. In addition to traffic - we need to get SERIOUS about storm water run off - everyone is busy cutting down trees and eliminating open space to jam the biggest house they can on a lot or get the most commercial square



footage they can. Limit tree cutting and put real teeth and restrictions in regarding run off in residential areas.
Bike and Pedestrian network should be robust and connected.
Transportation needs to be considered in a unified manner -- not just cars, buses, bikes, etc as separate categories. We need short commute times. We need safe, efficient, reliable, economic means of moving about. If gentrification displaces those of limited means, "traffic calming" and inappropriate widespread installation of bike lanes adds insult to injury by making their commutes even more of a hassle.
Better use should be made of computer-controlled traffic signals to match stop-light cycles with traffic volumes and alleviate grid-lock at North Hills. Electronic speed enforcement seems to work in England.
Lanes should be widened on Wake Forest Road and Six Forks Road, both roads should have three travel lanes in both directions along entire length. Center turn lane should be replaced with landscaped median. Sidewalks and/or asphalt paths should be built and/or widened along both roads to improve pedestrian/cyclist access.
All types of transportation should be encouraged, wide sidewalks and asphalt paths should be included on major roads, bike lanes should be striped on minor roads, buses should have separated areas to stop since it is dangerous when they stop on Wake Forest/Six Forks Roads. Also, commuters by car should not feel ashamed or bullied into changing their habits by transit users and cyclists.
We need to focus on human centric needs, not our machines. Getting around by foot and light not fuel machines, bike, skating. Cars, SUV, Trucks, bus, rail are all high carbon footprint.
safe ways to cycle the lengths of six forks, millbrook, wake forest and atlantic. Whether that means dedicated cycle track, or striped lanes. Safer and enhanced pedestrian accommodations. Things like using trees as a border between the sidewalk and the road way will enhance the safety and experience for the pedestrian .
The growing population is our problem. Traffic congestion has become a daily nuisance. Speeding needs to be controlled. Stormwater has become a real problem. Crime has increased noticeably in recent years.
We need electronic speed control devices on streets and roadways to identify and deal with unsafe drivers.
The State and City governments are selling our quality of life to deal with undesirable population increases and to in-rich themselves and their personal associates.
Mid-Town St Albans is cut off from the rest of Raleigh by the I440 BeltLine. Atlantic Ave is a terrible connection. Six Forks is a terrible connection. The roadways are already congested. A greenway connection across or under I440 will offer new opportunities to bring people into this area without having to drive. This is a critical link!
I wonder who pays for these bridges?
The flooding in Raleigh at Crabtree Valley mall (a natural flood plain that never should have been developed, IMO) and on Anderson Dr. and behind Lady of Lourdes Church and often on parts of Wake Forest Rd. is only getting worse and more frequent. We even saw flooding on part of the 440 Beltline on the last few months, near Wake Forest Rd. & Big Branch Creek. We have too much tight development (roofs, asphalt) with too much run off. Natural ponds have been filled in and houses (or hotel parking lots) have been placed on top on them,



where they could have held run off. You cannot expect a better out come or less flooding, if you keep repeating the same past history.
Prohibit traffic thru the residential areas...block off Hardimont Rd at St. Albans. Do not extend Quail Hollow Dr. to St. Albans. Build a 10' solid wall between the Neighborhoods and the new commercial development. Preserve the Neighborhoods.
Let's make transit and bike/ped a priority in this plan.
I worry about lower income families being priced out of the area where my kids will grow up. I also worry about the runoff from newer developments going into the creeks where I spent many afternoons of my childhood wandering and observing the ecosystem.
a sidewalk all the way down St Albans to New Hope Church would be great.

**Question: Please finish this sentence. In 2040, I hope the Midtown area will be:**

A vital, appealing part of Raleigh that retains it's beautiful natural environment, and provincial charm.
Safe, walkable, go to spot in the Triangle for families that accommodates both commercial and residential in a way that is seamless
Half residential and half parkland
Gentrified.
You always do this
Free of apartment complexes
safe & have controlled growth in subsidized housing.
a safe, affluent neighborhood as well as major jobs center for the region.
walkable, inclusive, safe.
a place where people can either walk to their job or home and if not they can take a bus or street car to get to there destination.
Liveable and walkable. Better sidewalks on Six Forks between beltline and Wake Forest Road. Continue to bring new venues for food and retail.
Well cared for in reference to the environment and rising crime
Safe, walkable and bikeable.
More walk able and bikeable area. getting across 440 on either six fork or Wake Forest is not an ideal pedestrian environment. Same for trying to cross six forks or Wake Forest. plan for future light rail station or a good bus terminal in the area to better link to downtown and other areas in the region.
booming
Good public transportation, including walking and bicycling with good traffic flow. A diverse Midtown where people of different economic resources (high, middle and low income) can all live and work.
More like downtown. Designated parking decks and then walkable from areas on falls of Neuse and six forks north.
Car-free



A destination for ALL of Raleigh to visit. A place reachable by public transit, with beautiful buildings.
Still livable by all income levels. With manageable traffic. And increased walking and biking opportunities
Appealing along Wake Forest Road, with nice plantings and curb appeal, and traffic issues handled.
a destination attraction that people want to live and will put on their list of places to see when visiting Raleigh.
a fun and exciting place to live.
Easy to navigate, on car and on foot. Safe. Full of trees and benches.
Full of housing opportunities, public transit options, and plenty of places to work, shop, play, and eat
A well-planned, pedestrian-friendly urban/residential area with great parks and great transportation (light rail, bus, bike lanes).
I'll be 97 years old and probably dead. I hope for safe reliable and convenient transportation. Buses and bikes do not fit this description. Those who favor them want others to use them but usually do not themselves except for recreation. Bikes frequently are operated in a dangerous and discourteous manner, slow traffic and actually harm the environment. Millions are being wasted on unused bike lanes - money that should be better spent on affordable housing, education, etc.
Dynamic, with multimodal transportation options.
More Green Space and Greenway access to promote healthy/active living!
full of trees with greenway access to promote healthy/active living.
not full of gray, boring, cheap gray concrete.
A place where many people can find housing, groceries, access to transit, and access to jobs without needing a car.
Seamlessly connected to the residential neighborhoods. Very walkable space with a variety of public and green spaces. Traffic will be flow easily and be manageable because of the infrastructure. There are plenty of places where residents can walk to enjoy art, music, good and shopping. It is easy to walk from Eastgate Park to N. Hills East to N. Hills proper.
safe , not a traffic nightmare, and successful
as desirable as it is today.
Easily navigable by bus.
Like it was 5 years ago.
Hit by a comet.
Walkable, Green, Diverse in terms of housing, amenities and continuing to be focused on small, unique , local businesses rather than chains
a safe, fun, environmentally friendly area where people worship, live, work, and play.
A livable, green urban area with some affordable housing. I hope it will retain enough residential areas to keep it the quiet retreat it is now.
In Miami there are concrete parking decks completely covered in green vines. North Hills already has a start with its creeping fig vine!
More pedestrian and vehicle friendly
not a clusterfudge.
less congested
Still vibrant and evolving.



safe, walkable, not car-dependent, a great place to live for all.
pedestrian friendly, keeping trees and charm of older neighborhoods
<p>I would like to see:</p> <p>Accessible to all of our city's residents not just the elite.</p> <p>Well-planned out to allow for ample water drain off and greenspace,</p> <p>Parks that are finally fully ADA compliant and continue to have shaded play spaces.</p> <p>Friendly to those who travel by alternate means (bikes, walkers, bus riders)</p> <p>Home to a top-notch elementary school full of students who are able to share their richly diverse cultures</p>
a workable and walkable mixed use area with less crime and few cars. Is a personal transit system (mini rail) across St. Albans between Wake Forest Road and North Hills still being considered? This was discussed many years ago.
More Pedistrian friendly
Hoping midtown will Still be affordable and they get this crime under control
a mixed-use hub that allows residents to live-work-play in one area. That there will be diversification in socioeconomic status via housing solutions that provide the opportunity for healthy homes and healthy starts. Also, that the 2 mile radius around North Hills will truly be 2 miles and not stop at the end of Hardimont, but instead continue toward Walmart and integrate those neighborhoods. Having connections to downtown or Crabtree Valley Mall area through frequent transit service AND connectivity through greenway and off-road or barrier-separated bike lanes and multi-use paths are important. I would like to see some improvements in the Eastgate Park building so the facility is used more, and that the parks/fields/courts there are continued to be reserved as greenspace and maintained by the City, and the CAC should return to meeting within the CAC boundary.
Safe and vibrant.
Intelligently laid out and viable as a small pocket of urban living. I also hope it will be easy to access form outside the Midtown area.
Pedestrian and bike freindly area with first-in-class public transportation access for all users of businesses, services and activators in the area.
known world-wide for the integration of bicycle infrastructure in the design and planning.
primarily navigable by bicycle and walking
Pedestrian friendly
green, walkable, and livable for a wide range of ages and income levels.
Walkable, with little car traffic
a vibrant, sustainable modern urban area with many housing options for young, old, rich and poor and have a well connected bike/ped, transit system that is efficient and affordable.
Full of forests, not only "street trees"
Easy to navigate, have minimal traffic congestion and not have such a contrived feel. Also less dog messes on the sidewalks.
an area with a wide range of housing types from single family homes to high rise apartments with less restrictions and red tape on infill development.
<p>Car, SUV, Truck free zone. Bike, Electric Biking. Let there be park outside of the area, and free bikes to come in.</p> <p>Let be social, ecological friendly. Otherwise the air with be thick with pollution. Sound pollution, visual pollution. And we will have pollutioned steam and thick hydrocarbon waterways, and severe erotions.</p>



somewhere that my children can safely navigate by bike or foot with public transportation options. urban and green with open space.
A pleasant place to live.
Easy to access by car or monorail.
Lively, walkable, safe
A vital part, if not the center of Raleigh where people may be able to live, work & shop without having to use a car.
easy to navigate, walkable, include more affordable living options.
completely separated from the residential neighborhoods.
...a walkable, safe, mixed use community with natural areas still intact.
A place that celebrates the ecology of the Raleigh area by protecting streams and creating accessible green space; a place where people can live, work, and play without the use of a personal vehicle.
I hope the Midtown area will remain a vibrant, walkable place to visit for: upscale dining options, boutique stores, a park, and open public spaces.
A dynamic, pedestrian friendly area with civic spaces. A direct connection to downtown Raleigh but also an area with it's own identity and offerings.
Dense, urban, walkable, connected.
easier to navigate and safe for walking-both crime and traffic-wise.
a vibrant place of activity consisting of multiple modes of transportation and mix development of small and big businesses, high end and affordable housing and pockets of nature to create good health and well being for the individual, the community and the economy.
Safe, walkable, and full of green space.
the kind of "neighborhood" that can have the reputation for both (i) the best restaurants in walking distance, and (ii) the best trick or treating!
safe, pleasant, and walkable



## Understanding the Area: Meeting Input Summary

This document includes a summary of feedback from the round of in-person public meetings held on Saturday, Dec. 1, Monday, Dec. 3, and Wednesday, Dec. 5. The meetings on Dec. 1 and 5 were held at Hudson Memorial Presbyterian Church; the meeting on Dec. 3 took place at the Five Points Center for Active Adults.

The intent of the meetings was to share information about current transportation and other conditions in the area and to receive feedback from area stakeholders about specific issues and top priorities. The feedback is divided into two main sections – input from topic-specific activity stations and input provided through feedback cards.

This document is intended as an informal compilation of input, similar to the “reporting out” that is often done as part of group work at meetings. A more formal issues and opportunities report that includes online survey input as well as a detailed analysis of current transportation, market, land use, and other conditions will be published in late winter 2019.



Dec. 1 meeting at Hudson Memorial Presbyterian Church



Dec. 3 meeting at Five Points Center

## General Themes

The issues and opportunities report will include an analysis of all input received during the in-person meetings and online survey. It will contain a listing of major themes, issues, and goals. However, a preliminary list of some of the frequent comments and issues from the in-person meetings includes the following:

- Identification of specific locations where traffic delay occurs or where making turns is difficult during peak hours.
- Speeding and traffic volume on neighborhood streets is a concern.
- Pedestrian safety and comfort in the area is generally lacking.
- The impact of new development on transportation and other infrastructure is an important issue to address.



- Questions exist about the scale of new development and about transitions from commercial or mixed-use areas to lower-scale residential areas.
- Flooding and stormwater are particular issues in some portions of the area.
- Housing affordability is a concern.

Again, the above is not a complete listing of all significant issues, but a brief summary aimed at capturing at least many of the major themes of input at the meetings.

## Activity Station Discussion

This section summarizes responses from the activity stations at the meetings. Attendees were asked to visit each of the stations and comment on the topics and themes presented. Stations were: 1) Transportation – cars; 2) Transportation other than cars (transit, walking, biking); 3) Development and land uses; and 4) Natural systems and open space. A fifth table included a summary of feedback from visioning sessions that took place earlier in 2018 and allowed participants to add to that input.

Questions posed included: Which issues/topics resonate the most? Are the patterns as you expected? Is anything surprising? Is anything missing, in your opinion?

### (1) Transportation – Cars

- Speeding on Millbrook Road near Ivy Lane/Quail Hollow Drive **x2**
- Hardimont Road & St. Albans Drive traffic, speed, lights an issue – plan for this going into new development
- Lanes on Wake Forest Road are terrifyingly narrow between I-440 and Millbrook Road **x5**
- Pedestrians need better walk cycle at crossings
- Cars block intersections constantly
- Tax incentives for TDM measures
- Six Forks Road and Wake Forest Road cannot handle the existing traffic – no way it can handle more
- Sidewalks and lighting on Navaho Drive from Wake Forest Road to Bush Street ---- students/pedestrian traffic to nearby bus stop
- Wolfpack Lane bridge over railroad tracks
- How will widening I-440 impact traffic in the area?
- Six Forks Road missing sidewalk from I-440 to Anderson Drive
- Carroll Middle School on street parking on both sides narrows roadway, especially during events – find new options getting into the school/other issues at that side **x2**

#### Issues as expected?

- Lassiter Mill Road at Six Forks Road – Congestion
  - Cars backing up on Lassiter mill trying to get onto Six Forks, bike lanes blocked by vehicles, seems dangerous for bikers
  - Speeding on Dartmouth Road



- Need to improve pedestrian safety

### Surprises?

- St. Albans Drive at Six Forks Road has a lot of traffic backing up. How will St. Albans Drive handle additional development?
  - Will more people cut through neighborhood?
- Southbound traffic on Falls of Neuse Road to Millbrook Road can avoid stoplights by going through neighborhoods
- Turning from Quail Hollow Drive onto Millbrook Road is dangerous
- People cut through using Quail Hollow Drive to Compton Road
- Northbound Wake Forest Road - difficulty turning left onto St. Albans Drive because of cars in intersection backed up from signal
- Need traffic calming in neighborhood, better flow on thoroughfares
- Make sure trip growth projections are accurate – what are realistic internal capture rates? (mixed-use)
- Can ride sharing help congestion? Can parking requirements be shifted to ride share drop off?
- Concentration of shopping centers at SE quadrant of I-440/Wake Forest Road causes congestion
- Difficult for pedestrians to cross Wake Forest Road at Wake Towne Drive
- Can Hodges Street be expanded?
- Too far to walk to bus routes, connections take a long time, park and ride could encourage bus use
- Industrial area of E Six Forks Road is too congested, needs turn lanes
- People cutting through Rucker Street to get westbound on Six Forks Road from Creekside Drive
- Big Branch has localized flooding north of Crabtree Creek (Anderson Drive)
- Hard to make a left turn from Navaho Drive to Southbound Wake Forest Road - need turn lane
- New Hope Church Rd/St. Albans Drive
  - Low visibility making left turn from St. Albans Drive to westbound New Hope Church Road
  - Illegal left turns frequent from New Hope Church Road to St. Albans Drive
- Street parking on Industrial impedes traffic
- Need more signals on Lassiter Mill Road (specifically at Camelot Drive)

### **(2) Transportation – Non-cars**

- Transit
  - Future transit routes – bring to areas of employment/connect nodes **x3**
  - Midtown “R” line
  - Better connections/access to transit
  - Current transit layover and frequency is potential challenge if/when your bus is missed – inconvenient
  - Buses causing congestion? ---- address traffic
- Pedestrian safety and improved crossing of Six Forks Road
- Timing of pedestrian phase at Dartmouth Road and Lassiter Mill Road to cross Six Forks Road (too short)
- Rules for scooters



- Encourage carpooling
- Ending sidewalks with no crosswalks an issue, other sidewalk connectivity issues **x7**
  - Poor pedestrian access to from Wake Tech campus to Wake Forest Road
  - Consider tunnel beneath I-440 to connect St. Albans Drive to Navaho Drive **x2**
  - Add sidewalks to all neighborhood streets
- Don't put in bike lanes if you can't extend all the way to the next destination **x2**
- Separated bike lanes preferred to on-road
- New development, % of local capture ---- address traffic
- Last mile challenge ---- more sidewalks? Better bus routes?
- Fitting bike/ped/auto in infrastructure ---- balanced infrastructure
- High speed traffic an issue for pedestrians/traffic calming measures **x2**
- Cut through traffic – restrict access for pedestrian safety
- Congestion and parking issues effect choices of when to travel ---- alternative modes – ride share?
- Parking garages on perimeter of North Hills/other commercial areas

### **(3) Development and Land Uses**

- Wake Forest Road not the same characteristics as Six Forks Road ---- improve? (between St. Albans Drive and Bland Road)
- Navajo Drive and Wake Forest Road intersection needs a green "right of way"? light
- Eastbound St. Albans Drive to Wake Forest Road - no right turn lane
- Affordable housing options – more density or redevelopment to allow this **x8**
- Show crash data for Six Forks Road and Wake Forest Road in next presentation
- We need a main thoroughfare
- Extending Six Forks Road to Capital Blvd.
- Circulation around Wegmans? Are there improvements planned?
- Traffic congestion in general
- Do we have additional tools to address speeding in neighborhoods? (beyond speed bumps) -- create comprehensive traffic plan for neighborhoods
- Impacts on the schools – do we anticipate a larger number of children entering the school system? How will they get to school?
- Don't sacrifice bike/pedestrian infrastructure to make room for developments or road expansion
- Implement non-car crossing as close to Wake Forest Road over beltline as possible
- Urban form transitions at North Hills (height) **x2**

### **(4) Natural Systems and Open Space**

- Greenway access without needing street parking
- Preservation of tree canopy/wildlife **x7**
- Maintenance of culverts/storm water sewers **x2**
  - Too much storm water runoff along north side of St. Albans Drive
  - Too much storm water runoff on Quail Hollow Drive and Hardimont Road **x2**
  - Flooding happening more frequently – affecting greenways **x3**
  - Increased runoff from impervious surfaces (general) Anderson Drive forest storm water and sewer pinch point/issue



- Larger pedestrian crossing/Barnes Dance ---- location not specified
- Bike lanes along cut through and busy streets not good
- Locate greenways to less vulnerable locations AND maintain existing greenways
- Add park facilities to keep pace with growth (general) **x4**
  - East side of study area (Bush Street, Atlantic Ave., Wolfpack Ln.)
  - Upgrade Eastgate Park (add pool, public performance venue? Improve restrooms) **x5**
  - Community Centers need upgrades
- Greenway route near parallel to Quail Hollow Drive **x3**
- Trouble crossing Wake Forest Road to access parks
- Support for greenway connectivity **x2**
  - Connection to North Hills
  - Crossing I-440
- Status of greenway behind Lady of Lourdes?
- Difficulty parking to access parks/greenways
- Keep greenways off roads (example: west of Lassiter Mill Road)
- Make sure all greenway trails are paved

#### **Visioning** – Refresh of outreach from June 2018

- Infrastructure
  - Roadway infrastructure integrated into the rezoned St. Albans Drive re-development
  - Stormwater control -- through district \*impact of new development\*
- New development along Six Forks Road - put drainage into neighbor's lot (3 lots south of Dunkin Donuts)
- 12-story zoning on Six Forks Road? This was pulled out of Six Forks Road plan – building this and rezoning moved into St. Albans Drive plan \*neighbors need to be aware and input on specific recommendations before report is finalized! NO SURPRISES
- Deterioration of infrastructure in neighborhoods
  - Above ground electric – vulnerable in storms
  - Underground – water/sewer is 50-60 years old
- Level of Service/Road Performance
  - Impacted by schools (Carroll Middle, St. Timothy's, Green Elementary, Brooks Elementary)
  - Rowan Street/Camelot Drive intersection – should be converted to 3-way stop
- North/South Greenway connection to Crabtree Creek
- Lassiter Mill/Camelot needs to be 3-way stop
  - Cannot make a left turn onto Camelot from Lassiter Mill because of backup/through traffic on St Albans Drive
- Rowan Street at Six Forks Road – needs turn lane – look at this intersection
- Verify Six Forks Road corridor study - project boundary
  - Rowan Street to Lynn Road? OR I-440 to Lynn Road?
- Six Forks Road, Wake Forest Road, Falls of Neuse Road are state secondary roads – what is the process for improvements? Is state involved?



## Feedback Forms Table

This section summarizes responses from the feedback forms provided at the meetings. Attendees were asked four questions:

- (1) Are the traffic/land use/development issues described during the meeting the same issues that you experience? (Describe why or why not);*
- (2) Which issues resonate the most with you? (List your top three)*
- (3) Was anything surprising to you?*
- (4) What issues are missing?*

### Development

- The area is popular with lots of visitors and residents competing for space
- The issues of development, traffic, transportation, drainage, and redevelopment resonate
  - Development plans along St. Albans Drive and North Hills are resonate with me
  - Require TIA for all development approvals
- Land use issues resonate with me
- Overcrowding issues resonate with me
- Zoning and building heights are a resonating issue
  - Transition between high density and single-family homes was missing from the event
  - There is too much high-density development
- Wants to see more information on development coming to St. Albans Drive (x3)
- Address heat island effects and noise from planned development
- Concerned about additional traffic from Wegman's
  - Preference for creating a pedestrian-friendly environment (x2)
- Neighborhood quality is a concern (teardowns/"McMansions") (x3)
- Affordable housing issues are missing, including maintaining the affordability of existing neighborhoods (x3)
  - The affordability of housing resonates with me
  - "Missing middle" and affordable housing issues with redevelopment are missing

### Natural Systems

- Flooding is a major concern
- Flooding around Crabtree Creek resonates with me
- Greenways are a priority (x2)
  - Encourage greenway access
  - Greenway linkages are missing
  - Pedestrian access and green space resonate with me
- Loss of trees, heat, stormwater, and decreasing greenspace are not getting the appropriate connection to development and traffic problems (x4)
- Is there surveying or polling of what residents really want, or are we investing in greenway asphalts for the sake of clearing more space?



- Wake County and the City of Raleigh need to come up with an agreement where park-like facilities are made available after hours for the citizens that paid for them
- Not one park has been added in the study area since I moved to the area in 1966
  - Add a dog park in the southern portion of Eastgate Park
- Missing focus on the beauty of the area
  - Save the trees
  - Overdevelopment of greenspace is missing from the plan
  - Overdevelopment of greenspace resonates with me (x2)
- More focus is needed on the impacts of stormwater runoff and development on wildlife/trees
- Sewage backflows onto Anderson Drive/Six Forks Road

## Transportation

- When traffic engineering projects are implemented, there needs to be more public and neighborhood information and discussion, such as with the Midtown CAC. Additional signage and pedestrian flashing beacons with all-way stop signs are needed.
- The intersection of Six Forks Road and Wake Forest Road is not pedestrian friendly
- Increased traffic is a concern (x5)
  - Traffic congestion at North Hills
  - Don't add bike lanes if it results in the loss of vehicular travel lanes
  - Provide for traffic flow
  - Personal observations on traffic congestion was validated by the presented data (x2)
  - The issues of traffic and lane widths on Wake Forest Road north of I-440 resonate with me
  - Traffic issues resonate with me (x4)
- The lack of willingness to alleviate traffic around North Hills is missing from the plan
- Transportation issues and the associated impacts resonate with me
- Analysis should account of transportation network companies (TNCs, i.e. Uber, Lyft), and less parking is required due to TNCs
- High vehicle speeds in area
  - Safety issues resonate with me
  - Feels dangerous driving on Wake Forest Road (x2)
- We want to make sure that no cut-through is designed or planned from Westridge Drive to Six Forks Road. We have many children in the area, and no sidewalks on these side streets
- Would like to see more information on traffic accidents in the slide deck
  - There are more crashes at Wake Forest Road and I-440
- The plan for a diverging diamond interchange at Wake Forest Road and the beltline is a major concern and am requesting consideration of options
- Pay more attention to the backups at Lassiter Mill Road from North Hills Mall area
- Prioritize actions to keep traffic on main arterials and promote a neighborhood-wide traffic calming plan (x2)
- Traffic volume and speed on Quail Hollow Drive resonate with me, and I would suggest traffic circles, speed bumps, bike lanes, and lower speed limits
- Personal experience with cut through traffic was confirmed from the meeting



- Turning movements and access into neighborhoods is getting challenging
  - Too much parking on neighborhood streets
  - Cut through traffic is a concern (x2)
  - Increasing traffic on Quail Hollow Drive (x2)
- Lack of safe crossings at major intersections
  - Surprised by lack of discussion on elevated pedestrian walkway over Six Forks Road to connect North Hills east-west
  - The issue of pedestrian traffic crossing Six Forks Road at Dartmouth Road described at the meeting matched my experience
- Non-car options should be assessed given pending development (i.e. transit, TNCs, bike/ped) (x3)
- Pedestrian and bike safety are a number one priority, as there are lots of kids and elderly people in the area
  - Walkability issues resonate with me
  - Make cycling safer
  - Would like focus on how to change behavior to get people out of cars and using mass transit or carpooling
  - Create a bike lane on Quail Hollow Drive versus lay an asphalt bicycle way beside Converse Rd
  - The plans provided too much for bicycles
- Bikeway designers in Raleigh have been pathetic; disjointed lanes, changing and varying types of markings. Total lack of advance warning, public discourse, and input. Loss of roadway capacity. Sharrows in most places would be better and more understandable than some of the complex markings that have been installed.
- There is a need for more small shuttles within the neighborhood (microtransit)

## Other

- Establish library in North Hills area
- Expand the study area to Hodges Street in the south; or extend Six Forks to improve east-west traffic flow
- Learn from mistakes of Atlanta
- Surprised by the amount of data collected
- Surprised by how open [workshop staff] was to everyone's ideas



# Midtown-St. Albans

## Area Plan

### Issues and Opportunities Report

May 2019



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# 1.1 Executive Summary

The Midtown-St. Albans study area serves a broad population of residents, workers, and visitors, and therefore, the challenges facing this district are varied. Different stakeholders have different needs, and larger-scale development over the past decades has brought both new opportunities and assets to the community while also exacerbating significant challenges. The analysis of the study area has identified several actions that will be addressed during the design and implementation phases of this plan. These actions are dictated by existing demographic and traffic data, observation of existing conditions, and input obtained via public workshops, stakeholder interviews, and surveys.

- **Expand choices.** In transportation, having more options increases resilience by reducing reliance on any particular type of transportation. Greater connectivity and continuity of streets, sidewalks, or greenways provides more route options, encourages alternatives to automobile travel, reduces traffic loads on major thoroughfares, and can improve transit access and efficiency. Having alternatives beyond the private automobile can increase opportunities for both employers and employees, as well as reduce living costs. In housing, it is important to provide choices across a broad range of incomes and stages of life in order to maintain a vibrant and sustainable community. Finally, another key aspect of expanding choices is to increase access to recreation, education, shopping, and services.
- **Increase health and safety.** Moderating traffic speeds and reducing points of conflict are critical to decreasing the number and severity of all crashes. These are especially important for crashes that involve pedestrians, which continue to grow in number each year. Providing a convenient, comfortable environment for walking and biking supports more than

transportation benefits - it encourages healthy activity. When combined with greenways and access to open spaces, the benefit is only compounded. With the presence of quality health care (Duke Raleigh Hospital and associated businesses) and high-quality grocers, residents need only safe connections to benefit from these two important community health markers.

- **Improve reliability.** Excessive and unpredictable traffic delays are not only frustrating to drivers; they impose real economic costs for businesses, customers, residents, and employees. Emergency services and transit are negatively affected, and shortcutting through neighborhoods becomes more common. Another concern in the Midtown-St. Albans study area is the unpredictable flooding that can be quite persistent and destructive. Devastating consequences include property damage, health and safety concerns, diminished access, and poor mobility.
- **Innovate and employ best practices.** Taking advantage of current technology to better manage transportation, stormwater, and development can reduce infrastructure costs, community disruption, and environmental degradation. Rapidly expanding datasets can be used for planning and design, real-time operations management, and performance monitoring. Best practices in stormwater management are evolving to combine environmental and aesthetic enhancements, and new zoning and urban design approaches offer greater flexibility, such as Accessory Dwelling Units. Finally, innovative funding techniques, such as Tax Increment Financing, Opportunity Zones, and Special Service Districts, as well as various forms of public-private partnerships, can provide additional revenues for improvement projects.



- **Preserve and enhance.** Existing communities, infrastructure, and natural resources have inherent value that should be documented, preserved and enhanced, rather than degraded or replaced. Innovation need not supplant what exists; it can help support, improve, and transform. Any recommendations should carefully assess existing systems—avoiding or mitigating negative effects—before considering replacement or elimination.
- **Integrate and adapt.** Given the complexity and constraints of the study area, there are few opportunities for true “standalone” solutions that address problems without affecting other systems. Land use, transportation, and stormwater management all interact, and recommendations should integrate benefits across multiple systems, tapping into multiple funding sources. Integration also applies to implementation, from existing conditions through interim phases to ultimate build-out. Given the associated costs and risks, any viable plan must be flexible enough to succeed at all stages of implementation, not only upon completion in some distant and uncertain future.

At the core of the study area's most pressing challenges is growth, both within the study area and outside of it. As portions of the study area redevelop at higher density and with a mix of land uses, competition for increasingly valuable land escalates. The fact that this urbanization is occurring in a developed area surrounded by a growing city complicates the plan proposals. The Midtown-St. Albans area is a study in transitions—not only existing spatial transitions between lower-density residential and higher-density commercial mixed uses, but an uncertain transition over time from relatively stable, auto-oriented suburban development to a more dynamic multi-modal urban future, complete with the unknown impacts of evolving technologies.

The most obvious and problematic impact of this growth is an increase in traffic volumes, resulting in travel times that are not only longer, but less reliable. People can generally adapt to slower traffic speeds; unpredictable trip lengths are more frustrating. If

a trip to work or to pick up children from daycare typically takes fifteen minutes, but once or twice a month takes thirty minutes, people have to plan for a 30-minute trip, wasting more than an hour every week. However, this congestion problem is more complex than merely the number of vehicles on a particular road; this volume consists of trips through the area, trips to and from the area, and trips entirely within the area, each of which can require different sets of solutions. Some can be implemented entirely within the study area, while others require a broader regional approach. In any case, simply increasing roadway capacity (by widening/adding lanes) is not a viable solution to Midtown-St. Albans' problems. Furthermore, the problem cannot be addressed solely through transportation improvements; coordinated land use and urban design strategies are also required.

The challenge of widening major thoroughfares through the Midtown-St. Albans study area is that any significant reduction in travel times would also attract additional through-traffic, offsetting much of the benefit to local residents and businesses. Additionally, extensive widening would be highly disruptive to existing and future development, and difficult and expensive to implement. It would also create even greater impediments to pedestrian and bicycle travel, increase impervious surface, threaten limited open space opportunities, and potentially increase noise and air pollution. For these reasons, a more balanced, integrated set of near-term and longer-range strategies is needed:

- Manage access along major thoroughfares to reduce conflicts and preserve capacity, balancing traffic throughput with local access.
- Apply available and developing technology (such as adaptive signal systems, ramp metering, connected vehicles, and dynamic speed limits) where appropriate to improve traffic operations, safety, reliability, and efficiency.
- Increase local network connectivity of streets, sidewalks, bike facilities, and multi-use pathways. Having alternate routes and being able to safely and conveniently cross



major roadways and other barriers at strategic locations can improve efficiency and capacity, not only for travel by individual modes, but for effective access between modes. East-west connectivity and better continuity parallel to major thoroughfares are priorities. Potential projects range from minor sidewalk connections to a new grade-separated Beltline crossing.

- Promote walkability in land use and transportation decisions. Given uncertainty about future modes and technologies, the one given is that people will still need to walk, regardless of mode or technology.
- Encourage transit use by optimizing existing routes and improving stops and pedestrian access. Develop efficient and reliable connections with future bus rapid transit (BRT) and regional rail services.
- Focus on moving people rather than automobiles. Emphasize accessibility over mobility.

As discussed above, public input combined with review of previous plans—plus observation and analysis of existing transportation and land use conditions—helped identify several fundamental issues or themes. These evolved into a set of Planning Principles that will guide the formation, evaluation, and prioritization of specific improvement options:

### **Midtown Moves: Healthy, Safe, and Reliable Transportation**

- Ensure all Midtown destinations can be reached safely and comfortably by walking.
- Improve travel time reliability for cars and transit vehicles, with a focus on improved technology, demand management, and a better-connected street network.
- Provide more desirable options for travel within the area, including improved transit service and facilities.
- Ensure safe traffic speeds, both on major roads and on neighborhood streets.

### **Midtown Living: Residential Neighborhoods and Housing Choices**

- Respect the existing scale of housing in established residential neighborhoods.
- Ensure a range of housing options for residents at various phases of life and at a range of income levels.

### **Midtown Green and Blue: Natural Systems: Parks, Trees, and Stormwater**

- Improve stormwater infrastructure and incorporate it into a connected natural space network, including greenways and parks.
- Explore opportunities to create distinct places focused on water and natural spaces.
- Retain and enhance street trees and functional green spaces to improve the appearance of the area, provide greenway connections, and provide stormwater benefits.

### **Midtown Works: Innovation and Opportunity**

- Support the adaptive reuse or redevelopment of aging/outdated uses to accommodate new employment and housing opportunities.
- Encourage innovation and entrepreneurship through land use and other policies and programs.

### **Beautiful Midtown: Design and Aesthetics**

- Create attractive streetscapes and ensure the design of new development enhances the feel and appearance of streets and other public spaces.
- Ensure adequate transitions in building heights where a high-density or mixed-use area is adjacent to existing residential neighborhoods.



Midtown-St. Albans  
Issues and Opportunities



## 1.2 About the Area Plan

The Midtown-St. Albans (MSA) area plan is a year-long multidisciplinary planning effort to create guidance for this dynamic commercial and residential district. Recommendations resulting from the plan will include multi-modal transportation, streetscape, urban design, land and use concepts, and will explore options to address issues related to the area's growth and development. In addition to traffic congestion and safety, the study will also look at opportunities to support the area's tree canopy, manage stormwater and flooding issues, promote open space, bolster housing affordability, improve pedestrian and bicyclist mobility, and support expanded transit. A primary objective of the MSA study is to consider the transportation impacts of recent land use and zoning changes on existing and proposed transportation infrastructure in this district.

The MSA study has several distinct phases. The first phase, Visioning, established the study's purpose and sought to engage the district's residents, employees, businesses, and other interested stakeholders in prioritizing issues, identifying assets, and mapping problematic areas. Transportation and transportation-related issues emerged as participants' core concerns about the area. The top five issues identified included:

- The effect of traffic on local streets
- Walking and bicycling
- Getting around on transit
- Housing (types, location, and affordability)
- Streetscape improvements

The Visioning phase was completed in summer 2018, and its findings set the stage for the next phase of analysis. The Discovery phase followed Visioning, wherein the Project Team collected and

analyzed data from a multitude of sources. These included a public survey, public workshops, review of transportation plans, traffic counts, speed studies, an economic and market analysis, land use plans, and much more. During the Discovery phase, the project team met several times with a Confirmation Group composed of stakeholders appointed by the City Council whose role was to confirm that the project reflected the needs and desires of area's stakeholders. Upcoming study phases include Improvement Options and Implementation, and will conclude with Final Recommendations.

### 1.2.1 Exploring the Study Area

The study area is an approximately 4.93 square mile area that is bounded by E. Millbrook Road to the north, Atlantic Avenue to the east, and Six Forks Road to the south and west (Figure 1). It features diverse destinations, employers, transportation options, and environmental assets such as North Hills, Duke Raleigh Hospital, I-440 Beltline, railroad, and Crabtree Creek. It is also a rich tapestry of ethnically and culturally diverse restaurants, grocery stores, and other businesses that are unique assets in the area.

The area is also a blend of commercial and residential land uses, with coexisting old, new, and transitioning development. Roughly 13,000 residents call the MSA area home, while the daytime population surges to 43,000 due to the area's over 2,000 employers. Three Citizens Advisory Councils (CACs), Midtown, Atlantic and North, cover the study area and serve as the connection points between the City and residents that allow for sharing of information and feedback.



## 1.2.2 Background of the Midtown-St. Albans Study Area

The story of the MSA study may be said to begin in 2003 with the redevelopment of an aging enclosed mall and strip center. That area, now known as North Hills, transformed into a nationally recognized mixed-use development featuring retail, office, hotel, and residential spaces. With the approval of the North Hills East Master Plan in 2007, the foundation had been laid for an even more significant transformation on the east side of Six Forks Road.

Several years later in 2012, the City began the Six Forks Corridor Study. That plan sought to create “a unique sense of place with enhanced fluidity of movement, environmental sensitivity, and connectivity for residents, workers, students, and visitors using transportation modes of all types.” While the plan was adopted in 2018, its recommendations explored increasing density along

the corridor and expanding the four-lane namesake roadway to six lanes. The City Council requested that a portion of the Six Forks Corridor Study that recommended additional building heights along the corridor undergo reevaluation so that additional stakeholder input and education could occur; this northern section of the corridor was added to the MSA study area.

The combination of previous recommendations, zoning changes, and anticipated development is projected to generate millions of square feet of new development in the MSA area. As of December 2018, planned (or under construction) new building supply was estimated to include:

- 1,764,000 square feet of office space
- 136,000 square feet of industrial and flex space
- 359,000 square feet of retail space
- 2,557 residential units
- 652 hotel rooms

While this area—and Raleigh overall—continues to grow and transform, the neighborhood residents perceive traffic spillover caused by increased trips to, through, and from the area. The MSA study seeks to address issues related to growth through the management of development, expansion of transportation options, and implementation of safety improvements with a coordinated and comprehensive planning process.

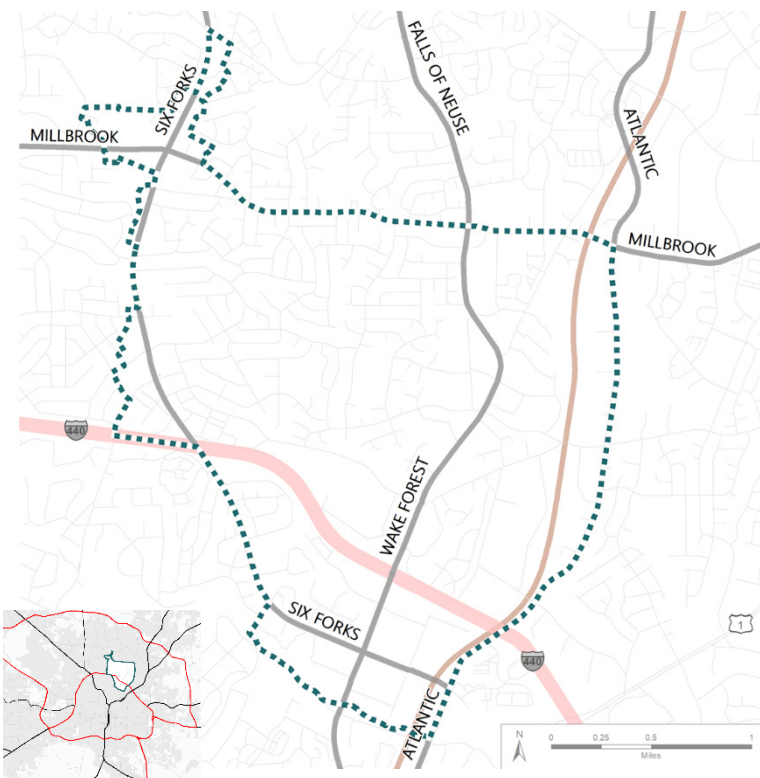


Figure 1. MSA Study Area



Midtown-St. Albans  
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## 1.3 Public Input Process

The MSA area plan includes a robust public engagement strategy. The Discovery phase of the project included a survey, three public workshops, two meetings with the Confirmation Group, and several stakeholder interviews conducted throughout the fall of 2018. The goal of this public process is to provide the design team with a much more nuanced and specific understanding of the area. Engagement activities were structured to encourage neighbors, employees, and visitors to respond to emerging analyses, gather feedback on existing conditions, identify resonating topics and issues, and set the framework for development of conceptual improvements.

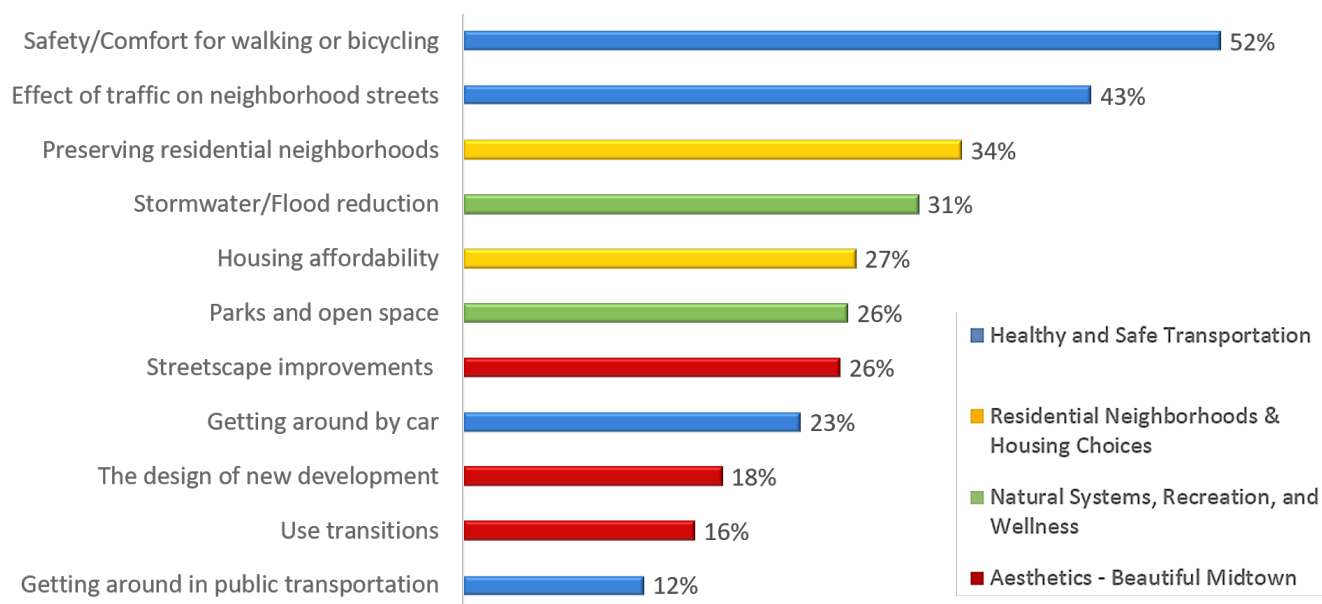
Three public workshops were held in early December 2018 at two locations in the study area. The content and format were repeated at all sessions. The workshops began with a short presentation led by the project team that was followed by five themed activity stations: Natural Systems, Transportation (Car and Non-Car), Land Use, and Visioning. Approximately 105 attendees participated and submitted 36 comment cards over the three meetings. The findings, comments, and discussions from each session were summarized for later analysis and comparison with the survey.

The survey was open from December 2018 through mid-January 2019 in both English and Spanish, and it collected 615 submissions and 1,520 comments. The City of Raleigh Planning Department conducted a targeted outreach campaign in the study area including:

- Survey distribution (in English and Spanish) to churches, schools, businesses, multifamily housing complexes, and through the Confirmation Group
- Staff distribution of surveys on transit vehicles and promotion of the study
- Emails through GovDelivery to 6,000 addresses sent four times
- Survey notice sent to swim and social clubs
- Targeted social media posts
- Mailing of 5,000 postcards
- Presentations to the Midtown and Atlantic CACs
- Coordination with the Midtown Raleigh Alliance

The survey was designed to assist in issue prioritization. Questions covered four themes: healthy and safe transportation, residential neighborhoods and housing choices, natural systems, and aesthetics of the built environment (referred to as "Beautiful Midtown"). Survey respondents indicated that their top three issues for the MSA area plan to address were safety and comfort for walking and bicycling, the effect of traffic on neighborhood streets, and preserving residential neighborhoods (Figure 2). Issues and opportunities identified during the first public input phase are below, and the survey's complete results are included in the Appendix.





**Figure 2. Survey Question: Of the following issues, which are the top three the Midtown plan should address?**

## Issues

Survey responses for transportation and natural systems issues largely confirmed the findings of existing conditions and provided some clarity on development preferences. For example, survey respondents identified intersections and corridors with vehicular and bicycle and pedestrian problems that were found to suffer low vehicular levels of service (a grade for traffic flow) and that the City had already identified for transportation improvements (Figure 3). When asked about their preferred solutions to traffic problems, respondents preferred a combination of options, followed by improving the efficiency of the existing network, creating new street connections, widening, and trailed by “not a priority.” Survey respondents also endorsed a balanced approach to improving the study area’s transportation network with tradeoffs between vehicle flow and making a safer environment for pedestrians.

Natural systems survey responses identified support for improving parks and confirmed problematic stormwater locations. A majority of

respondents indicated that they would support new parks and park improvements in the study area even if supported by higher taxes. With regard to flooding and stormwater, 35 percent of respondents had experienced stormwater and flooding problems; those submissions overlapped with known floodplain and drainage areas (Figure 4).

Survey responses for housing and development aesthetics illustrated complex relationships with the existing built environment and accommodating future growth. When asked about the status of existing building transitions in the study area (between taller mixed-use buildings and smaller residential buildings), a majority indicated transitions were working reasonably well. A majority of responses (72 percent) identified the ideal maximum height next to residential buildings as between three to five stories. The responses indicated an openness to residential-to-commercial building transitions that are both present and emerging along the perimeter of the study’s core neighborhood, but with a five story height limit.



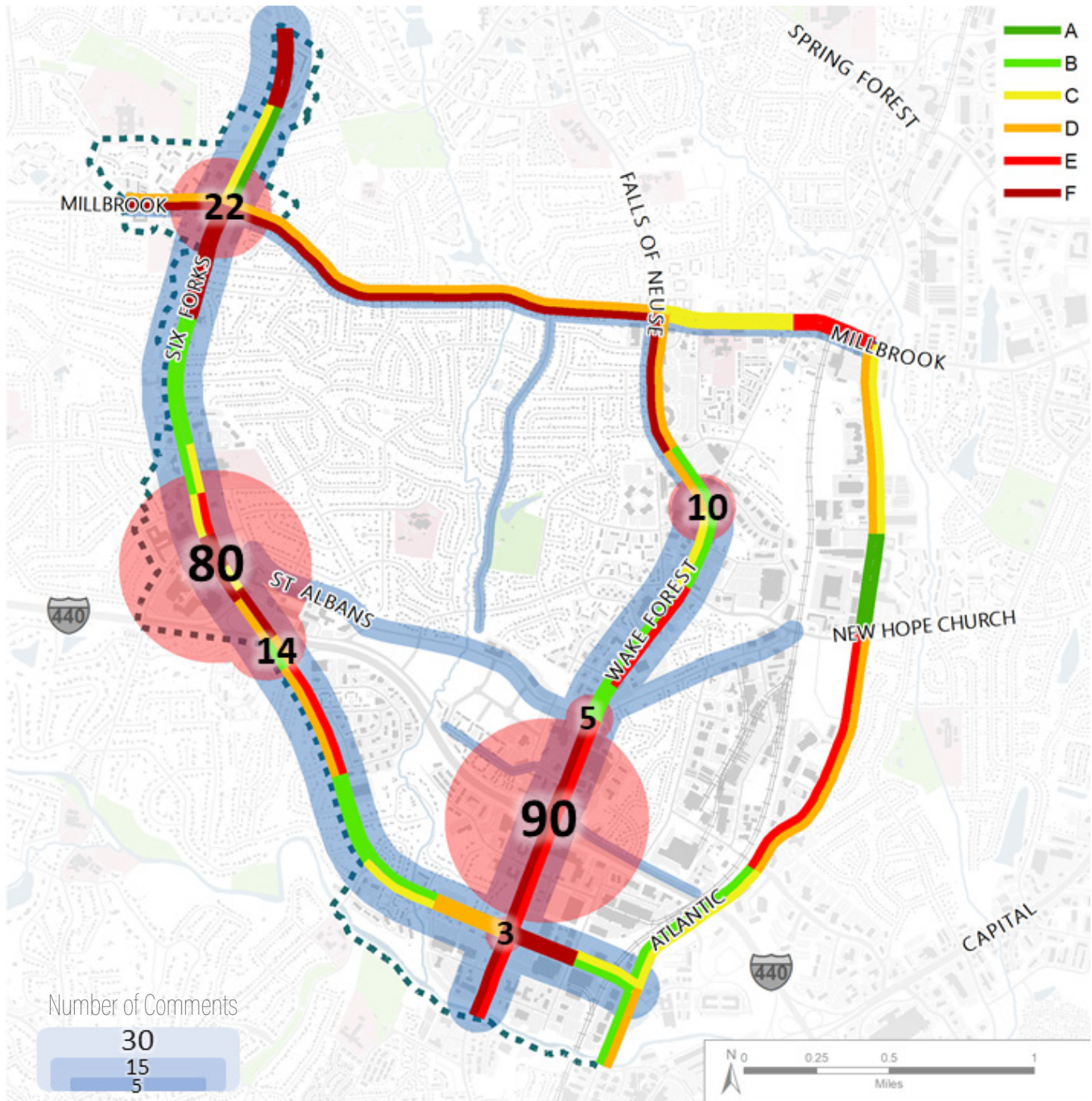
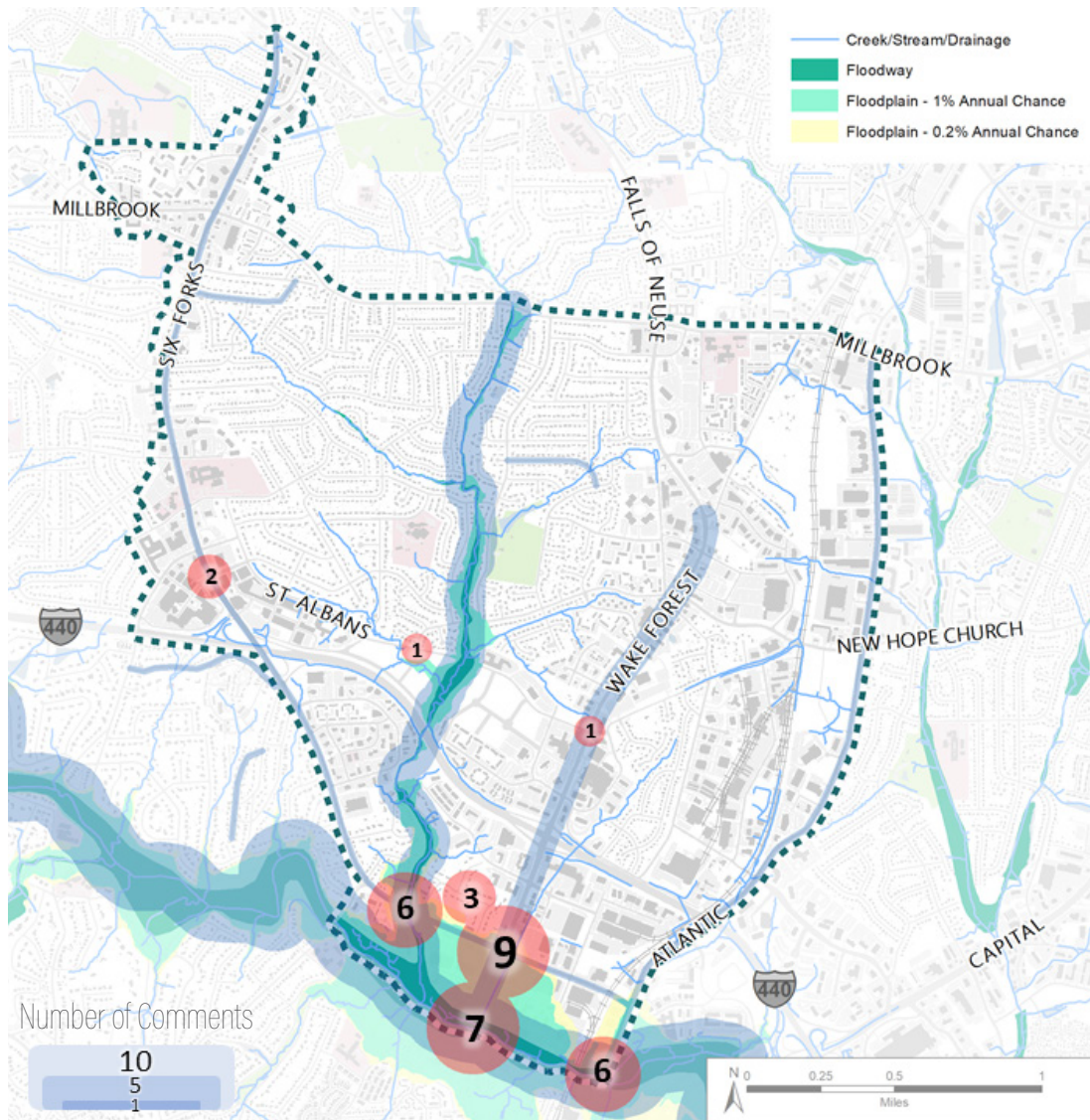


Figure 3. Comparison of 2018 Vehicular LOS and Traffic Problem Survey Responses





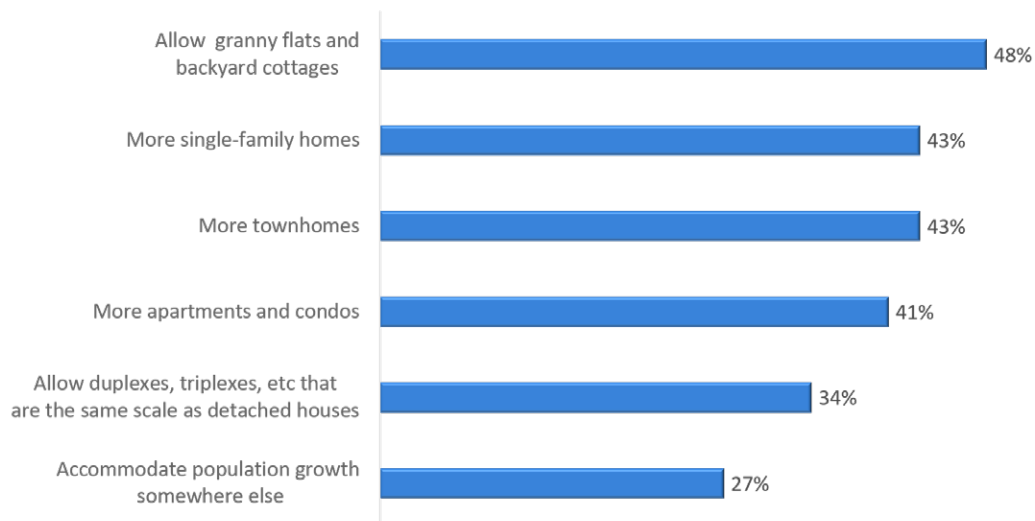
**Figure 4. Comparison of Water Features and Survey Flooding Question**

While survey responses on development aesthetics signaled acceptance of larger structures, housing responses illustrated a desire to maintain existing character. When asked how the study area should accommodate new residential growth, the most popular options were allowing backyard cottages, single family homes, and townhomes; 27 percent indicated that growth should be accommodated elsewhere (Figure 5). Survey respondents' views of the study area's future growth confirmed a preference for smaller residential structures that did not vary much from nearby houses.

The survey presents another source of information from which to identify issues and opportunities

for improvements. However, the survey should not be viewed as definitive given that its respondents diverged from the study area's demographics. As compared to the U.S. Census's measures for the study area, survey respondents self-identified as older, whiter, with higher incomes, higher levels of education, and higher levels of homeownership. The survey's findings and comments were compared with contributions from the three public workshops. Here, as with the analysis of safety and traffic conditions, public comments confirmed issues with the transportation network, natural systems, preservation of neighborhood character, and a sensitivity for building transitions.





**Figure 5. Survey Question: Midtown, like the rest of Raleigh, is experiencing population growth. Please check all options for accommodating new residents that you agree with**

## Opportunities

The first public input round, discovery phase, and preliminary transportation and land use analyses culminated in the development of five Planning Principles. The Planning Principles act as a foundation for the identification and development of improvement opportunities; they include conceptual infrastructure improvements and potential policy revisions. While these opportunities may lack the specificity of those described in other sections of this report, they serve to filter for improvement options that align with the City and public's vision for the study area.

### Midtown Moves: Healthy, Safe, and Reliable Transportation

1. *Ensure all Midtown destinations can be reached safely and comfortably by walking.*
2. *Improve travel time reliability for cars and transit vehicles, with a focus on improved technology, demand management, and a better-connected street network.*
3. *Provide more desirable options for travel within the area, including improved transit service and facilities.*
4. *Ensure safe traffic speeds, both on major roads and on neighborhood streets.*

### Midtown Lives: Residential Neighborhoods and Housing Choices

1. *Respect the existing scale of housing in established residential neighborhoods.*
2. *Promote a range of housing options for residents at various phases of life and at a range of income levels.*

### Midtown Green and Blue: Parks, Trees, and Stormwater

1. *Improve stormwater infrastructure and incorporate it into a connected natural space network, including greenways and parks.*
2. *Explore opportunities to create distinct places focused on water and natural spaces.*
3. *Green: Retain and enhance street trees and functional green spaces to improve the appearance of the area, provide greenway connections, and provide stormwater benefits.*

### Midtown Works: Innovation and Opportunity

1. *Support the adaptive reuse or redevelopment of aging/outdated uses to accommodate new employment and housing opportunities.*
2. *Encourage innovation and entrepreneurship through land use and other policies and programs.*

### Beautiful Midtown: Aesthetics and Design

1. *Create attractive streetscapes and ensure the design of new development enhances the feel and appearance of streets and other public spaces*
2. *Ensure adequate transitions in building heights where a high-density or mixed-use area is adjacent to existing residential neighborhoods.*



Midtown-St. Albans  
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# 1.4 Transportation

## 1.4.1 Automobiles

### 1.4.1.1 Street Network

Six Forks Road, Wake Forest Road/Falls of Neuse Road and Atlantic Avenue are north-south roadways within the Midtown-St Albans study area that are classified as Minor Arterials (roadways that interconnect to higher level roads and provide intra-community continuity). Traffic counts collected by the North Carolina Department of Transportation (NCDOT) show that traffic volume is significantly higher north of the I-440 Beltline, with annual average daily traffic (AADT) as high as 54,000 and 58,000 vehicles per day on Six Forks Road and Wake Forest Road, respectively. The AADT along Atlantic Avenue stays uniform along the corridor with an average of 27,000 vehicles per day. Millbrook Road is a Minor Arterial providing east-west mobility through the study area. It currently serves an average of 16,000 vehicles per day.

Continuing regional and local development around the study area will combine with specific development inside the study area to generate continued growth in traffic volumes. Based on traffic impact studies and analysis of the Triangle Regional Travel Demand Model—the region’s approved long range travel forecasting tool—through the year 2045, a long-term growth rate of 1.5 percent per year is forecast along the main north-south corridors, with some locations reaching 2.0 percent annual growth. Future forecasts along Millbrook Road project a growth rate of 1.5 percent per year near the Six Forks Road corridor, while a 2.0 percent per year growth rate is projected in the vicinity of

Falls of Neuse Road.

While the study area is well-served by major north-south thoroughfares, there are fewer options for east-west travel. As a result, some east-west traffic must travel at least a short distance on major thoroughfares like Six Forks and Wake Forest Roads. This traffic (which may not even want to be on these major thoroughfares) adds volume and turning movements to the major roadway traffic that does not need to be on these facilities, leading to delays and congestion.

The study area is challenged by a number of significant barriers to new or expanded transportation facilities. In addition to existing development, creeks and floodways like Crabtree Creek and Big Branch Creek constrain options. Ironically, two critical transportation facilities, I-440 and the rail corridor, are also major barriers to trips, new roads, and pedestrian and bicycle facilities trying to get across them.

Although the I-440 Beltline provides valuable regional mobility, it does constrain north-south travel options. Even though Six Forks Road and Wake Forest Road cross I-440, the congestion at their interchanges generates considerable delay for through-traffic. The fact that Atlantic Avenue does not have an interchange with I-440 is an advantage in this regard, and another road crossing the Beltline without an interchange would be desirable



for local and non-vehicular traffic.

Although portions of the Midtown-St Albans study area are developing at a higher, more urban density, most of the area still reflects the suburban nature of its original development pattern. This dichotomy presents a transportation planning challenge: how to integrate the divergent land use patterns and transportation systems of adjacent (and transitioning) suburban and urban areas. The earlier suburban street networks typical of the existing residential neighborhoods lack connectivity and continuity. Cul-de-sacs are frequent, sidewalks inconsistent, and streets relatively wide. Block perimeters are long and irregular which makes connectivity a challenge. Traffic tends to be funneled onto a few collector streets (streets that gather traffic from local roads and funnels to Arterial streets), rather than being able to disperse through a grid with multiple travel options. The result makes walking less convenient and leads to inefficient routing of buses and other vehicles. This pattern functions much better at low densities, when travel by car is convenient and inexpensive, but traffic volumes are not excessive.

Denser, mixed-use development depends on a more regular, interconnected street network with smaller block sizes to better distribute traffic, while also promoting pedestrian circulation and access to transit. The conflict between these two patterns contributes to some of the study area's traffic problems. While better integration is possible, considerable time and disruption will be involved in making the necessary changes as new development occurs. Having a clear but adaptable plan that emphasizes walkability and multiple travel options will help greatly in this regard.

The basic cross-sections (i.e road layout of lanes) of major roadways serving the study area vary along their lengths. They are multilane roads, typically without medians, but frequently including a center two-way left-turn lane (TWLTL), with additional turn lanes at most signalized intersections.

Below are descriptions of the lane configurations and characteristics of the study area's main

roadways:

- South of I-440, **Six Forks Road** is basically a 5-lane section, with four through lanes and a TWLTL. North of I-440 to Rowan Street, the cross-section is primarily 6-lanes with either a narrow median or a TWLTL. It then transitions to 4-lanes with TWLTL, although there is an imbalanced segment with three southbound through-lanes and two northbound. This imbalance reverses orientation north of Windel Drive.
- **Wake Forest Road** is primarily six lanes, most of which includes a TWLTL. The lanes are unusually narrow, however, often no more than nine feet wide. Falls of Neuse Road carries the same basic cross-section northward. These narrow lanes reduce capacity somewhat by slowing traffic and encouraging "staggering" of vehicles between lanes, possibly resulting in greater spacing between vehicles. This shifts the proportions of various crash types, and may reduce overall crash severity. For example, most crashes on Wake Forest Road were either sideswipe (30 percent) or rear-end (30 percent) collisions. This proportion of sideswipes is unusually high. During the same period on Six Forks Road and Atlantic Avenue, only 20 percent of crashes were sideswipes; however, 40 percent were rear-end. Millbrook Road experiences only 15 percent sideswipes, but 35 percent rear-end.

Evidence is less conclusive regarding accident severity. The Crash Severity Index is a way of measuring and comparing the severity of crashes among different roads and time periods. It considers vehicle damage amounts, injury severities, and fatalities related to the volume of traffic carried. The higher the number, the more severe the crashes on that facility during the period investigated. Six Forks Road and Wake Forest Road have Crash Severity Index scores of around 2.7, significantly lower than the 3.0 - 3.5 scores for Millbrook Road and Atlantic Avenue.

- Within the study area, about half of **Atlantic Avenue's** 4-lane cross-section has a TWLTL;



the remainder does not.

- The westernmost quarter of the portion of **Millbrook Road** within the study area is a 4-lane road; the remainder is 4-lanes with a TWLTL.
- Most all other roads in the study area are variations of 2-lane cross-sections.

## Planned Improvements

There are numerous planned transportation improvement projects in the study area. These projects vary in their type, funding status, anticipated completion year, and sponsor.

### 1. Wake Forest / I-440 Interchange Improvements

Project Sponsor: NCDOT

Year: 2020

Description: This TIP project (I-5709) is an interchange improvement of Wake Forest Road and I-440. Right-of-way acquisition was scheduled for 2018, and construction is anticipated in 2020. Current planning concepts include a Diverging Diamond Interchange (DDI).

### 2. New Hope Church Rail Crossing Grade Separation

Project Sponsor: NCDOT, CSX, US DOT

Year: 2020

Description: This TIP project (P-5715) is construction of grade separation of New Hope Church Road and the existing CSX rail S line.

### 3. Atlantic Avenue Widening

Project Sponsor: City of Raleigh

Year: 2025

Description: A widening of Atlantic Ave to a four-lane median divided roadway from Highwoods Boulevard to New Hope Church Road. Other improvements will include sidewalks, bicycle

facilities, streetlights, and landscaping.

### 4. Millbrook Road Rail Crossing Grade Separation

Project Sponsor: NCDOT, CSX, US DOT

Year: 2025

Description: This TIP project (P-5737) is construction of grade separation of Millbrook Road and the existing CSX rail S line.

### 5. Six Forks Road Widening

Project Sponsor: City of Raleigh, NCDOT

Year: 2025

Description: Widening of the existing four-lane cross section of Six Forks Road from Lynn Road to Lassiter Mill. Other improvements: enhanced sidewalk and bicycle facilities, streetlights, landscaping, and public art.

### 6. Six Forks Road Extension

Project Sponsor: Capital Area Metropolitan Planning Organization (CAMPO)

Year: 2035

Description: This Metropolitan Transportation Plan (MTP) project (A205) is a new-location four lane roadway that would extend Six Forks Road from Atlantic Avenue to Capital Boulevard.

### 7. Old Wake Forest Road Widening

Project Sponsor: CAMPO

Year: 2045

Description: This MTP project (A601) would widen the existing two-lane road to include a center median with a turn lane from Falls of Neuse Road to Atlantic Avenue.

### 8. Wolfpack Lane Rail Crossing Grade Separation

Project Sponsor: NCDOT, CSX, US DOT

Year: Not specified

Description: This CTP project (A655) is construction of grade separation of Wolf Pack Lane and the



existing CSX rail S line.

## 9. Six Forks Road Rail Crossing

Project Sponsor: CAMPO

Year: Not specified

Description: This CTP project (A654) includes improvements to the existing crossing of Six Forks Road and the CSX rail S line.

## 10. Raleigh Street Plan Improvements

Project Sponsor: City of Raleigh

Year: Not specified

Description: Proposed new roadways in the MSA area include:

- Two-lane undivided avenue from Barrett Drive to Wake Towne Drive
- Two-lane undivided avenue from Wake Towne Drive to Industrial Drive. This project is underway as part of the Wegman's/Midtown East development
- Two-lane undivided avenue from Pacific Drive across the CSX rail line to connect with Pacific Drive
- Two-lane undivided avenue from Craftsman Drive south to connect with Craftsman Drive
- Neighborhood street from Tralee Place to Windel Drive

## Opportunities

Most of the planned projects listed above address specific challenges described earlier, and represent important opportunities to enhance accessibility, expand travel choices, improve capacity and safety, and support changing land uses. Other opportunities include:

- Extending and connecting roads—especially those serving east-west trips—to better balance the street network, reducing traffic volumes and conflicts on major north-south thoroughfares and potentially decreasing trip lengths and miles of travel for all modes.

- Creating a continuous, interconnected network of local streets behind development facing or abutting major thoroughfares like Six Forks Road and Old Wake Forest Road, thereby reducing major roadway congestion and crashes.
- Constructing a grade-separated route across I-440 between Six Forks Road and Wake Forest Road (via tunnel or bridge) to:
  - Reduce traffic and turning conflicts on Six Forks and Wake Forest Roads
  - Provide more efficient transit access to major trip generators
  - Create a safe and convenient route for bicycles and pedestrians
  - Increase access options for a constrained area

## 1.4.1.2 Congestion

An existing conditions traffic analysis was performed for intersection and corridor operations along the main roads in the study area. Most of the intersections along Six Forks Road and Wake Forest Road/Falls of Neuse Road are operating at a Level of Service (LOS) F during afternoon peak periods, indicating unacceptable conditions. Due to the density of signals along these corridors, failures at key intersections can quickly grow to upstream intersections, expanding and prolonging congestion. The major operational issues in the Millbrook Road corridor are intersection operations at Six Forks Road and at Falls of Neuse Road. Both intersections operate at an unacceptable LOS F, since high traffic volumes on Six Forks Road and Falls of Neuse Road require so much green time that not enough is left for Millbrook Road traffic. There are also some minor problems associated with left turns onto/off of Millbrook Road, especially in the 4-lane segments without a center left-turn lane.

A travel time analysis was also performed to understand the reliability of corridor travel times. When travel times vary greatly and unpredictably, drivers must factor in the potential for “worst case” delay when planning their departure times, even if this delay occurs only about once a month. For



example, travel time between Atlantic Avenue and Lynn Road along Six Forks Road averages approximately 14 minutes during the afternoon peak period; however, on the worst day of the month this trip takes approximately 21 minutes, a 50 percent increase. Since drivers cannot know when this level of delay will occur, they have to assume the trip will always take 21 minutes if they don't want to risk being late. This wasted time and uncertainty generates more frustration than would a consistent travel time of 20 minutes. A similar example can be found on Wake Forest Road/Falls of Neuse Road between Six Forks Road and Spring Forest Road, a trip that typically takes 13 minutes, but about once a month takes at least 20 minutes.

Overall, the main corridors within the study area experience long delays and queues, with unreliable travel times resulting from limited capacity. Minor incidents can trigger disproportionately severe and persistent delays. Corridor improvements, including (but not limited to) widening and signal improvements are warranted based on existing and anticipated performance. The addition of new development, such as North Hills East and Midtown East, will further increase traffic strain on these corridors.

## Opportunities

In the face of growing traffic and limited right-of-way, increasing roadway capacity by widening (adding lanes) is an expensive and highly disruptive solution. Given right-of-way constraints, numerous businesses, institutions, and residents would be displaced or otherwise impacted, and such a project would take many years. Furthermore, there is a point of diminishing returns in adding lanes to arterials with so many closely-spaced intersections. Wider intersections require more time for vehicles to "clear" or exit the intersection, resulting in longer yellow change or yellow change plus all red clearance intervals (i.e. when all vehicles are stopped and no vehicles are in the intersection). This additional "lost" time reduces the time available for green phases, lowering intersection efficiency, decreasing capacity and increasing traffic delays.

The impact of wider intersections can be even greater when pedestrian crossing signals are involved. Pedestrian green phases can become much longer, often exceeding the time needed to clear vehicular traffic. In other words, pedestrian crossing time controls the minimum length of the cross-street green phase, increasing delay for traffic on the main street. Higher volumes of traffic weaving among multiple lanes also reduce efficiency, and the resulting conflicts generate more crashes.

Advances in signal and vehicle technology should ultimately offer some relief, as signal systems become more sophisticated and responsive, and connected vehicles provide more real-time information for use in network-wide routing and speed optimization. Access management (see below) can help preserve and maximize the rate of vehicles passing through a corridor, while maintaining adequate access to adjacent land uses. An ambitious access management program would entail increasing interconnectivity between parcels, through shared parking and front or rear "service" roads.

In such an environment, strategies for more effectively managing traffic demand become more feasible and financially palatable. Travel Demand Management (TDM) can maintain or improve traffic level-of-service by reducing peak demand, rather than expanding capacity for a limited peak period. Techniques include spreading demand via staggered or flexible work hours or reducing demand by encouraging/subsidizing ridesharing and alternative modes, and by promoting working from home. Parking policy can be an important TDM tool, especially when tied to dynamic pricing and flexible transportation benefits.

### 1.4.1.3 Access Management

The density of driveways along arterials in the study area, especially high-volume segments of Six Forks and Wake Forest Roads, reduces both capacity and safety. Not only vehicular traffic is affected by traffic turning in and out of driveways (especially left turns); pedestrians and cyclists are especially vulnerable when crossing driveways. The problem



is exacerbated by the lack of overall connectivity in the street network. With so few options to avoid using the major north-south arterials (even when attempting east-west travel), traffic volumes and turning movements along them are increased.

## Opportunities

Access management limits traffic conflicts by optimizing the number and location of driveways and limiting certain turning movements. This preserves capacity and reduces crash potential. Shared and interconnected parking can be an important element of access management. A continuous network of local streets (frontage or backage roads) can help distribute traffic to various destinations without affecting mainline traffic.

Any transportation improvement project should consider access management policies to reduce traffic conflicts while maintaining access. Driveway elimination/ consolidation and local connectivity should be addressed as part of development approval.

## 1.4.1.4 Crashes

The crash history for the study area is typical for the types of facilities and land uses represented (Figure 6). While the crash rates, types, and severities may not be unusual, the total number of crashes on arterials is very high due to high traffic volumes and numerous conflict points. These crashes impose a significant cost and injury toll, and even minor fender-benders reduce effective roadway capacity, generating substantial traffic congestion and delay given their frequency.

Crashes on collectors (roads that gather traffic from local roads and funnel to arterial roads) and local neighborhood streets tend to be less frequent and less severe, due to lower speeds, lower volumes, and fewer potential conflicts.

Crashes involving pedestrians and bicycles are of particular concern. Injuries tend to be more severe, and vulnerable populations (including aging and physically, visually, and hearing impaired) are increasing along with traffic volumes. Due to their greater weight and grill height, SUV collisions

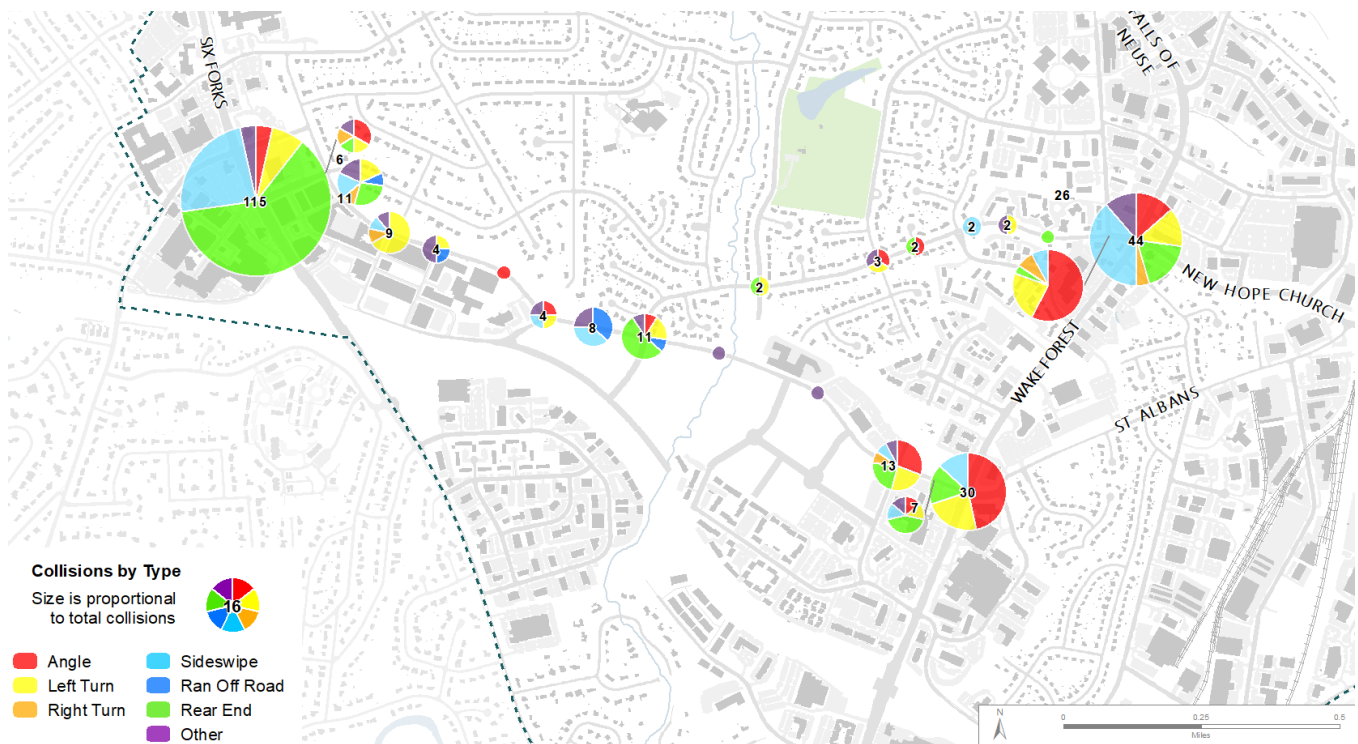
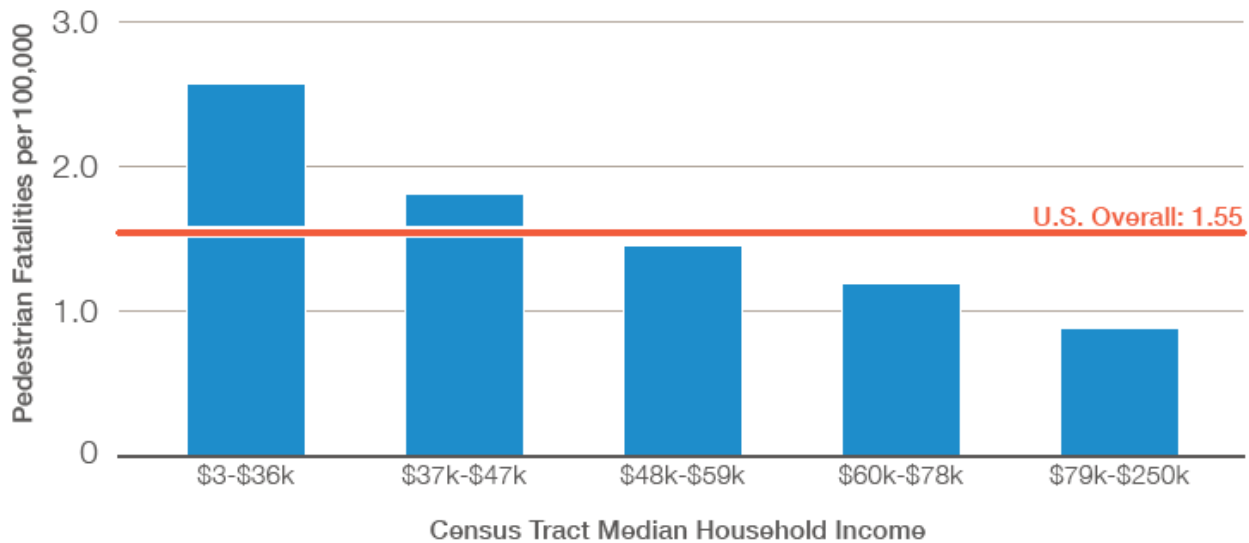


Figure 6. Crashes, October 2013 through September 2018





**Figure 7 - Pedestrian Fatalities by Neighborhood Income**

are more likely to result in pedestrian/bicyclist death or serious injury than similar collisions with smaller passenger vehicles. Apparent increases in distracted driving (combined with distracted pedestrians and cyclists) are also contributing to a rise in crashes. Furthermore, cars overall are becoming more crashworthy, reducing severe injury and fatality rates for drivers and passengers. As a consequence, severe injuries and fatalities among pedestrians and cyclists are growing as a share of totals for all crashes.

Analysis of ten years of pedestrian and bicycle crashes along the study's major arterials (Six Forks Road, Wake Forest Road, Atlantic Avenue, and Millbrook Road) reveals 74 crashes, several involving multiple pedestrians, and 17 involving bicycles. The worst crashes have occurred since 2015, a span that included four severe injuries and one fatality.

The number of crashes attributable to driver error appears roughly comparable to the share caused by pedestrian or cyclist error; in many cases, the cause is not clearly attributable. However, the large number of pedestrians struck while in crosswalks (regardless of signal status) suggests problems with signal timing or phasing, and/or inadequate education or compliance for both drivers and pedestrians.

A substantial number of pedestrians were struck while attempting mid-block crossings. This can occur when pedestrian signals are spaced too far apart, at inconvenient locations, or when time spent waiting for a walk signal becomes excessive. Long waiting times for pedestrians have been reported for Six Forks and Wake Forest Road. This problem can be especially bad when bus stops are not located near adequate crosswalks.

Five pedestrians were struck crossing driveways, when vehicles should have yielded the right-of-way. Three pedestrians were visually or physically impaired, and two were intoxicated.

It must be emphasized that reacting to such crashes after they occur or reach a certain magnitude or frequency is not an acceptable response. Given human error and mechanical failures, crashes are probabilistic events that can be minimized/mitigated through careful design and diligent education and enforcement. Many of the crashes in this report were foreseeable; however there has been a tendency to accept a certain level of such incidents as the price we pay for efficient, convenient automobile travel.

What these data do not reveal is the degree to which the hazardous and unpleasant nature of walking or biking along or across these roadways discourages such travel. It is not known how many



pedestrian and bicycle trips would have occurred given safer and more comfortable conditions, but public feedback suggest this is a major factor in people's decisions not to walk somewhere in the study area, even on some lower-volume streets that do not have high crash histories. A lack of crashes does not necessarily indicate a safe situation.

The cost of these deterred trips can be considerable. There is a lost opportunity for physical activity, and some desired trips may simply not occur. Poor walk access reduces transit use. Many potential walk, bike, or transit trips may instead be made by car, using limited roadway capacity, consuming fuel, and generating pollution, as well as adding to operating, parking, and maintenance costs for the user. At the extreme, a lack of walkability could force a household to invest in an additional vehicle they have been able to do without, effectively increasing their cost of living by a sizeable margin. For those without access to a car, such constraints on walkability can represent a severe constriction/curtailing of options and opportunities to access employment, health care, education, recreation, social activities, and other goods and services.

Several recent studies suggest that low-income communities experience higher pedestrian fatality rates than higher-income neighborhoods (Figure 7). This may be due to a combination of higher proportions of walking trips, combined with lack of adequate sidewalks, marked/signalized crosswalks, and other features designed to "calm" traffic and protect pedestrians. Hispanic and African American pedestrians suffer injuries and death at higher rates than white pedestrians. The risk of pedestrian injury or death increases significantly with age, a major concern given the aging of the American population.<sup>1</sup>

### Opportunities

Specific recommendations to mitigate potential crash hazards require specialized studies, such as road safety audits. Such studies should be performed not only at critical locations, but as part of a comprehensive, ongoing crash reduction

program. Safety concerns should be considered as part of any transportation improvement project. Access management techniques should be employed to reduce conflict points along major roads, whether in conjunction with transportation improvement projects or redevelopment site plans.

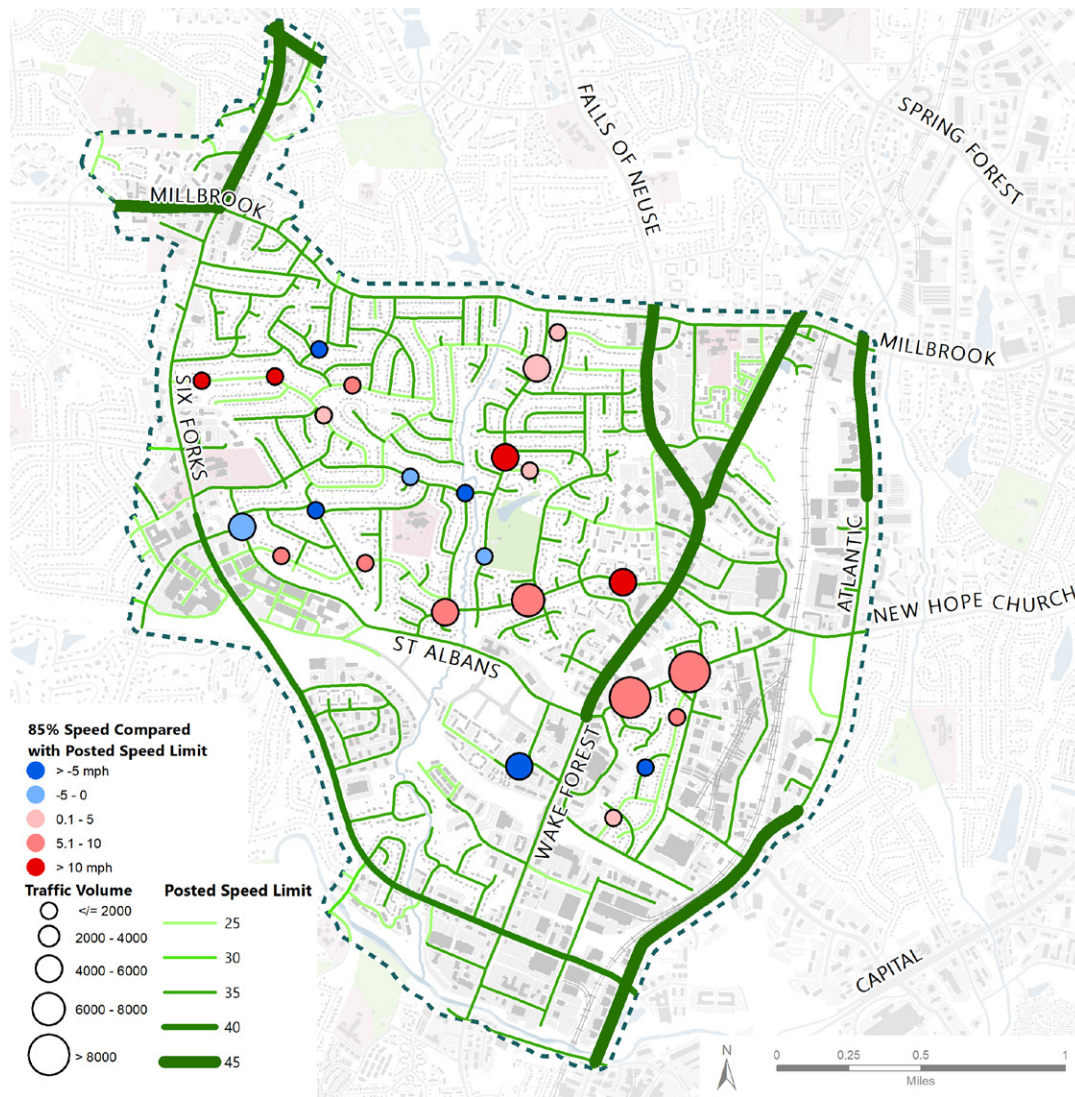
Opportunities to improve and expand the pedestrian, bicycle, and transit systems also present valuable opportunities to enhance safety. New development should integrate and facilitate safe and convenient pedestrian and bicycle access and circulation. With respect to pedestrian and bicycle safety, enhancing roadway crossings should be a priority. In addition to new or improved signals, signage, and pavement markings, grade-separated crossings should be considered where appropriate. Both on-street and off-street pedestrian and bicycle networks can be extended, gaps and barriers eliminated, and deficient facilities improved. Users of various ages and abilities should be accommodated beyond recreational purposes.

### 1.4.1.5 Speeding

Concerns about excessive traffic speeds have been expressed by many residents. Generally, the major roads are too congested during peak periods for widespread speeding, although speeding can be more noticeable during off-peak periods. Certain locations, especially downhill grades as are found on Millbrook Road, can also encourage speeding. The speeding problems generating the greatest community concern are those reported on neighborhood and collector streets, especially those with wider lanes (Figure 8).

Several different measures can be used to identify speeding problems. The most common and reliable is the 85th-percentile speed, or the speed below which 85 percent of traffic is traveling at a given location. This indicator is useful because it captures both the proportion of speeding traffic and the degree to which the posted speed is being exceeded. Ideally, the 85th percentile speed should be at or below the posted speed. Analysis of 85th percentile speed data from approximately 60 studies





**Figure 8. Relative Speed and Traffic Volumes**

since 2015 confirms excessive speed problems on portions of the following streets:

- St Albans Drive
- Hardimont Road
- Dartmouth Road
- Quail Hollow Drive
- Northwood Drive

In most cases, the 85th percentile speeds on these streets exceeded posted speeds by 5-10 mph. Greater exceedances were observed at several locations, although such incidences appear to have decreased over time.

## Opportunities

In some cases, very specific steps can be taken to mitigate speeding problems, especially on neighborhood streets. More detailed studies will be needed to identify and implement the most appropriate package of measures. However, a number of potential options exist.

- Road diets can reduce traffic speeds by narrowing travel lanes and/or perceived roadway width. They can also provide additional benefits in the form of on-street parking, bicycle lanes, or (if curbs are moved), wider sidewalks and/or planting areas.
- Traffic-calming measures such as speed tables, chicanes (i.e. curb bump outs that create lateral shifts in the travel lane), mini-roundabouts, and curb-bump outs can be effective, and can be relatively easy to implement (and to remove). However, they are not appropriate for



all situations, may generate complaints from residents, as well as raising concerns related to buses, emergency vehicles, drainage, and maintenance.

- Increased enforcement and radar-speed signs tend to have localized benefits when present, but may not be cost-effective.

### 1.4.1.6 Non-Local Traffic

Neighborhood complaints about non-local traffic using local streets to avoid delays on major arterials are often linked to speeding problems. However, the root cause is typically traffic congestion on major arterials in a network with limited connectivity or route options. An analysis of traffic travelling through the residential neighborhoods bounded by

I-440, Millbrook Road, Six Forks Road, and Wake Forest Road was conducted using a dataset from StreetLight InSight. This anonymized dataset is derived from processed geospatial location records created by mobile phones, GPS devices, connected cars and commercial trucks, fitness trackers, smartphone apps, and other devices when they ping cell towers and satellites. Although only a portion of all traffic is captured, traffic counts were used to expand and validate this data.

For this analysis, Monday through Thursday traffic from March, April, September, and October of 2017 was used. A boundary was established around the neighborhoods, with traffic intercepted as it entered/exited at nine origin/destination “gates”:

1. Quail Hollow Drive (south of Millbrook Road)

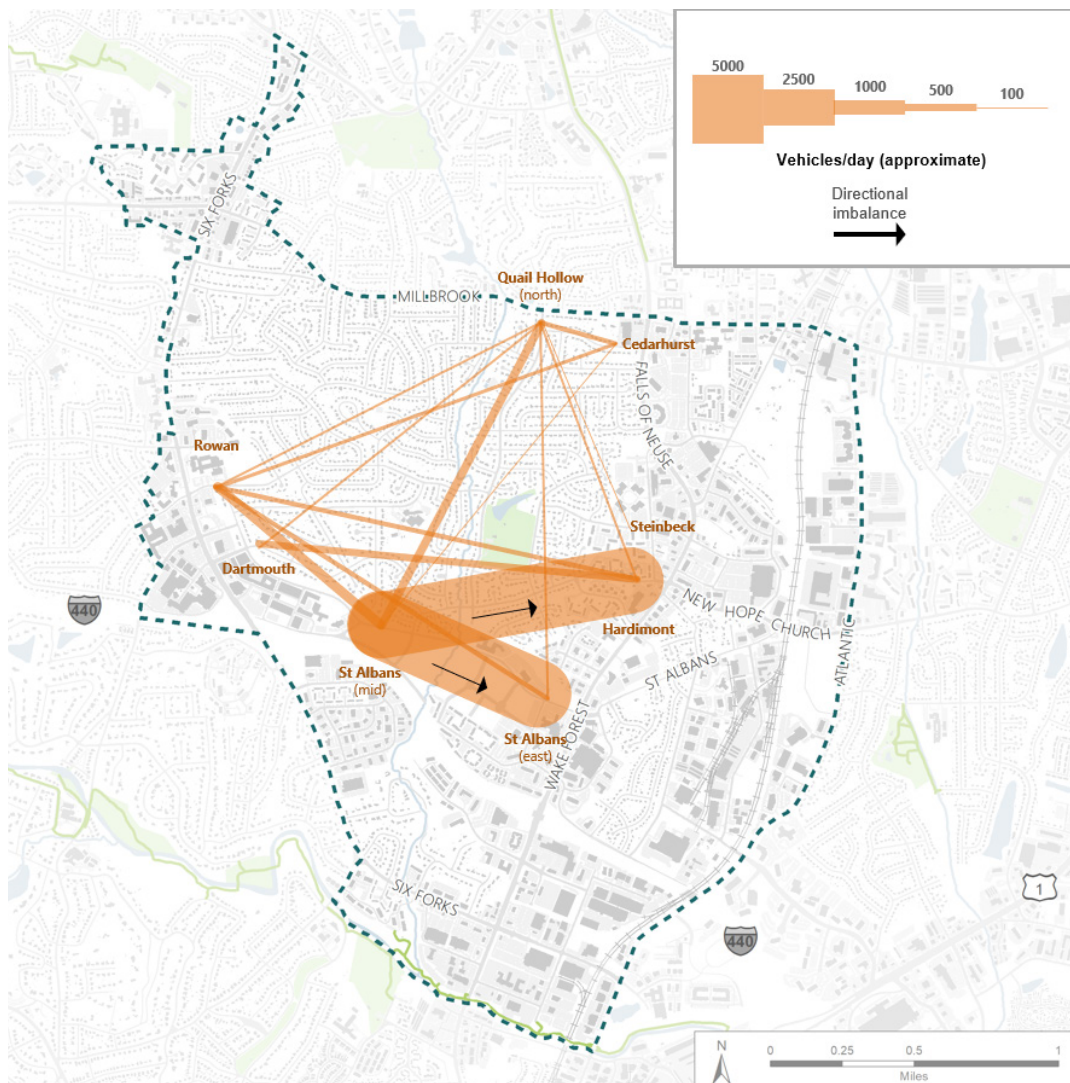


Figure 9. Study Area Desire Lines



2. Cedarhurst Drive (west of Falls of Neuse Road)
3. Steinbeck Drive (east of Hickory Ridge Drive)
4. Hardimont Road (west of Bland Road)
5. St. Albans Drive (west of Benson Drive)
6. St. Albans Drive (west of Hardimont Road)
7. Dartmouth Road (east of St. Albans Drive)
8. East Rowan Street (west of Camelot Drive)
9. Northwood Drive (east of Six Forks Road)

Through trips are defined as trips traversing the area via two different gates without stopping for five or more minutes. Five additional internal “traps” were established to better identify traffic routing and volumes:

1. Quail Hollow Drive (north of Compton Road)
2. Compton Road (west of Quail Hollow Drive)
3. Converse Drive (north of Hardimont Road)
4. Quail Hollow Drive (north of Hardimont Road)
5. Hardimont Road (north of St Albans Drive)

Analysis of these data reveals several findings that help quantify (and largely confirm) community perceptions:

- St. Albans Drive and Hardimont Road carry most of the east-west through traffic, by a large margin.
  - Over 40 percent of traffic on these roads consists of through-trips, and they carry far higher volumes of traffic than any other roads within the area analyzed.
  - Eastbound through-traffic volumes are significantly higher than westbound, suggesting a specific directional bottleneck or delay.
- While no single origin/destination pair dominates interior through-traffic volumes, the nature of the street network routes most trips with a northward origin or destination onto at least a portion of Quail Hollow Road (Figure 9)
- Through-trips comprised approximately 40 percent of all traffic on Quail Hollow Road (indicated in orange, see Figure 10)

- 50 percent of traffic at the southern end of Converse Drive is traveling through the cordoned area
- 30 percent of traffic at the eastern end of Compton Road is traveling through the cordoned area

## Opportunities

A number of strategies are used to reduce the volume of traffic traveling through a neighborhood. Not all are effective or even desirable. Since each situation is unique, a combination of appropriate, customized solutions is needed to address this problem.

- Reducing traffic speeds on problem routes (see section on “Speeding,” above) can make them less attractive options. However, care must be exercised to avoid shifting the problem to other streets.
- Improving traffic flow on major arterials can reduce or eliminate the travel-time advantages of attractive alternate routes. However, opportunities for substantial improvements in this case are limited and expensive.
- Better street connectivity can provide more route options, spreading traffic more evenly among multiple streets at more consistent speeds.
- Restricting access via turn restrictions or one-way street segments can eliminate through trips, as can terminating or barricading streets to create dead ends. However, these treatments also reduce accessibility for residents, visitors, and service vehicles and emergency vehicles. Such measures can also generate unintended consequences, such as raising traffic volumes on other streets, creating inefficient bus routes, or increasing total vehicle-miles of travel and travel times.



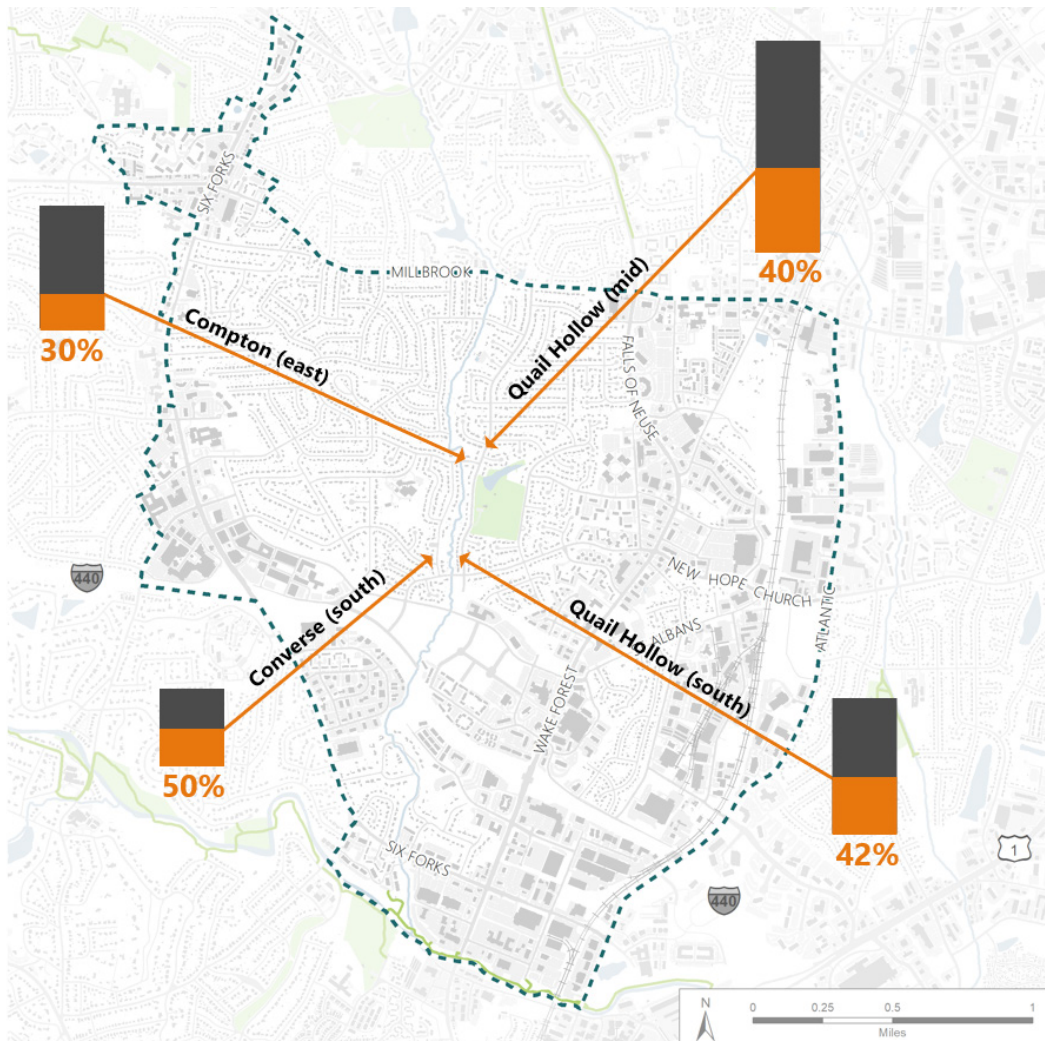


Figure 10. Through Traffic

## 1.4.2 Pedestrians

### Issues

The study area's existing pedestrian network has a moderate degree of connectivity between its major destinations and across intersections. Sidewalks are located along the major commercial segments of Wake Forest Road, Six Forks Road, and Millbrook Road and as well along a minority of the study area's internal neighborhood streets (Figure 11). However, during the public outreach phase, commenters noted that despite the existing sidewalks along locations like Six Forks Road, there remained a high level of pedestrian discomfort for walking outside of the primarily residential areas.

This may indicate the role that high vehicle volumes and turning vehicle conflicts have in suppressing walking trips despite the presence of sidewalks. The continuation of sidewalks along lower volume roads or alternative corridors (such as greenways) could support expanded pedestrian mobility.

Commenters during the public outreach phase also indicated pedestrian discomfort and safety concerns at major intersections. While many of the study area's multilane intersections feature pedestrian crash countermeasures such as warning signage and high visibility crosswalks, challenges remain crossing wide roadways with high vehicle volumes and left turning vehicles. Thus, despite the provision of sidewalks and crosswalk markings, pedestrians may still view major intersections as barriers to travel to, through, or from the study area.



## Planned Improvements

There is one planned pedestrian transportation improvement project in the study area. The type, funding status, anticipated completion year, and sponsor are noted below.

### 1. Navaho Drive Sidewalk

Project Sponsor: City of Raleigh

Year: 2020

Description: Construction and improvement of sidewalk on Navaho Drive from Bush Street to Executive Drive.

*(Greenway improvements are noted below in the Bicycle section)*

## Opportunities

There are several strategies that could result in increased pedestrian connectivity by overcoming safety concerns and physical barriers.

- Incorporate pedestrian crossing improvements at key intersections with high volumes and turning vehicle conflicts. Such opportunities could involve protected walk signal phasing, pedestrian refuge islands, and high visibility crosswalk markings. Improvements could also include pedestrian grade separation in some locations.
- Improve pedestrian network across I-440 through the addition of a roadway with pedestrian facilities or a dedicated pedestrian facility (i.e. bridge, tunnel). Such an improvement would also allow for the connection of the Big Branch greenway to the existing Crabtree Creek greenway.
- Locate new and improved pedestrian facilities away from high-volume roadways to lower volume roadways that follow similar routes, such as an expanded shared use path and green-street concept along Quail Hollow Road.

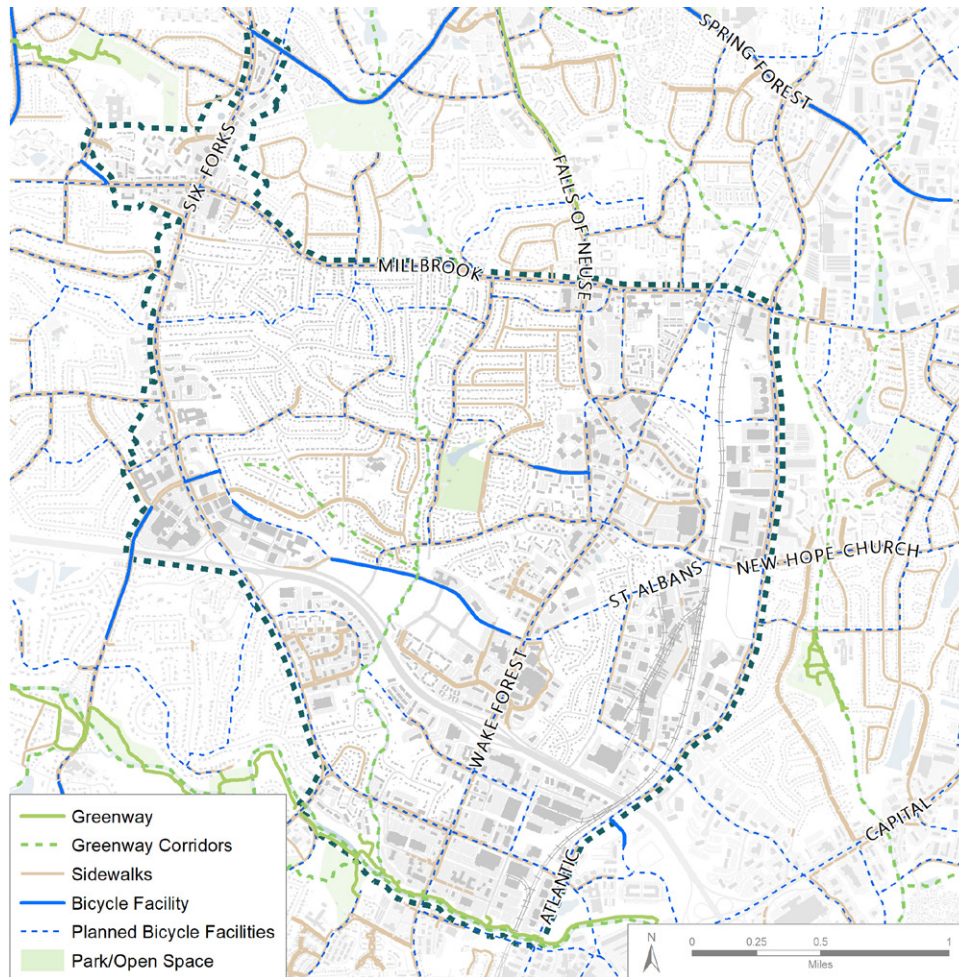
## 1.4.3 Bicycles

### Issues

The study area's existing bicycle network features high levels of facility discontinuity and substandard intersection crossings. There are few on-street bicycle facilities (notably the buffered bike lane along St. Albans Drive and the bike lane along Lassiter Mill Road), and those existing facilities lack connection to a broader network (Figure 11 below). Currently there is no route continuity in any direction or between major destinations. This presents a challenge for the approximately 10,000 residents of the study area to access the grocery store, work, or other destinations, or engage in recreation without the use of a vehicle or relying solely on pedestrian-oriented sidewalks.

Plans for expanded bicycle facilities and improvements could also address access management and intersection crossings. Implementing dedicated on-street bicycle facilities along high activity areas like the commercial corridor of Six Forks Road with many driveways would necessitate reducing turning to reduce conflicts between bicycles and vehicles entering and exiting businesses. Also, the existing intersections lack crossing features that would connect bicycle routes across barriers (perceived or real) such as Dartmouth Road at Six Forks Road and Wake Forest Road at the I-440 interchange. While the study area has incorporated the use of high visibility crosswalks and other pedestrian visibility enhancements at major intersections, it lacks bike boxes, intersection crossing markings, through bike lanes and other bicycle-specific improvements that would both reduce bicycle discomfort and increase visibility to motorists.





**Figure 11. Existing and Planned Non-Motorized Facilities**

## Planned Improvements

There are numerous planned transportation improvement projects in the study area. These projects vary in their type, funding status, anticipated completion year, and sponsor.

### 1. Raleigh Bicycle Network Improvements

Project Sponsor: City of Raleigh

Year: 2025

Description: Ten-year priority plan for bicycle network improvements that includes two projects in the study area: a protected bikeway on Six Forks Road from Ramblewood Drive to Lynn Road and a protected bikeway on Atlantic Avenue from Brookside Drive to New Hope Church Road.

### 2. Raleigh Bicycle Network Improvements

Project Sponsor: City of Raleigh

Year: Not specified

Description: The long-term plan for bicycle network improvements includes numerous facility types across the MSA area:

- Neighborhood bikeways throughout the core of the MSA's residential single-family home neighborhoods
- Bicycle lanes along Millbrook Road, Quail Hollow Drive, Old Wake Forest Road, Wake Forest Road, Computer Drive, Wake Towne Drive, Bush Street, and Wolfpack Lane, among others
- Greenway trail extending from Cedar Hills Park along Big Branch Creek to the existing Crabtree Creek Greenway south of I-440.



## Opportunities

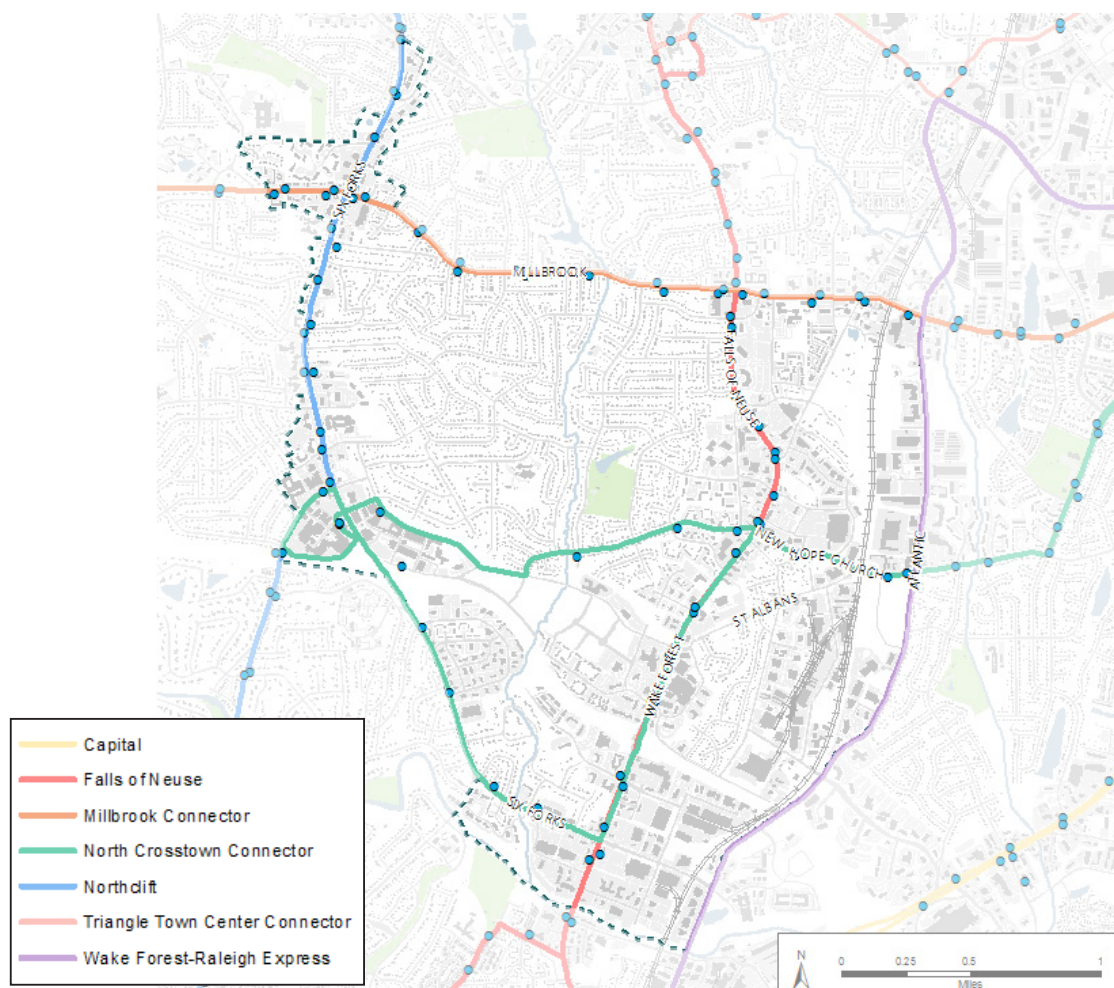
The series of planned near-term and long-term bicycle improvements in the Raleigh Bike Plan would create an extensive network of interconnected facilities. Looking at a near to mid-term implementation timeframe, there are several opportunities to promote connectivity that also align with non-bicycle projects.

- Identify and improve parallel corridors for bicycle facilities that follow or connect users to the destinations that are also reached by higher volume—and higher stress—roads such as Wake Forest Road and Six Forks Road.
- Incorporate a bicycle facility that creates a north-south connection for the center of the study area. A central north-south facility could be collocated with the green street concept on Quail Hollow Road.

- Reduce user discomfort and safety concerns at major intersections with inclusion of bicycle crash countermeasures and pavement markings.

## 1.4.4 Transit

Providing convenient, cost-effective transit service to the Midtown-St Albans area presents several challenges. As discussed previously, the underlying suburban land use and street network pattern makes the area difficult to serve efficiently, even with growing concentrations of mixed-use development. The lack of network connectivity results in long, circuitous bus routes through less-productive, lower-density neighborhoods. As a result, service is infrequent, travel times are long, operating expenses/passenger are high, and schedule adherence suffers. Congestion on major thoroughfares further lengthens travel times, and



**Figure 12. Existing Transit Network**



harms schedule reliability. Finally, an incomplete sidewalk network and difficulties crossing major thoroughfares create barriers to accessing transit stops, some of which lack appropriate amenities and are not ideally located. The primary deterrents to transit use, according to public input, are:

- Inconvenient access
- Long/unreliable travel times
- Long headways/limited service hours
- Desired destinations are not served

The study area is currently served by four GoRaleigh routes (Figure 12). GoTriangle Route WRX (Wake Forest Express), which is operated by GoRaleigh, travels along Atlantic Avenue through the eastern portion of the study area but does not stop within the study area. Two of the GoRaleigh Routes (8 – Six Forks and 2 – Falls of Neuse) are radial routes emanating from Downtown Raleigh. The other two GoRaleigh Routes (23L – Millbrook Connector and 24L – North Crosstown Connector) are crosstown coverage routes that operate east-west through the study area.

#### **Route 2 – Falls of Neuse**

Route 2 – Falls of Neuse has the highest ridership of the four routes in the study area, with 1,174 average riders per day in 2017. The route operates north-south along Wake Forest Road through the study area with stops in downtown Raleigh and Bent Tree Plaza in North Raleigh. Boardings and departures were highest at the stop located along Wake Forest Road at Navaho Drive. This stop serves the major employment center at Duke Raleigh Hospital and the Wake Tech Beltline Education Center.

#### **Route 8 – Six Forks**

Route 8 – Six Forks had an average of 744 riders per day in 2017. The Route operates north-south along Six Forks Road and Lassiter Mill Road with stops in downtown Raleigh and Six Forks Station shopping center. Boardings and departures were highest at the stop located at North Hills Mall at North

State Bank/Bank of America. This stop serves the high-density commercial district of North Hills.

#### **Route 23L – Millbrook Connector**

Route 23L – Millbrook Connector provides east-west coverage service along Millbrook Road. Ridership averaged 324 riders per day in 2017. This route provides access to lower density neighborhoods along Millbrook Road ending at Crabtree Valley Mall and Mini City shopping center along Capital Boulevard.

#### **Route 24L – North Crosstown Connector**

Similar to Route 23L, Route 24L – North Crosstown Connector provides east-west coverage service and operates along St. Albans Drive, Six Forks Road, Wake Forest Road, and New Hope Church Road within the study area. Ridership averaged 336 riders per day in 2017. The route ends are at North Hills and Capital Boulevard at Spring Forest Road. The North Hills Mall at North State Bank stop location experienced the most boardings and departures along the route within the study area.

## **Planned Improvements**

In November 2016, Wake County voters approved a transit-dedicated half-cent sales tax investment to expand and better connect the public transit network throughout Wake County. Implementation of the Wake Transit Plan has led to several recommended improvements in the study area (Figure 13).

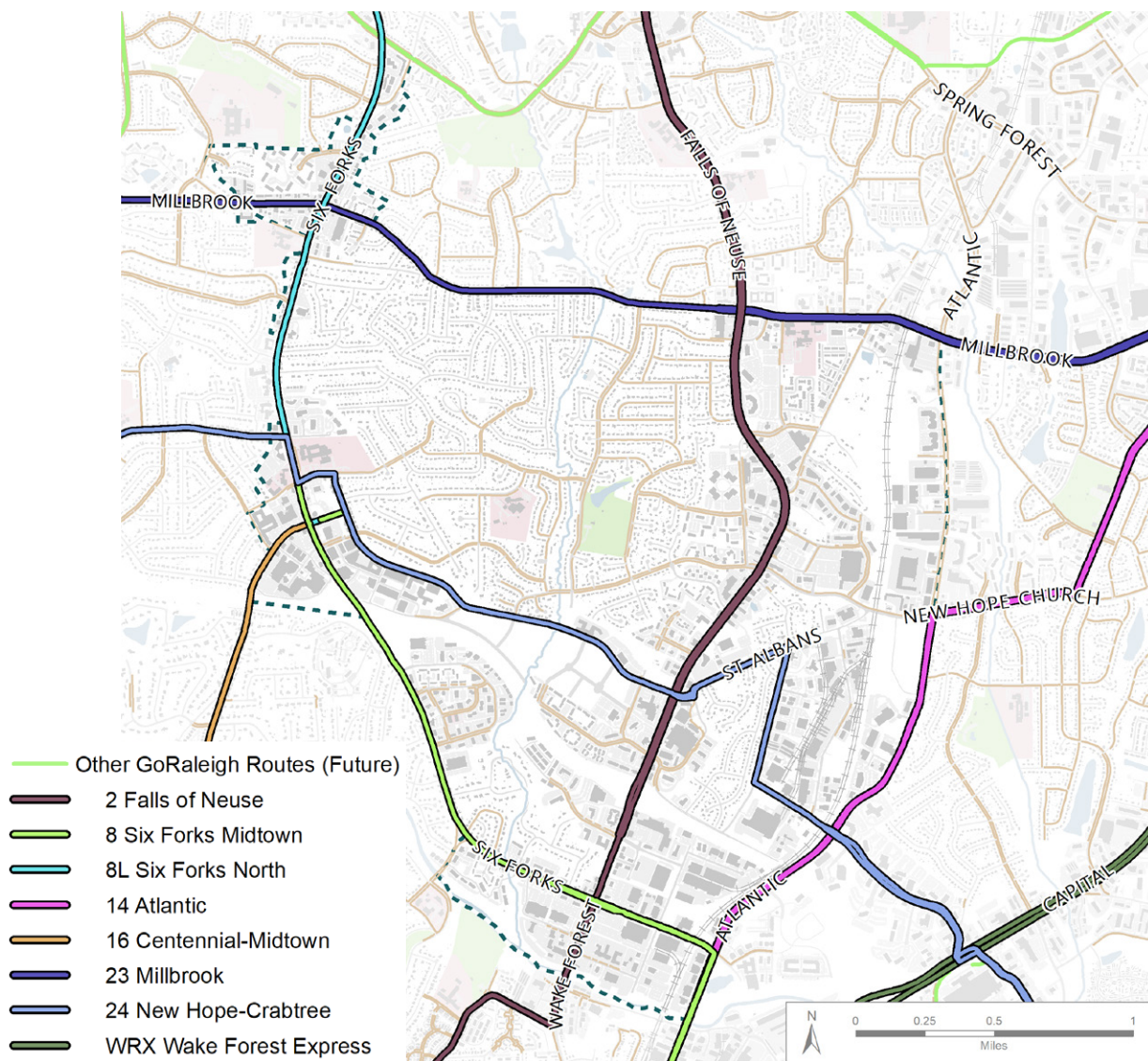
#### **Fiscal Year 2023**

In fiscal year 2023, Route 2 – Falls of Neuse is recommended to be split into two routes, the 2 and 2L, which will allow for service to be extended even further north and east. Route 2 will operate between downtown Raleigh and WakeMed North, while Route 2L will operate between WakeMed North and downtown Wake Forest.

#### **Fiscal Year 2024**

In fiscal year 2024, Route 8 is recommended to be split into two routes, the 8 and 8L. The 8 will operate between North Hills and downtown Raleigh with





**Figure 13. Future Transit Network**

the alignment being shifted to operate along Six Forks Road and Atlantic Avenue. This route will also become part of the frequent network with 15-minute headways. The 8L will operate between North Hills and Six Forks Station. Route 16 is recommended to operate along Lassiter Mill Road and Oberlin Road between North Hills and Centennial Campus. Route 16 will also be part of the 15-minute frequent network.

#### **Beyond Fiscal Year 2024**

Beyond fiscal year 2024, Route 24L is recommended to become Route 24 which will be part of the 15-minute frequent network. This route will now connect Crabtree with North Hills and the East Raleigh Transit Center following a routing that parallels I-440.

#### **Capital Improvements**

In addition to the recommended service improvements in the study area, a Midtown transit center is recommended to be constructed at North Hills to accommodate increased services. A feasibility study and initial design for the transit center is programmed in the Draft FY 2020 Wake Transit Work Plan. The Wake Transit Plan also allocates money for bus stop improvements throughout Wake County.

#### **Bus Rapid Transit**

The Wake Transit Plan identified four corridors for Bus Rapid Transit (BRT) implementation. BRT, which consists of dedicated bus lanes, traffic signal priority, and off-board fare payment, is proposed along Capital Boulevard and would run between Downtown Raleigh and Crabtree Boulevard, just southeast of the study area. The BRT corridors



are currently being studied in the National Environmental Policy Act (NEPA) design process and are planned to be operational by 2027. The 2045 MTP includes an extension of BRT service to Midtown, scheduled for the latter part of the 2026-2035 time frame of the plan.

### **Wake Forest to Raleigh Commuter Rail Conceptual Infrastructure Analysis**

The NCDOT Rail Division and GoTriangle completed the Wake Forest to Raleigh Commuter Rail Conceptual Infrastructure Analysis to study the possible scope and cost of infrastructure improvements that would support commuter rail service along the existing CSX S Line between Wake Forest and Raleigh. The study identified one possible station location in the southeastern portion of the study area at Six Forks Road near Atlantic Avenue.

## **Opportunities**

The combination of planned transit projects listed above and mixed-use development of the type and magnitude approved or anticipated suggests transit could play a much more significant transportation role in the study area. Analysis of regional vehicle-trip origins and destinations (from StreetLight InSight dataset) suggests several destinations that could increase as transit markets, including Downtown, NCSU/Cameron Village, and other points farther west (via US 70 and I-40) and south (via US 401 and I-440).

Opportunities to promote the success of transit (in terms of higher ridership, larger mode share, and more efficient service) follow.

- Enhance walk access to transit, both as part of development site planning and transportation project design
- Modify routes and services
  - Shorter, more direct routes
  - More frequent service
  - Some route and service modifications are dependent on new road connections, such as a crossing of I-440, or extension of Six Forks Road to Capitol Boulevard. Staged implementation will probably be required.
  - High-frequency routes can be configured to function as a “circulator” service, allowing passengers to travel between major destinations within the study area, whether they are residents, employees, or visitors, and regardless of how they arrived in the area.
- Design routes to have quick access to the future BRT guideway (i.e. dedicated lane or corridor), employing treatments such as queue-jumps that allow the BRT vehicle to pass in front of vehicles waiting at an intersection for the signal and traffic signal priority to minimize delays due to congestion. Certain new connections (such as the extension of Six Forks Road to Capitol Boulevard) may incorporate busway elements.
- Improve bus stop facilities, such as benches and shelters
- Plan for efficient bus access to future regional rail station
- Strategically locate a transit center (or centers) to maximize convenience
- Improve transit stop locations and amenities
- Employ technology to improve bus service and user experience
- Adopt parking policies that encourage transit use



# 1.5 Land Use

## 1.5.1 Zoning

The study area has zoning patterns that are predominately developed with low density residential neighborhoods, surrounded by denser commercial mixed-use and industrial development along its primary corridors (Figure 14).

The 2030 Comprehensive Plan guides future growth. The Comprehensive Plan was adopted by City Council in October 2009, with 2014 updates and implementation through 2018 (Figure 15). Future growth within the study area focuses on mixed-use development (Land Use A.6 of Comprehensive Plan) along its major corridors: St. Albans Drive, Wake Forest Drive, and Atlantic Avenue. Economic Development Priority Areas that “present opportunity for or demonstrate a need for economic development intervention” are found along the eastern and southern portions of the study area.

The Comprehensive Plan’s Future Land Use Map (a policy document that guides the location of growth and development throughout the city) supports regional mixed use adjacent to low density residential. During the public outreach phase, a majority of commenters indicated that present day building transitions (single story residential that transitioned to six-story tiered buildings) were working well in the study area. As building intensity increases, transitions of a greater scale may create aesthetic and use conflicts.

The study area’s land uses serve three primary constituents or stakeholders which influence the market, land use, and transportation policies (Table 1). Understanding the context of how residents, businesses, and visitors currently experience—and will experience—the study area provides guidance in modifying existing land use plans, such as the Future Land Use Map. Existing land uses and their associated markets and anticipated demand are explored in greater detail in the report section “Development and Market Analysis” below.

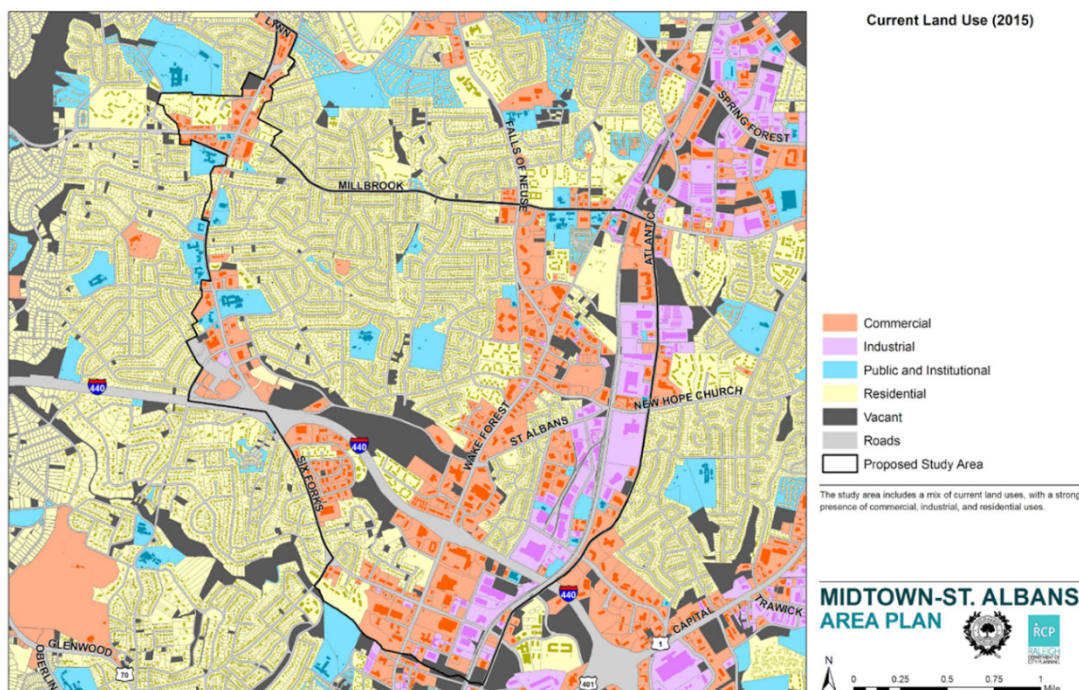


Figure 14. Midtown-St. Albans Current Land Use Data



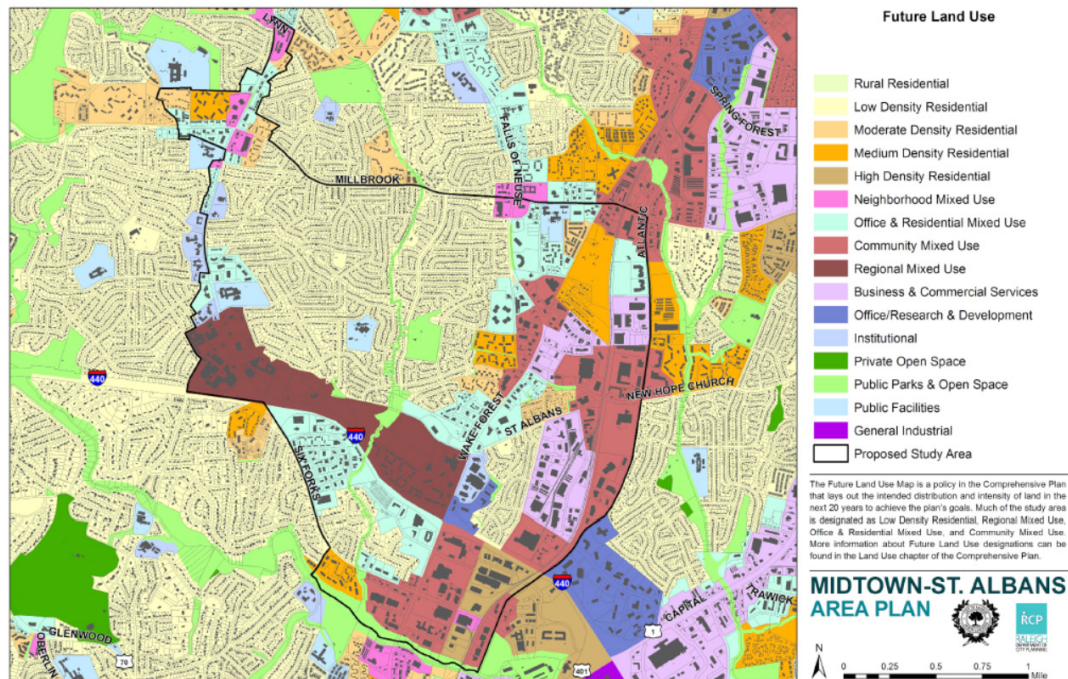


Figure 15. Midtown-St. Albans Future Land Use Plan

## Opportunities

The study area's growth projections, future land use plans, and market development highlight opportunities to update zoning determinations to promote a unified vision.

- Increase residential density in targeted locations and in ways that respect the scale of the surroundings, such as through Accessory Dwelling Units (ADUs, which are small units that can often be located in the rear of an existing property), townhomes, and other low density housing types.
- Encourage moderate building transitions between taller mixed use and office locations and low-to-medium residential land uses.
- Modify zoning or land-use guidance in areas designated Economic Development Priority Areas and Opportunity Zones to align with desired employment and housing outcomes.
- Explore upzoning of parcels near areas with transformational transportation investments, such as those located near a new I-440 crossing, the Wake Forest Road/I-440 interchange, and the Six Forks/Wake Forest Road and Atlantic Avenue areas.

## 1.5.2 Open Space

### Issues

While the study area has experienced residential and employment growth, it has not seen commensurate increases in dedicated open space. This is further exacerbated by the conversion of undeveloped (and under-developed) parcels and the loss of associated greenspace and tree canopy. Participants from the public outreach phase requested several actions to preserve and increase open space and improve accessibility to open space outside the study area. These included updating the existing park (Eastgate Park), securing new land for smaller parks, extending the greenway system into the study area, and providing access to existing park and open space amenities (both inside and outside the study area). Challenges to expanding open space are driven by development pressures in an urbanizing area.



Residents	Employers & Employees	Visitors
<p>The study area includes several neighborhoods which form the bulk of the land area within the Area Plan.</p> <p>The issues and concerns expressed during the Visioning process include accessibility, traffic congestion and providing amenities to include public space and transportation alternatives (e.g. pedestrian, bike, mass transit) for improved connectivity.</p> <p>With rising home prices and development pressures that come with exponential growth, maintaining affordability and providing a variety of housing choices were paramount.</p> <p>Housing and convenience to retail/services are most important for this group.</p>	<p>The study area is host to approximately 2,039 businesses which are situated in and around the commercial corridors. The daytime population in the study area swells to 43,806 people, more than three times the number of area residents.</p> <p>Transportation and safety are key concerns for this group as they attract the local workforce, which also provides opportunities for local services, restaurants and retail.</p> <p>Nearly 72 percent of these workers are in white collar professions, followed by 19 percent in the Services Sector. Only 9 percent of workers in the study area are in blue collar professions.</p>	<p>Two regional destinations bring visitors to the area: North Hills (retail mixed-use) on Six Forks Road and Duke-Raleigh Hospital on Wake Forest Road.</p> <p>Additionally, other large employers bring visitors to the area which drive overnight stays in the twelve hotels that are in the Study Area.</p> <p>Demographic (e.g. hotel and area workers) and economic factors include overnight stays, hotel performance and tourism spending.</p> <p>These influence land uses such as hotels and retail, as visitors will shop and dine out during their stay.</p>
<p>Performance Metrics:</p> <ul style="list-style-type: none"> <li>• Population &amp; Household Growth</li> <li>• Income &amp; Lifestyle</li> <li>• Trade Areas (locations of employment, goods, and services)</li> </ul>	<p>Performance Metrics:</p> <ul style="list-style-type: none"> <li>• Employment Trends</li> <li>• Daytime Population</li> <li>• Commuting Patterns</li> </ul>	<p>Performance Metrics:</p> <ul style="list-style-type: none"> <li>• Visitor Traffic</li> <li>• Tourism Spending</li> <li>• Hotel Performance</li> </ul>

**Table 1. Land Use Stakeholders**

## Opportunities

- Establish a pedestrian-accessible I-440 crossing and other roadway improvements to increase access to parks outside the study area.
- Develop a linear park through the transformation of Quail Hollow Drive into a green street concept with connection to the Crabtree Creek greenway system.
- Refresh Eastgate Park to include updated amenities and a connection to the greenway system.
- Seek redevelopment of parcels in flood-prone areas to incorporate publicly accessible open space that is both welcoming and accessible.
- Acquisition of flood-prone parcels along Crabtree Creek.
- Review the study area's urban canopy cover status in relation to historical levels.



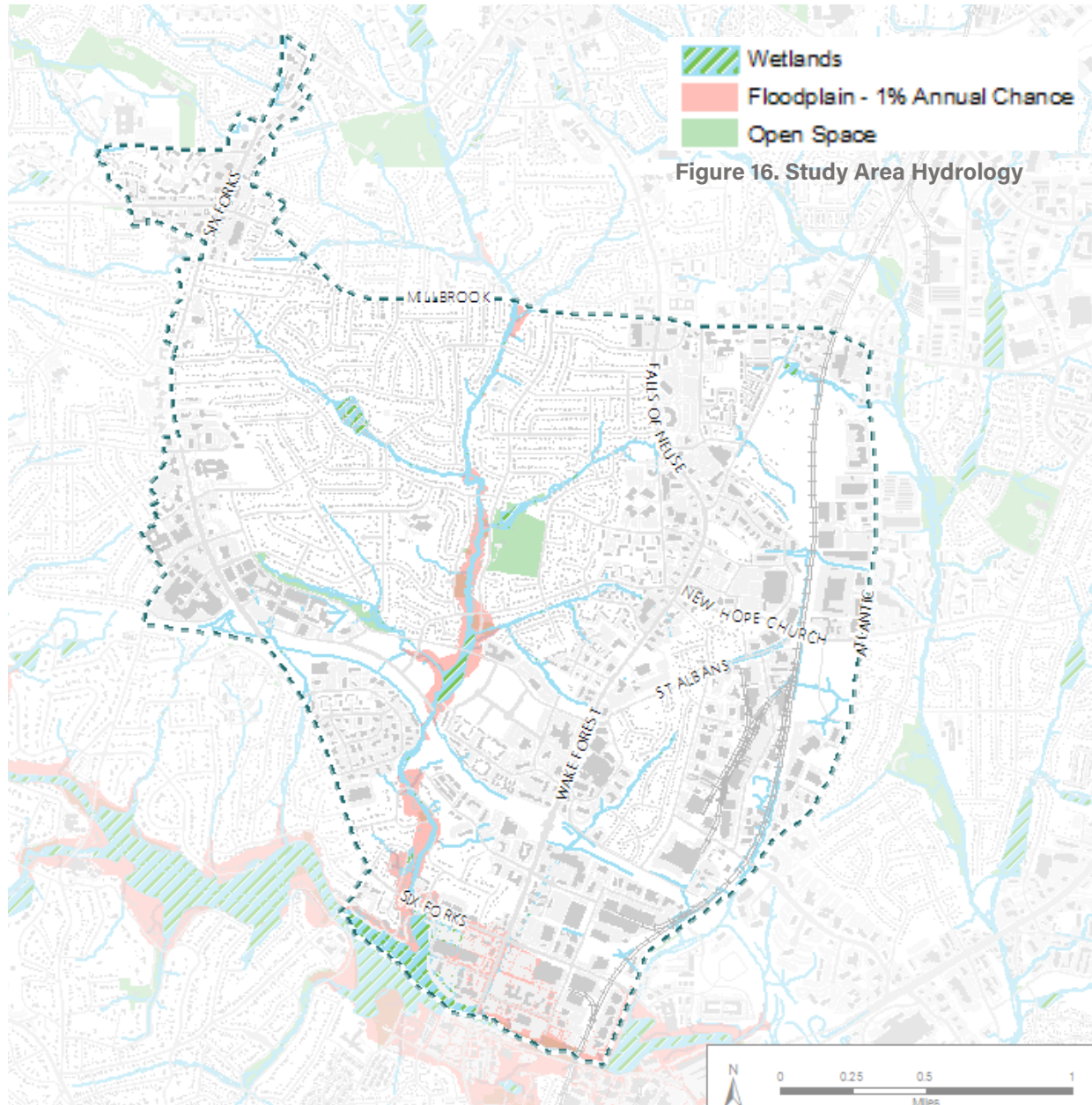


Figure 16. Study Area Hydrology

## 1.5.3 Stormwater

### Issues

Stormwater and flooding are well-known issues in the study area that affect land use planning for all categories of stakeholders. Creeks branch across the study area before flowing in to Crabtree Creek in the southern edge of the study area (Figure 16). During periods of moderate to heavy precipitation,

the neighborhoods and commercial districts along these creeks experience flooding, and residents reported more frequent and expansive occurrences than the published 1 percent floodplain maps identify. As impervious surface increases and tree canopy is lost both upstream and in the study area, flooding and stormwater issues will likely be exacerbated. The capacity and age of existing stormwater infrastructure are also concerning



during periods of high precipitation and from intensifying development. While the adoption of the Unified Development Ordinance (UDO) in 2016 has led to improvements in how new development addresses stormwater, the pre-UDO housing and commercial developments are more likely to include out-of-date or incompatible stormwater features given current conditions.

## Opportunities

There are several opportunities to mitigate the effects of stormwater and flooding in the study. These include updating stormwater infrastructure, concurrent development of stormwater best management practices (BMPs) and transportation improvements, and shifting land use development.

- Review of the City of Raleigh’s stormwater capital improvement plan with updated impervious surface levels and flood maps to reevaluate prioritization of upgrading stormwater facilities.
- Installation of stormwater BMPs during construction of new sidewalks, roadway widening, and streetscape improvements. This could involve implementing tree wells and bio retention facilities with the installation of a shared use path on the Quail Hollow Road green street concept. Streetscape improvements concurrent with the widening of Six Forks Road present another opportunity to improve stormwater infiltration through street tree and grass plantings.
- Focus the redevelopment of buildings near the end of their life cycles in frequently flooded parcels for managed land use transitions. In

the Crabtree Creek area towards the southern edge of the study area, redevelopment could be shifted towards new parks space and high density housing (potentially below market rate) that would be designed for flood resiliency.

## 1.5.4 Development and Market Analysis

This section summarizes the data, dynamics, issues and opportunities identified in the study area.

### Demographic and Economic Summary

The evaluation of the market to determine land uses and a viable area plan strategy begins with understanding the demographic and economic dynamics from a macro-to-micro viewpoint. Baseline demographic and economic data were collected and reviewed to determine the characteristics of the study area and its relationship to, and differences between, the Raleigh metropolitan statistical area, Wake County, and the city of Raleigh.

### Population & Housing Growth

Population estimates provide a helpful initial context in reviewing the study area. The study area represents approximately 3 percent of the city’s population and households and has experienced faster population growth from 2010 – 2018 than the county and city (Table 2). The population in the study area is generally older and wealthier compared to the City of Raleigh overall. The median

Location	2018 Population	Annual Population Growth (2010-2018)
Wake County	1,092,636	2.37 percent
City of Raleigh	469,363	1.83 percent
MSA Study Area	13,370	2.92 percent

Table 2. Population Comparison



age in the study area is 40.5 years as compared to 33.6 years for the City (U.S. is 38.3 years), while the median household income is \$61,401, compared against the city median of \$60,395. However, the distribution of household income shows a diversity of income levels throughout the study area.

## Business & Industry

Economic base analysis includes those industry clusters which drive the regional economy. In Wake County, this is dominated by Information and Professional and Technical Services sectors. The study area includes 2,039 +/- businesses with a total of 31,935 employees. The largest percentage of employees is in the Services sector, which includes Health Services and Hotels & Lodging. As noted in

Figure 17 below, the largest percentage of business categories in the study area may differ from those who employ the most people.

## Real Estate Market Dynamics

Demand for space is driven by several factors including, but not limited to, the local economy and job growth, transportation, infrastructure, land entitlements, construction costs and quality of life. Analyzing real estate markets is as much art as it is science, as the data represents both a snapshot in time and prevailing trends. Real estate data is measured by submarkets, which include specific smaller geographic areas within a region. These are important elements when understanding local market capture<sup>2</sup> in the context of the larger regional marketplace.



### Business Summary

Midtown - St. Albans Study Area  
Area: 4.97 square miles

Prepared by Esri

Data for all businesses in area				
Total Businesses:	2,039			
Total Employees:	31,935			
Total Residential Population:	13,370			
Employee/Residential Population Ratio (per 100 Residents)	239			
by SIC Codes	Businesses		Employees	
	Number	Percent	Number	Percent
Agriculture & Mining	15	0.7%	1,054	3.3%
Construction	90	4.4%	822	2.6%
Manufacturing	35	1.7%	950	3.0%
Transportation	30	1.5%	187	0.6%
Communication	36	1.8%	1,037	3.2%
Utility	8	0.4%	165	0.5%
Wholesale Trade	49	2.4%	567	1.8%
Retail Trade Summary	340	16.7%	6,338	19.8%
Home Improvement	18	0.9%	114	0.4%
General Merchandise Stores	13	0.6%	906	2.8%
Food Stores	31	1.5%	599	1.9%
Auto Dealers, Gas Stations, Auto Aftermarket	29	1.4%	534	1.7%
Apparel & Accessory Stores	35	1.7%	196	0.6%
Furniture & Home Furnishings	18	0.9%	590	1.8%
Eating & Drinking Places	110	5.4%	2,694	8.4%
Miscellaneous Retail	86	4.2%	704	2.2%
Finance, Insurance, Real Estate Summary	321	15.7%	5,601	17.5%
Banks, Savings & Lending Institutions	65	3.2%	2,794	8.7%
Securities Brokers	45	2.2%	589	1.8%
Insurance Carriers & Agents	66	3.2%	582	1.8%
Real Estate, Holding, Other Investment Offices	145	7.1%	1,636	5.1%
Services Summary	938	46.0%	12,595	39.4%
Hotels & Lodging	15	0.7%	777	2.4%
Automotive Services	29	1.4%	141	0.4%
Motion Pictures & Amusements	37	1.8%	371	1.2%
Health Services	236	11.6%	4,219	13.2%
Legal Services	81	4.0%	783	2.5%
Education Institutions & Libraries	27	1.3%	553	1.7%
Other Services	513	25.2%	5,750	18.0%
Government	53	2.6%	2,525	7.9%
Unclassified Establishments	124	6.1%	94	0.3%
Totals	2,039	100.0%	31,935	100.0%

Source: Copyright 2018 Infogroup, Inc. All rights reserved. Esri Total Residential Population forecasts for 2018.

Date Note: Data on the Business Summary report is calculated using Esri's Data allocation method which uses census block groups to allocate business summary data to custom areas.

July 27, 2018

Figure 17. Study Area Business Summary



## Retail

The dominant commercial use within the study area is retail. In addition to North Hills, there are nine shopping centers and other convenience-oriented service/retail centers located throughout the study area, and they are anchored by grocery stores and other major retail chains. According to third quarter 2018 reports from REIS (a prominent commercial real estate data source) for the Raleigh-Durham metro, over the last four quarters, market absorption totaled 119,000 square feet, less than half the average annual absorption rate of 278,800 square feet recorded since late 2008. The metro average vacancy rate was 7.6 percent, among the 20 lowest vacancies nationally. The metro has experienced the fastest rent growth in the South Atlantic region, with an average asking rent of \$19.70 per sq. ft. The study area is located within the North Raleigh submarket (Table 3). The North Raleigh submarket, one of five distinct geographic concentrations within Raleigh-Durham, contains 9.8 million square feet, or 32.7 percent of the metro's total inventory of neighborhood and community shopping center space. As of the third quarter of 2018, the North Raleigh submarket absorbed most of the total space within the metro, totaling 90,000 sq. ft. over the second quarter. One of the largest projects to break ground in the region is Midtown East on Wake Forest Road, totaling 173,936 sq. ft. and will be anchored by the region's first Wegmans grocery store.

Retail Submarket	Total Inventory SF	Vacancy Rate	Average Rent
North Raleigh	9,800,000	8.5 percent	\$21.18

Source: REIS 3Q2018

**Table 3. North Raleigh Retail Submarket**

## Office

The North Hills/Six Forks and Falls of Neuse submarkets that encompass the study area rank fifth and eighth in size among the submarkets in the metro region, respectively. Overshadowed by the RTP submarket, average rents for the metro have risen every quarter since the third quarter of 2013 – up to \$22.96 per sq. ft. with a projected strong finish to \$23.08 by end of 2018. According to REIS, the average growth rate for office-using employment in Raleigh-Durham is expected to average 0.9 percent annually during 2019 and 2020, enough to facilitate an absorption rate averaging 500,000 sq. ft. per year. The Six Forks corridor submarket is expected to capture 10.8 percent of this absorption. The combined 6,145,000 sq. ft. of office space in the two submarkets of Six Forks Road and Falls of Neuse Road rank third behind RTP and Cary (Table 4). Over the past four quarters, the metro market absorption totaled 434,000 sq. ft., 15.7 percent greater than the average annual absorption rate recorded since Q4 2008. However, the introduction of new inventory has placed upward pressure on metro vacancy rates, which increased 60 basis points to 15.4 percent by the third quarter of 2018.

Office Submarket	Total Inventory SF	Vacancy Rate	Average Rent
Six Forks Rd.	3,987,000	20.3 percent	\$22.46

Source: REIS 3Q2018

**Table 4. MSA Office Submarket**

## Industrial

Distribution/Warehouse and Flex/R&D are the two primary types of industrial uses make up this segment. The primary uses within the study area include Flex/R&D and older manufacturing space. However, the online shopping industry has created heightened demand for warehouse/distribution centers, as evidenced by Amazon Prime located in the building with Wake Tech's Beltline Education Center within the study area. Of the six submarkets



that make up the metro region, the study area lies within the North Wake County submarket, the second largest in total inventory behind RTP. With an overall metro vacancy of 6.2 percent, the submarket has the highest vacancy at 10.2 percent as of the third quarter of 2018 (Table 5). The average rent is among the lowest, compared to the overall metro average of \$10.72, as new construction occurring in other areas of the region places upward pressure on rents. This implies a lower demand in this submarket as compared to others in the region.

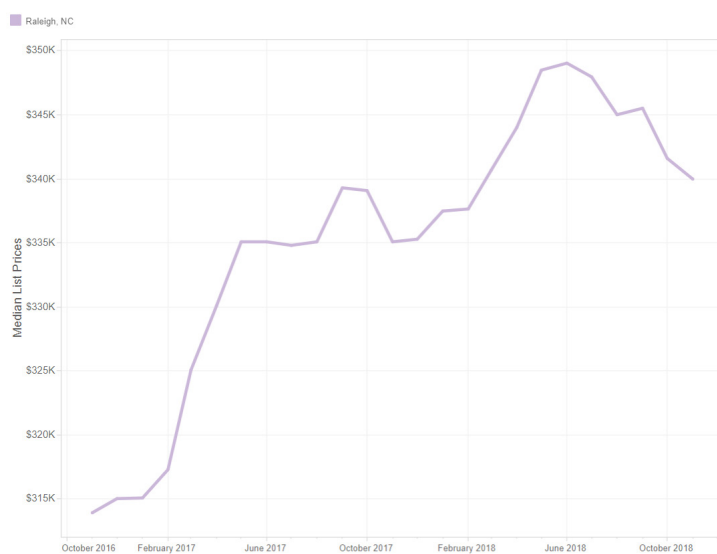
Flex/R&D Submarket	Total Inventory SF	Vacancy Rate	Average Rent
North Wake County	4,069,000	10.2 percent	\$9.81

Source: REIS 3Q2018

**Table 5. North Wake County Flex Submarket**

## Housing

The housing in much of the study area is dominated by low-density, single-family homes. Much of the housing was built from 1960–1969 and is subject to the possibility of renovation or teardowns as seen in the Six Forks Road corridor. Median home prices in the Raleigh metro hit a peak June (Figure 18),



**Figure 18. MSA Median Home Prices, 2016 - 2018**

with a November 2018 median list price of \$340,000. Wake County had a median list price of \$370,000, up 2.9 percent from the prior year. While the market trend suggests prices could have reached their near term peak (i.e. trending downward at close of 2018), construction costs continue to impact home prices, including renovations/additions.

Data from the National Association of Realtors for zip code 27609 within the Study Area indicates that as of the end November there were 127 homes for sale, including single family and townhomes/condos ranging from \$135,000 to \$2,450,000.

The greatest impact on housing in the metro region has been the addition of multifamily housing in the form of rental apartments. According to the third quarter 2018 Raleigh-Durham Multifamily Report from Avison Young, tenant demand remains healthy as strong demand growth, a high quality of life and rapidly growing population keep supply and demand in balance. Average market rents continue to rise, largely due to increased construction costs, which place most new inventory in the luxury segment. As of third quarter 2018, the total market occupancy rate at 93 percent is down 50 basis points from last year, with an average monthly market rent of \$1,257 per unit or \$1.46 per sq. ft., which rose 2.3 percent year over year. The highest Class A (new luxury) rental rate among the urban submarkets is \$2.88 per sq. ft. The fastest growing submarkets adding units include Central Durham and the RTP.

The North Raleigh submarket (bounded to the north by I-540) includes the study area (Table 6). It ranks third among the largest submarkets by number of units, behind RTP and South Durham.

Apartment Submarket	Total Inventory Units	Occupancy Rate	Average Rent/Unit	Average Rent/SF
North Raleigh	14,373	95.2 percent	\$1,124	\$1.19

Source: REIS 3Q2018

**Table 6. North Raleigh Housing Market**



## Opportunities

Review and analysis of the existing conditions, market data, transportation dynamics and public input reveals that the diversity found along the various corridors and within neighborhoods points to a variety of issues that must respond to the location, history, infrastructure, and economic and social context of the study area. The following three overarching themes highlight the issues and opportunities for consideration regarding land use policy.

### Size Matters

The existing development pattern between residential neighborhoods and adjacent commercial areas highlights the stark contrast in density. Low density single-family neighborhoods lie adjacent to high density mixed-use developments which leave little transition in the transect between uses. Consideration for this has been given in the St. Albans area as developers consider “step down” building heights to ease this transition. While both the UDO and Comprehensive plans have transitional policies, future land use policy should consider adequacy of these policies in the study area.

### Retrofitting Obsolescence

The transformation of North Hills is a nationally-recognized example of suburban retrofit into a vibrant mixed-use district. The continued evolution of retail will place development pressures on other aging retail centers within the study area that may transition to more urban mixed-use or change their use altogether to housing or other commercial uses. Similarly, the inventory of aging office and industrial product in the study area will likely transition – some in the short term, others long-term, as occupancy or ownership changes. Modern new workplaces demand amenities that the current inventory may not provide to remain competitive in this changing environment.

## The “Missing Middle” and Affordability

The demand for housing continues to grow. The balance between preservation of existing housing stock and redevelopment of single family lots into multi-unit housing is necessary to provide a continued supply of affordable or relatively affordable housing. The concept of “missing middle” housing reflects the fact that typical zoning codes permit either larger-scale multistory housing or lower-density single family units, but nothing in between. The “missing middle,” then, is generally defined as duplexes or small, three- or-four-unit apartments that are of the same scale as detached houses.

In Raleigh, as is the case in many other areas, existing missing middle units are often lost to conversion to single-family houses, and new development often does not include the type. Few examples of missing middle types exist in the study area, but consideration of the type may be appropriate in some areas.

The existing housing stock in the study area is aging, with much of it built during the 1960's, making many of the neighborhoods among the oldest in the city. As home prices escalate and construction costs fuel the luxury apartment market, low income and the “missing middle” of workforce housing will continue to be constrained. Affordable housing concerns in the study area mirror that throughout the city, as housing policy issues are reviewed and discussed by City of Raleigh leaders.

## Land Use Considerations

Land use product types and design will be further developed through the study process of targeted areas, so that future development be driven by local policy and vision, highest and best use, and market forces. These are identified by vacant parcels or obsolescence, providing opportunities for retrofitting or adaptive reuse. Economic development may occur in each of these areas by adding additional employment, housing options, and transportation improvements (Figure 19). Parcels in blue represent entitled development, red represents developable



Study Area Estimates	Office	Industrial (Flex)
Estimated Annual Demand (s.f.)	244,000 +/- s.f.	37,000 +/- s.f.
Current Pipeline Supply (s.f.)	1,764,726 +/- s.f.	136,355 +/- s.f.
Estimated Absorption (years)	7-8 years	3-4 years

**Table 7. Office and Industrial Space Demand**

parcels identified in the Six Forks Corridor Study, and purple indicates areas that are anticipated for strategic mid-to-long term redevelopment opportunities. Transportation improvements—represented through directional red arrows—include roadway extensions, grade separations, BRT expansion, transit routing changes, commuter rail access, and extension of the greenway that would all support redevelopment. These improvements would act as catalysts in attracting private investment to, in turn, fund public infrastructure projects through increase in the tax base.

With the demographic and economic dynamics and key constituents in mind, the current and potential land uses were reviewed in the context of trends, demand factors, market and submarket performance, and potential capture of the various asset categories of real estate. Further described in the Appendix, the summary of real estate and land use considerations are categorized by the four product types below.

### Office & Industrial

Employment growth and economic development efforts are the primary drivers for this category. Aside from national market trends that impact these uses, other factors that impact the study area include obsolescence (older buildings that no longer meet the needs of modern uses), adaptive reuse (buildings repurposed for new or different uses) and the expansion of healthcare and medical use buildings (e.g. Patient tower at Raleigh-Duke Hospital). The submarket performance of office and industrial influences the capture of this type of space (Table 7). Clearly, office uses dominate the

study area and show strong market performance, while industrial uses will likely continue to diminish as businesses relocate to other areas and those buildings which are viable may change their use. The current pipeline of office product is clustered in the North Hills and St. Albans area, and industrial product is in the self-storage category along Atlantic Avenue, as well as owner-occupied uses in or adjacent to the study area.

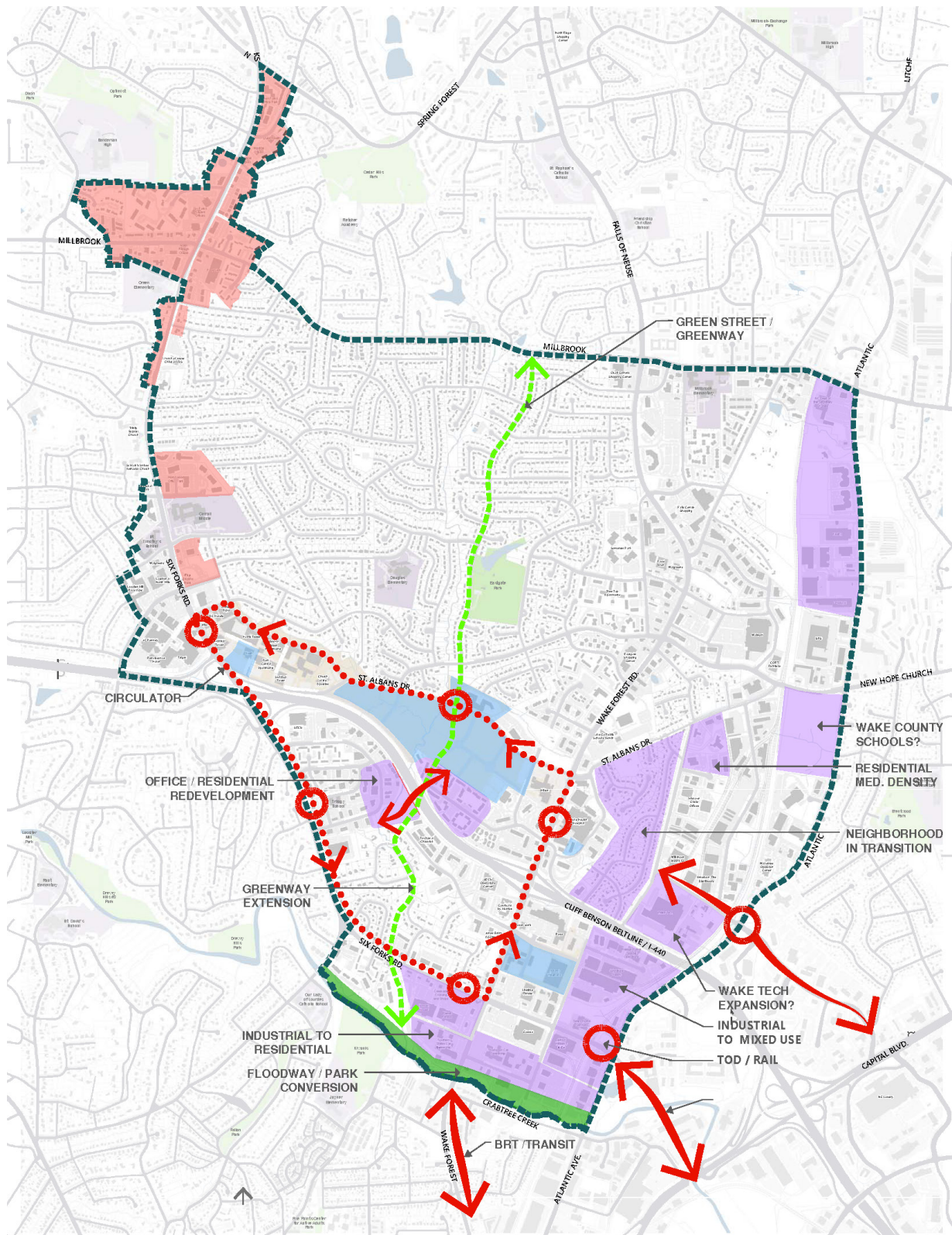
### Retail

The expansion of retail is dependent upon population, household and income growth. National market trends including e-commerce and the shift toward shopping experiences has weighed heavily on this category. Traffic patterns and consumer preferences will influence the amount and location of retail, particularly as grocery stores and other food categories continue to compete locally for market share. The Study Area is among the region's strongest and best performing submarkets, largely due to North Hills. Retail in the Study Area will continue to evolve as obsolete retail centers reinvent themselves or convert to other uses, and population growth is buoyed by added apartment units to the Study Area. The current pipeline of retail product is dominated by the new Wegmans in the Midtown East project (Table 8)

Study Area Estimates	Retail/Restaurant
Estimated Annual Demand (s.f.)	162,000 +/- s.f.
Current Pipeline Supply (s.f.)	359,970 +/- s.f.
Estimated Absorption (years)	2-3 years

**Table 8. Retail Demand**







## Housing

The demand for housing is driven primarily by job growth. In addition, migration to the area for those relocating for lifestyle or other quality of life components have placed pressure on the local housing market. Therefore, a range of demand may be estimated based upon both natural population growth and job growth. Clearly job growth is the primary driver for the Raleigh regional housing market. The changing demographic dynamics of an aging population, millennial attraction to the region and multi-cultural and multi-generational households also influence the study area. Lifestyle segmentation assists in understanding housing choice and its many forms – single family, multifamily and senior housing as housing preferences by a diverse population impact the study area. Other factors such as quality of schools, housing affordability and public safety are key components to the housing segment.

The City of Raleigh 2017 Data Book, released in September of 2018, projects land capacity by zoning districts for up to 85,851 additional dwelling units. Currently permitted projects in the Study Area would absorb approximately 3 percent of that capacity, over the next 4 years, depending on market cycles (Table 9).

Study Area Estimates	Housing (all types)
Estimated Annual Demand (units)	150-500 units
Current Pipeline Supply (units)	2,557 units
Estimated Absorption (years)	4+ years

**Table 9. Housing Demand**

### Hotels

The travel and tourism industry is monitored regionally by the Greater Raleigh Convention and Visitors Bureau (CVB). Its 2018-2019 Business Plan provided the 2018 U.S. Travel Outlook prepared by the U.S. Travel Association (USTA), which concluded: “Strong personal income and employment growth, surging consumer and business confidence, moderate inflationary

pressures, an ongoing export recovery and growing shipments of capital goods all set the stage for continued solid economic growth during the first half of 2018.” USTA also had opined that, “for the travel industry, domestic travel, both business and leisure, [is] in a good position for continued solid growth in 2018.” The CVB shared data from CBRE Hotels report *Hotel Horizons*, which reported that 2017, Raleigh-Durham [market] hotels finished the year with a revenue per available room (RevPAR) gain of 0.3 percent.<sup>3</sup> This was the result of a decline in occupancy of 1.4 percent and a 1.6-percent gain in average daily room rates (ADR). The market’s upper-priced properties finished 2017 ahead of its lower-priced properties in terms of RevPAR change. The properties in this category attained a 1.1-percent gain in ADR but suffered a 1.0-percent decrease in occupancy. Lower-priced hotels experienced an ADR growth rate of 0.7 percent, along with a 1.8-percent loss in occupancy. This suggests that the newer supply and upper-priced brands are performing better than the lower-priced counterparts. For calendar year 2019, CBRE Hotels envisions for the Raleigh-Durham market:

- Occupancy: 67.5 percent, up 0.5 percent
- ADR: \$106.56, up 1.8 percent
- RevPAR: \$71.89, up 2.3 percent

Demand generators for room night demand include regional destinations, such as universities, hospitals and sporting or cultural venues. Additionally, large regional employers who provide corporate business are key to this segment. Required nearby amenities include shopping and dining options. There are currently 12 hotels within the study area with an additional 652 rooms/keys planned/under construction. Demand and absorption are more complex in this segment, as they combine real estate with business operations, which are evaluated on a project by project basis.

3. Revenue per available room (RevPAR) is a performance metric used in the hotel industry. It is calculated by multiplying a hotel's average daily room rate (ADR) by its occupancy rate. It may also be calculated by dividing a hotel's total room revenue by the total number of available rooms in the period being measured.



## 1.5.5 Housing

### Issues

Housing options and affordability are significant issues for residents of the study area and City of Raleigh leaders. As discussed in the “Development and Market Analysis” section above, tenant demand for multifamily rental housing is strong in the North Raleigh submarket, and monthly rental rates are increasing due to construction costs and the luxury apartment segment. The study area’s existing traditional low density neighborhoods were largely built in the 1960’s and may now be subject to renovation, teardown, and replacement. Construction of higher end rentals and the existing stock of low density large lot parcels are contributing constraints towards the lack of affordable housing options and are putting pressure on existing affordable housing stock.

During the public engagement phase, commenters from the Wake Forest Road and Atlantic Avenue corridors noted housing affordability and preserving residential neighborhoods as priorities for the MSA area plan. Commenters also indicated support for numerous options to accommodate new residents with “granny flats” (also known as Accessory Dwelling Units or ADUs), followed by more single family homes, townhomes, apartments, duplexes/ triplexes, and accommodate growth somewhere else.<sup>4</sup> The full results from the survey are available in the Appendix. Feedback from the public engagement phase largely indicated support for more housing that did not diverge from existing scale. As the demand for affordable housing increases, market demand and mechanisms do not appear aligned to support affordable options such as workforce—or “missing middle” —housing.

### Opportunities

Expanding housing choices and affordability in the study area is challenging due to constraints on where additional and higher density residential units may be built. However, there are strategies for supporting both the preservation of existing housing options and increasing choices.

- Educate homeowners on the ADU application process to encourage the addition of housing options in low density areas.
- Through City policies, encourage affordable housing and workforce housing in redevelopment areas such as those along Crabtree Creek.
- Expand and improve transit service within access of redeveloping parcels that include affordable housing options.
- Explore policy options to preserve existing affordable housing options throughout the study area.
- Consider allowing greater variety of housing types and allowing more overall housing in targeted areas.

4. The survey question asked, “Midtown, like the rest of Raleigh, is experiencing population growth. Please check all of the options for accommodating new residents that you agree with”



## Future Build vs No-Build Scenario Midtown-St. Albans Area Plan

Figure 1 depicts the major arterial corridors in the study area. Several major intersections are indicated with green dots; as a result of the recommendations in this plan, each of these intersections experiences is projected for a reduction in peak-hour delay and improvement from LOS E or F in 2030 as a result of the recommendations in this plan. Only improvements from LOS E or F are represented, since these conditions are most critical to traffic congestion and travel time reliability. It is unrealistic to strive for LOS A, B, or even C in a rapidly-growing urban setting.

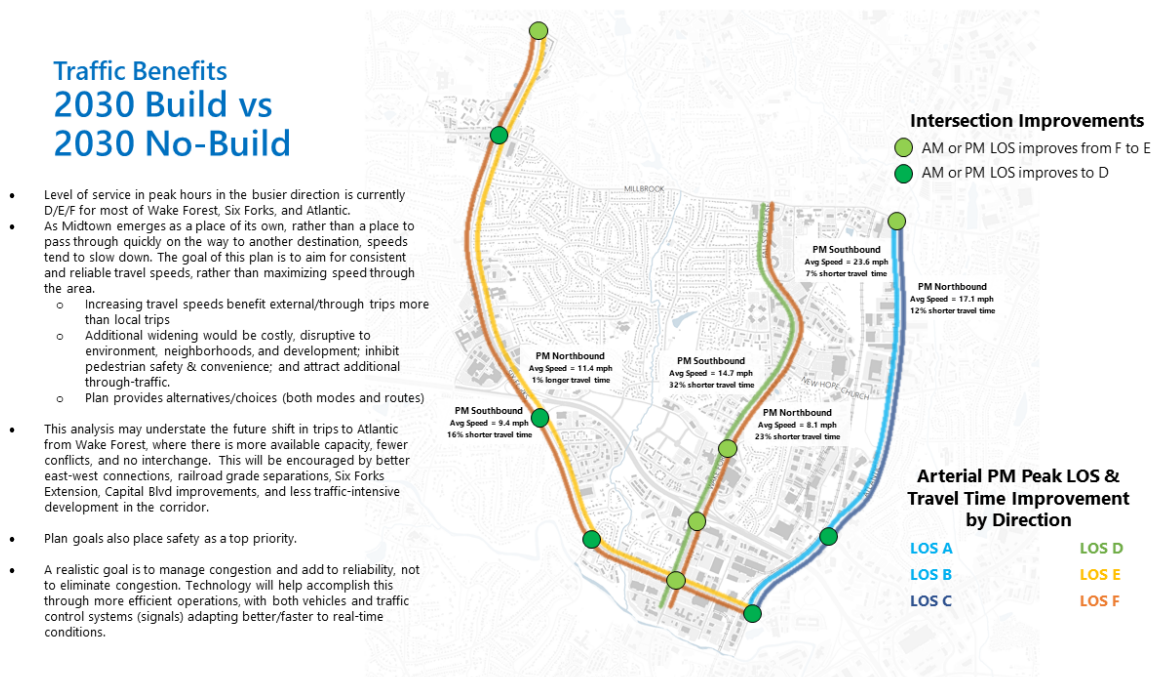


Figure 1 - Build vs No-Build Analysis

In addition to representing individual intersections, Figure 3 also shows conditions travelling along the entire length of the study area's three primary arterial corridors during a typical PM peak hour in 2030 (the critical peak period overall). Although levels-of-service of E and F are found along portions of Six Forks and Wake Forest Roads, average travel times are typically lower than for the "do nothing" or "no build" scenario.



In fact, several locations perform better than existing conditions, even with growth. This is due in part to other improvements not specific to this study, such as the Six Forks Road widening project and the Wake Forest Road diverging diamond interchange improvement. Various elements of the Midtown-St. Albans Plan also contribute:

- The proposed Multimodal Bridge across I-440 (between the existing Six Forks Road and Wake Forest Road interchanges) shifts traffic out of the Six Forks and Wake Forest interchanges, reducing critical conflicts and improving operations. This connection also reduces traffic needing to use Six Forks or Wake Forest Roads for local trips, as well as encouraging non-motorized trips.
- The westward extension of Six Forks Road to Capital Boulevard also shifts traffic out of congested corridors and intersections, increasing travel options, providing more direct access to major destinations, and facilitating more efficient transit routing.
- Various intersection improvements reduce congestion and associated delay.
- Increased local connectivity creates routes that reduce or eliminate turning movements and travel on Wake Forest and Six Forks Roads, effectively freeing up capacity. This is especially true for east-west connections, and routes providing access parallel to Six forks and Wake Forest Roads.
- Atlantic Avenue benefits from several factors that help maintain a better level-of-service:
  - Less dense, more industrial development reduces traffic, driveways, and conflicts
  - No access to I-440 eliminates interchange traffic and congestion
  - Future railroad grade separations (noted below) reduce conflicts and delays



As a result, Atlantic Avenue maintains unused capacity, providing more reliable travel times. The eastward extension of Six Forks Road to Capital Boulevard, combined with better east-west connectivity to the north, is expected to encourage more traffic to shift from Wake Forest Road to Atlantic Avenue than is indicated from advanced regional travel models.

These recommendations recognize that given the changing nature of the Midtown area, efficient traffic flow must be balanced against walkability and preservation of neighborhoods and the environment. As Midtown densifies and evolves into a place of its own rather than somewhere to pass through quickly on the way to another destination, traffic speeds will decrease.

Extensive road widening to increase traffic capacity and speed through Midtown would inhibit pedestrian safety and convenience, incur substantial costs, and disrupt the environment, neighborhoods, and development. It would also attract additional through-traffic, thereby benefitting external trips over than local travel and livability.

Given these circumstances, eliminating congestion is an unrealistic goal. A more practical and cost-effective strategy integrates a range of solutions—identified in this chapter--to better manage congestion, resulting in greater travel time reliability and more travel options (both in terms of modes and routes). Technology will help accomplish this through more efficient operations, with both vehicles and traffic control systems (signals) adapting better and faster to real-time conditions. Urban design is also a critical ingredient, creating an environment that is safer and more convenient for walking, biking, and transit.



## Raleigh St. Albans/Mid-Town Plan I-440 Crossing Alternate Analysis

January 2019

VHB Project: 38900.00

### I-440 Alternate Alignment Opinion of Costs

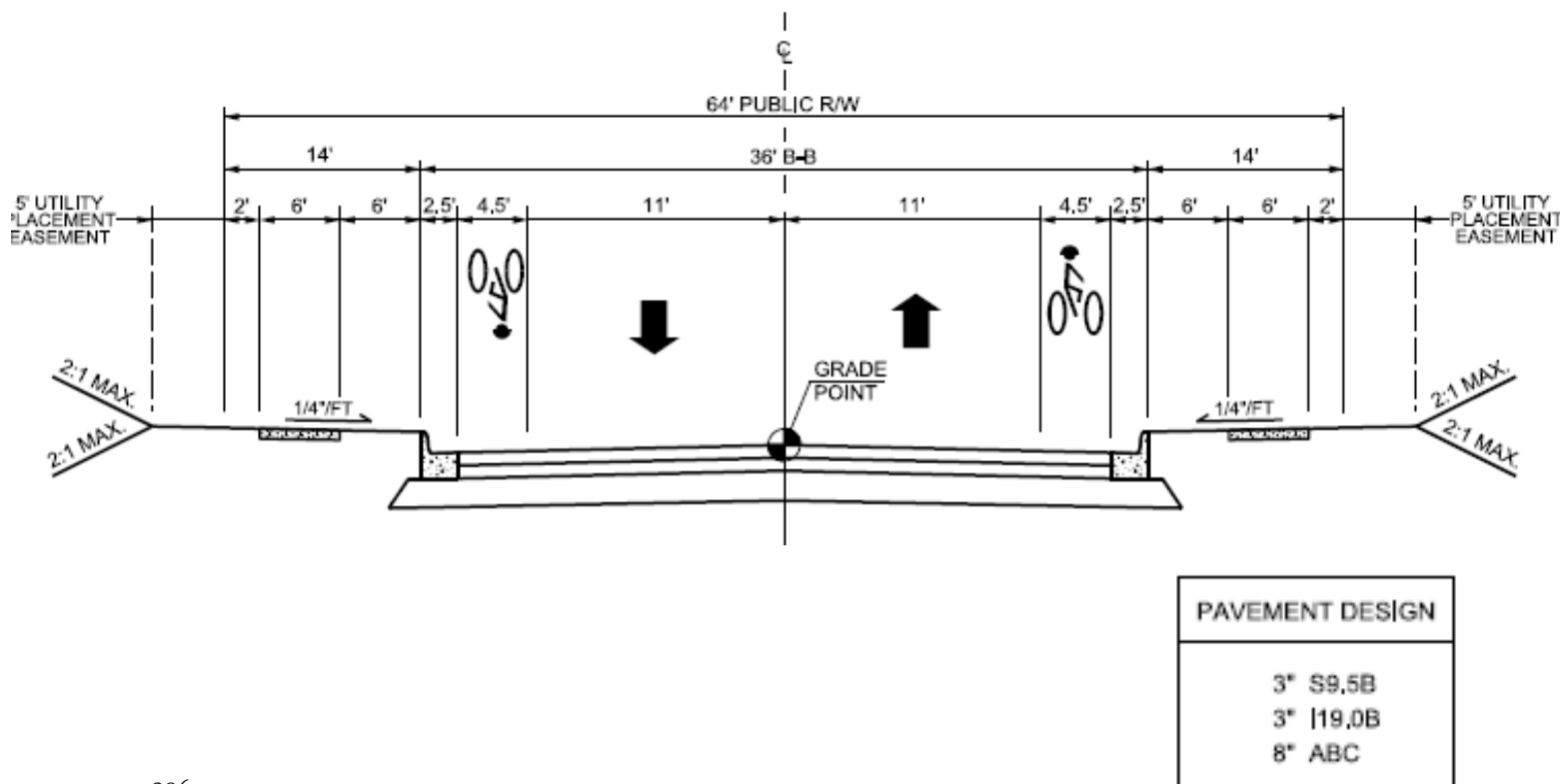
To determine probable project construction costs, VHB has established a linear unit rate for a City of Raleigh 2-lane Avenue (see figure below) using units rates from the *Comprehensive Guide For Raleigh Development Fees* – Development Fee Schedule (July 4, 2018 – June 30, 2019). VHB included costs for drainage, sidewalk, curb, paving, striping, erosion control and traffic control within this linear unit rate.

VHB completed rough calculations for each Alternate alignment measuring excavation and pour-in-place retaining wall quantities by establishing planning level rough grade elevations and comparing them to existing grades. VHB has utilized lidar data provided by City staff to determine these quantities. Costs reflects Raleigh Development Fee Schedule.

For Alternates A and B, the tunneling alignments, VHB utilized actual construction costs for tunnel jack and bore installations from similar projects designed by VHB. These costs do not include roadway construction along the tunnel section. For Alternates C and D, VHB utilized standard planning level bridge construction costs for similar structures.

For the overall project pricing VHB has assumed 4% mobilization, 25% contingency, and 15% Engineering Design and Construction Inspection costs relative to construction costs. No Right-of-Way costs are including in the pricing. VHB has assumed minimal costs to tie into existing street network. The roundabout shown as part of alternate C is conceptual only.

**Figure 1.0 – Raleigh Avenue 2 Lane Divided (Detail T-10.14)**





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**Alternate A (~ 25 Million Dollar Construction and Design Costs)**

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Pros	Con
<ul style="list-style-type: none"><li>• The proposed tunnel for this alternate can be positive drained and treated with site improvements.</li><li>• This alternate has the least impact to current proposed North Hills Phase II grading of the alternates north of Big Branch Creek.</li><li>• This alternate will not impact Big Branch Creek Floodway.</li></ul>	<ul style="list-style-type: none"><li>• Site plans for this development are currently under review. This alternate would incur additional site construction costs such as additional grading and impacts to purposed building design.</li><li>• Impacts to site stormwater management would also need to be determined.</li><li>• This alternate would disconnect Church at North Hill Street and Hardimont Rd.</li><li>• This alternate would impact two properties/buildings west of the beltline.</li><li>• Tunneling is more expensive than bridging.</li><li>• There would be potentially constrained access for construction.</li></ul>

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**Alternate B (~ 26 Million Dollar Construction and Design Costs)**

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Pros	Con
<ul style="list-style-type: none"><li>• The proposed tunnel for this alternate could be positive drained only.</li><li>• This alternate would impact one property west of the beltline.</li><li>• This alternate will not impact Big Branch Creek Floodway.</li></ul>	<ul style="list-style-type: none"><li>• Site plans for this development are currently under review. This alternate would incur additional site construction costs such as additional grading and impacts to purposed building design.</li><li>• Impacts to site stormwater management would also need to be determined.</li><li>• Should the established flood level rise north of I-440 at this location, the tunnel could be subject to occasionally flooding.</li><li>• Tunneling is more expensive than bridging.</li><li>• Constrained access for construction.</li></ul>



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**Alternate C (~ 15 Million Dollar Construction and Design Costs)**

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Pros	Con
<ul style="list-style-type: none"><li>• This alternate avoids impacting current proposed development within Norths Hill site.</li><li>• Of the bridge alternates, this provides the more perpendicular and shortest span over I-440.</li><li>• Least Expensive Option (excluding redevelopment costs)</li></ul>	<ul style="list-style-type: none"><li>• This Alternate requires significant fill or retaining wall construction to be able to span over I-440.</li><li>• The extension of Church at North Hill Street over the creek would need to be relatively steep to tie to proposed roundabout.</li><li>• This Alternate will impact Big Branch Creek floodplain with Church at North Hills Roadway extension.</li><li>• The Barrett Street connection would need to be raised to provide grade to bridge less than 8%.</li></ul>

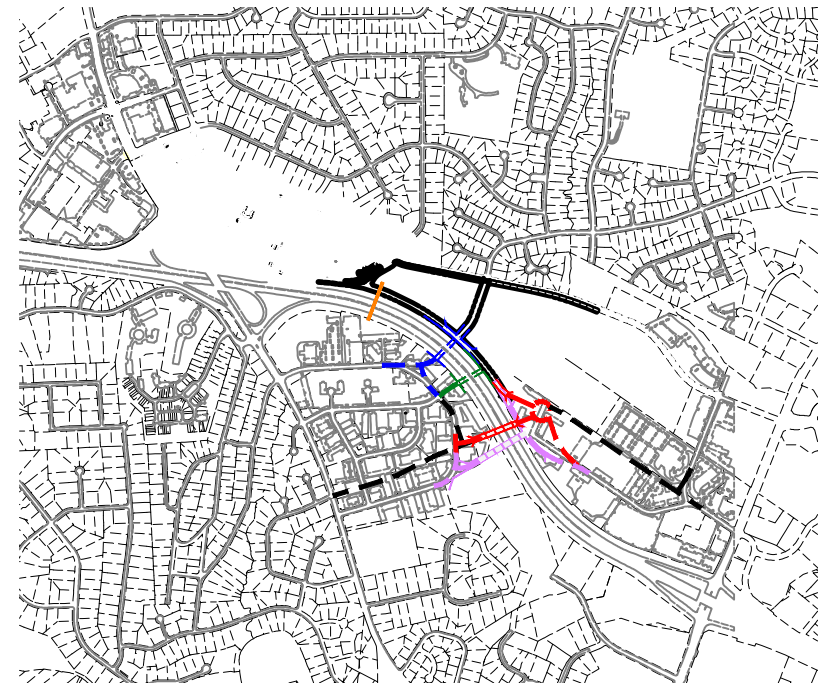
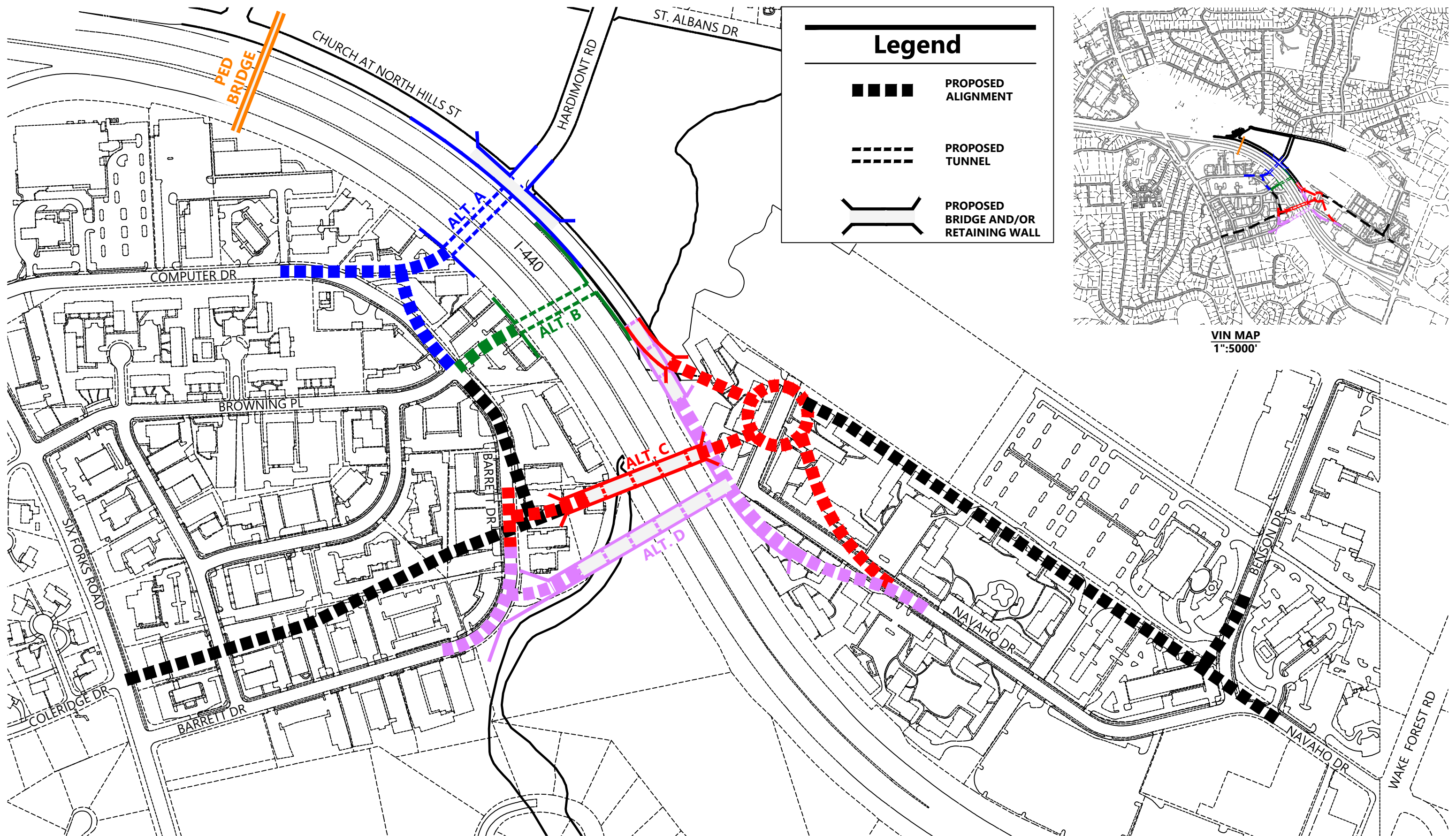
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**Alternate D (~ 21 Million Dollar Construction and Design Costs)**

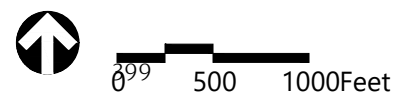
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Pros	Con
<ul style="list-style-type: none"><li>• This Alternate avoids impacting current proposed development within Norths Hill site.</li><li>• The extension of Church at North Hill Street across Big Branch creek has more flexibility in design with this alternate.</li><li>• Provides less impact to current developments on both sides of I-440 than Alternate C.</li></ul>	<ul style="list-style-type: none"><li>• This Alternate requires significant fill or retaining wall construction to be able to span over I-440.</li><li>• This bridge alternate would impact Big Branch Creek floodplain the most.</li></ul>





VIN MAP  
1"=5000'



I-440 Crossing Exhibit

Raleigh St. Albans/Mid-Town Plan  
Raleigh, NC

Figure 2.0

01/16/2019



## Six Forks Pedestrian Bridge Location

The following are considerations regarding the location of the pedestrian bridge vs. tunnel across Six Forks Road near Dartmouth Road (BT3).

Although the lower surface elevation east of Six Forks Road between the two office towers suggest a pedestrian tunnel at this location could be more feasible, there are a number of problems with this option:

- Access to both underground parking decks creates a direct conflict with pedestrians at this location. There does not appear to be a practical way to avoid this conflict. Tunnel construction would present considerable challenges to deck access, as well.
- This location is far removed from Dartmouth Road/Main Street, and extensive ramping would be needed to connect with the Six Forks Road sidewalk. Such ramping would also conflict with parking deck traffic.
- There is currently no viable, convenient location for pedestrian tunnel access on the west side of Six Forks Road. Construction of a new tower in the vicinity of the existing North State Bank could incorporate a tunnel, but for now, either significant parking, the bank building, drive-thru access, or the southern driveway to Six Forks Road would need to be removed. Given the higher elevation on this side of the street, stairs and a long ramp or elevator would be needed at present, and this access point would not be convenient to the core of the North Hills development.
- Moving the access north into the parking lot adjacent to the Main Street entrance appears the most viable option in terms of minimizing impacts and increasing convenience. However, this adds at least 75' to the length of the tunnel, and displaces at least 8 parking spaces.
- The access location least disruptive to existing parking, traffic, and buildings would be in the vicinity of the retention pond adjacent to the existing Target loading docks. This location also has a lower



elevation, so would require far less ramping or stairs. However, it would require rebuilding or relocating the retention pond, and this is not a convenient location for pedestrian access to the core of the development. It also results in a tunnel length of 250-300', as opposed to the minimum of just over 150'.

- There are significant uncertainties relating to subsurface conditions that could substantially increase costs (i.e. drainage, utilities, soil composition, etc.)
- Some type of public-private agreement would be required to fund construction and maintenance, and to define responsibilities.
- To be attractive to users, a large, airy, bright tunnel would be needed, since both real and perceived security are critical to success. Bridges share similar obstacles, such as difficulties in getting users up and down, especially with ramp, stairs, and elevators without being too disruptive, expensive, or inconvenient to users and adjacent properties. Tying in to future buildings provides an opportunity to develop compatible aesthetics and leverage public and private contributions.



Table 1: Level of Service Results Summary by Intersection							
ID	Intersection Name	Base Year (2018)		Interim Year (2030)		Interim Year (2030)	
		No-Build		No-Build		Build	
		AM	PM	AM	PM	AM	PM
101	Wake Forest Rd (SR 2000) & Al Smith Buick Entrance/Creekside Dr	A (EB-F)	A (EB-F)	A (EB-F)	A (EB-F)	B (EB-F)	B (EB-F)
102	Wake Forest Rd (SR 2000) & Six Forks Rd (SR 1005)	E (WB-E)	E (WB-F)	F (EB-F)	F (NB-F)	E (WB-E)	E (WB-E)
103	Wake Forest Rd (SR 2000) & Wake Towne Dr/Holly Park Shopping Entrance	B (EB-F)	C (EB-F)	D (EB-F)	C (EB-F)	D (EB-F)	C (EB-F)
104	Wake Forest Rd (SR 2000) & I-440 EB / US 1 NB (Beltline) Exit Ramp/I-440 EB / US 1 NB (Beltline) Entrance Ramp	D (EB-F)	E (EB-F)	E (EB-F)	F (EB-F)	E (EB-F)	F (EB-F)
105	Wake Forest Rd (SR 2000) & I-440 WB / US 1 SB (Beltline) Entrance Ramp/I-440 WB / US 1 SB (Beltline) Exit Ramp	D (WB-E)	D (WB-E)	F (WB-F)	E (WB-F)	F (WB-F)	E (WB-F)
106	Wake Forest (SR 2000) & Navaho Dr	B (WB-F)	B (WB-F)	C (WB-F)	D (WB-F)	D (WB-F)	C (EB-F)
107	Wake Forest Rd (SR 2000) & Saint Albans Dr	C (EB-F)	D (EB-F)	F (SB-F)	F (EB-F)	E (EB-F)	F (WB-F)
108	Wake Forest Rd (SR 2000) & Dresser Ct/Wake County Public Schools Building	A (WB-F)	A (EB-F)	E (SB-F)	C (EB-F)	E (SB-F)	B (EB-E)
109	Wake Forest Rd & Hardimont Dr/New Hope Church Rd	C (EB-F)	D (EB-F)	F (EB-F)	F (NB-F)	F (WB-F)	F (NB-F)
110	Wake Forest Rd/Falls of Neuse Rd & Food Lion/Old Wake Forest Rd	B (EB-F)	C (EB-F)	C (EB-F)	C (EB-F)	C (EB-F)	B (EB-F)
111	Falls of Neuse Rd & Bland Rd/Pacific Rd	A (WB-E)	B (WB-E)	A (WB-F)	C (WB-F)	A (WB-D)	C (WB-E)
112	Falls of Neuse Rd & Millbrook Rd	D (EB-E)	D (EB-E)	E (EB-F)	E (EB-F)	E (WB-E)	E (WB-F)
201	Atlantic Ave & Six Forks Rd (SR 1005)	C (WB-F)	C (WB-F)	F (WB-F)	D (WB-F)	D (WB-E)	D (EB-E)
202	Atlantic Ave & Wolfpack Ln/Highwoods Blvd	D (EB-E)	D (EB-E)	E (EB-F)	F (EB-F)	D (WB-E)	E (WB-F)
203	Atlantic Ave & New Hope Church Rd	D (EB-F)	F (WB-F)	F (WB-F)	F (WB-F)	F (WB-F)	F (EB-F)
204	Atlantic Ave & Harrod St	A (EB-F)	A (EB-F)	A (EB-F)	B (EB-F)	B (EB-E)	B (EB-E)
205	Atlantic Ave & Millbrook Rd	D (WB-E)	D (WB-E)	F (WB-F)	F (WB-F)	F (WB-F)	E (EB-F)
302	Old Wake Forest Rd & Millbrook Rd	C (NB-E)	C (NB-D)	D (NB-E)	E (NB-F)	D (EB-D)	E (NB-F)
401	Industrial Dr & Six Forks Rd (SR 1005)	A (NB-F)	C (NB-F)	B (NB-D)	B (NB-D)	B (NB-D)	B (NB-D)
402	Selby Dr/Office Entrance & Six Forks Rd (SR 1005)	B (NB-F)	C (NB-F)	C (NB-F)	D (NB-F)	B (NB-D)	D (NB-F)
403	Anderson Dr & Six Forks Rd (SR 1005)	B (SB-E)	A (SB-E)	E (NB-F)	D (NB-F)	D (NB-F)	C (NB-E)
404	Six Forks Rd (SR 1005) & Barrett Rd	A (WB-F)	C (WB-F)	B (WB-F)	C (WB-D)	B (WB-D)	C (WB-D)
405	Six Forks Rd (SR 1005) & Ramblewood Dr/I-440 EB On-Ramp	C (EB-E)	D (EB-F)	C (EB-E)	E (NB-F)	C (EB-E)	D (NB-F)
406	Six Forks Rd (SR 1005) & I-440 EB Off-Ramp	(-)	(-)	(-)	(-)	(-)	(-)
407	Six Forks Rd (SR 1005) & I-440 Outer Beltline WB Exit Ramp	C (WB-E)	C (WB-F)	D (WB-F)	D (WB-F)	D (WB-F)	D (WB-F)
408	Six Forks Rd (SR 1005) & I-440 WB US I SB Ramps/North Hills East Entrance	B (WB-E)	C (WB-E)	D (WB-E)	D (WB-E)	D (WB-E)	D (WB-E)
409	Six Forks Rd (SR 1005) & North Hills Shopping Center/Dartmouth Rd	B (WB-E)	C (EB-F)	B (WB-F)	D (WB-F)	C (WB-F)	D (WB-F)
410	Six Forks Rd (SR 1005) & Lassiter Mill Rd (SR 1808)	C (EB-E)	D (WB-F)	D (WB-F)	E (SB-F)	D (EB-F)	E (SB-F)
411	Six Forks Rd (SR 1005) & Rowan St	B (EB-F)	C (EB-F)	C (EB-F)	D (EB-F)	B (EB-F)	B (EB-F)
412	Six Forks Rd (SR 1005) & Northbrook Dr	B (EB-E)	B (WB-F)	C (EB-F)	C (WB-F)	C (EB-F)	C (WB-F)
413	Six Forks Rd (SR 1005) & Shelly Rd (SR 1812)/Church Entrance	A (EB-F)	A (EB-F)	A (EB-E)	A (WB-E)	A (EB-D)	A (WB-C)
414	Six Forks Rd (SR 1005) & Millbrook Rd (SR 2018)	E (EB-F)	F (WB-F)	E (EB-F)	F (WB-F)	D (WB-E)	F (EB-F)
415	Six Forks Rd (SR 1005) & Northcliff Dr/Sandy Forks Rd (SR 2017)	C (EB-F)	C (WB-F)	D (WB-F)	D (WB-F)	C (WB-F)	B (WB-F)
416	Six Forks Rd (SR 1005) & Lynn Rd (SR 1819)	D (WB-F)	F (WB-F)	E (WB-F)	F (SB-F)	E (NB-F)	E (WB-F)

Legend: X - Overall Level of Service, (XX-X) - Worst Approach-Worst Approach Level of Service



Table 2: Level of Service Results Summary by Approach

ID	Intersection and Approach	Base Year (2018)		Interim Year (2030)		Interim Year (2030)	
		No-Build		No-Build		Build	
		AM	PM	AM	PM	AM	PM
101	Wake Forest Rd (SR 2000) & Al Smith Buick Entrance/Creekside Dr	A (3.2 sec/veh)	A (7.2 sec/veh)	A (9.2 sec/veh)	A (9.4 sec/veh)	B (13.2 sec/veh)	B (11.8 sec/veh)
	Eastbound	F-85.0	F-116.3	F-86.0	F-97.7	F-86.0	F-84.2
	Westbound	F-83.3	F-93.5	E-79.0	E-73.8	E-79.1	E-63.4
	Northbound	A-3.1	A-4.2	A-6.1	A-8.4	A-6.0	A-8.9
	Southbound	A-0.8	A-2.1	A-9.8	A-5.1	B-16.5	B-10.6
102	Wake Forest Rd (SR 2000) & Six Forks Rd (SR 1005)	E (56.5 sec/veh)	E (64.7 sec/veh)	F (111.4 sec/veh)	F (85.6 sec/veh)	E (56.3 sec/veh)	E (55.8 sec/veh)
	Eastbound	E-65.2	E-66.6	F-153.0	E-78.7	D-51.7	D-43.6
	Westbound	E-68.8	F-80.8	F-91.0	F-89.0	E-68.2	E-78.6
	Northbound	D-48.5	E-65.2	E-67.4	F-99.5	D-48.8	E-57.8
	Southbound	D-47.9	D-51.2	F-116.7	E-75.2	E-58.3	D-49.4
103	Wake Forest Rd (SR 2000) & Wake Towne Dr/Holly Park Shopping Entrance	B (11.9 sec/veh)	C (31.4 sec/veh)	D (49.7 sec/veh)	C (29.1 sec/veh)	D (46.4 sec/veh)	C (29.9 sec/veh)
	Eastbound	F-93.4	F-109.7	F-113.6	F-106.8	F-131.7	F-81.4
	Westbound	E-72.7	F-82.7	E-78.3	E-75.7	F-81.5	E-63.9
	Northbound	A-9.0	C-23.6	F-90.4	C-21.3	E-61.2	C-26.4
	Southbound	A-2.6	B-16.9	B-13.1	B-18.2	B-16.8	B-19.9
104	Wake Forest Rd (SR 2000) & I-440 EB / US 1 NB (Beltline) Exit Ramp/I-440 EB / US 1 NB (Beltline) Entrance Ramp	D (46.7 sec/veh)	E (55.2 sec/veh)	E (70.6 sec/veh)	F (94.2 sec/veh)	E (63.9 sec/veh)	F (98.0 sec/veh)
	Eastbound	F-92.2	F-98.5	F-129.3	F-154.0	F-126.2	F-164.2
	Westbound	---	---	---	---	---	---
	Northbound	D-53.1	D-47.2	E-66.0	F-110.6	E-65.9	F-84.6
	Southbound	A-7.7	D-38.1	D-50.4	D-41.7	D-37.3	E-64.4
105	Wake Forest Rd (SR 2000) & I-440 WB / US 1 SB (Beltline) Entrance Ramp/I-440 WB / US 1 SB (Beltline) Exit Ramp	D (40.5 sec/veh)	D (51.7 sec/veh)	F (96.7 sec/veh)	E (77.2 sec/veh)	F (83.1 sec/veh)	E (76.0 sec/veh)
	Eastbound	---	---	---	---	---	---
	Westbound	E-64.7	E-74.7	F-126.7	F-122.1	F-114.5	F-120.4
	Northbound	B-16.0	C-28.0	C-31.5	D-52.6	B-13.3	D-50.0
	Southbound	D-48.8	E-61.3	F-118.0	E-77.7	F-104.6	E-76.9
106	Wake Forest (SR 2000) & Navaho Dr	B (12.3 sec/veh)	B (19.6 sec/veh)	C (30.4 sec/veh)	D (43.2 sec/veh)	D (35.5 sec/veh)	C (20.4 sec/veh)
	Eastbound	E-64.2	F-81.0	E-68.8	E-79.9	E-68.8	F-109.2
	Westbound	F-104.1	F-113.4	F-111.5	F-110.1	F-93.9	F-96.7
	Northbound	B-10.3	B-14.3	D-35.7	E-57.9	A-9.9	A-9.7
	Southbound	A-2.7	A-7.2	B-19.1	B-14.8	D-50.8	B-14.1
107	Wake Forest Rd (SR 2000) & Saint Albans Dr	C (28.5 sec/veh)	D (47.7 sec/veh)	F (283.3 sec/veh)	F (106.0 sec/veh)	E (74.8 sec/veh)	F (102.5 sec/veh)
	Eastbound	F-90.7	F-114.0	F-198.5	F-166.6	F-143.5	E-70.2
	Westbound	E-74.3	F-83.9	F-110.7	F-149.0	F-97.0	F-169.9
	Northbound	B-15.9	C-30.5	F-98.8	F-129.7	D-45.6	F-139.9
	Southbound	C-30.2	D-46.0	F-459.0	D-38.9	E-76.4	C-24.8
108	Wake Forest Rd (SR 2000) & Dresser Ct/Wake County Public Schools Building	A (7.0 sec/veh)	A (9.1 sec/veh)	E (56.9 sec/veh)	C (20.1 sec/veh)	E (60.1 sec/veh)	B (14.6 sec/veh)
	Eastbound	E-79.9	F-98.6	E-70.0	F-80.2	E-69.9	E-69.3
	Westbound	F-81.3	F-90.0	E-80.0	E-78.6	E-80.0	E-69.0
	Northbound	A-4.4	A-1.9	A-7.1	B-16.2	A-6.9	B-17.8
	Southbound	A-7.3	A-7.9	F-87.4	B-19.3	F-92.6	A-3.8
109	Wake Forest Rd & Hardimont Dr/New Hope Church Rd	C (30.6 sec/veh)	D (48.9 sec/veh)	F (111.1 sec/veh)	F (178.8 sec/veh)	F (85.8 sec/veh)	F (121.3 sec/veh)
	Eastbound	F-83.2	F-101.9	F-184.8	F-165.8	F-120.7	F-139.9
	Westbound	D-41.6	E-64.6	F-123.5	F-124.3	F-122.6	F-124.8
	Northbound	D-39.3	D-54.0	E-57.4	F-273.1	D-51.2	F-154.4
	Southbound	B-15.7	C-22.3	F-136.3	C-34.2	F-89.8	D-49.3
110	Wake Forest Rd/Falls of Neuse Rd & Food Lion/Old Wake Forest Rd	B (16.6 sec/veh)	C (20.9 sec/veh)	C (26.2 sec/veh)	C (22.3 sec/veh)	C (34.3 sec/veh)	B (19.0 sec/veh)
	Eastbound	F-80.2	F-82.8	F-124.0	F-212.1	F-122.8	F-167.0
	Westbound	E-57.6	E-79.7	E-70.1	E-73.7	E-76.0	E-74.2
	Northbound	A-5.3	A-5.9	A-8.8	A-6.5	A-5.3	A-7.8
	Southbound	B-11.1	C-25.1	C-21.6	B-19.5	D-41.2	B-10.9
111	Falls of Neuse Rd & Bland Rd/Pacific Rd	A (7.6 sec/veh)	B (14.1 sec/veh)	A (8.1 sec/veh)	C (21.5 sec/veh)	A (9.7 sec/veh)	C (24.8 sec/veh)
	Eastbound	E-72.2	E-71.0	F-82.0	F-80.4	D-42.5	E-72.9
	Westbound	E-78.4	E-73.2	F-89.6	F-82.8	D-46.5	E-79.4
	Northbound	A-1.0	A-1.4	A-1.6	A-3.3	A-9.0	C-22.3
	Southbound	A-5.4	A-7.9	A-7.2	C-29.1	A-7.9	A-9.6
112	Falls of Neuse Rd & Millbrook Rd	D (40.1 sec/veh)	D (46.9 sec/veh)	E (58.5 sec/veh)	E (68.7 sec/veh)	E (59.6 sec/veh)	E (76.2 sec/veh)
	Eastbound	E-72.9	E-71.1	F-106.0	F-120.8	E-67.5	F-93.6
	Westbound	D-47.4	D-40.9	E-75.3	E-73.3	E-68.8	F-104.7
	Northbound	B-18.8	D-46.7	C-30.1	D-53.6	D-41.9	E-69.2
	Southbound	D-36.4	D-37.1	D-52.9	E-56.1	E-64.0	E-56.2
201	Atlantic Ave & Six Forks Rd (SR 1005)	C (30.8 sec/veh)	C (30.0 sec/veh)	F (90.0 sec/veh)	D (50.8 sec/veh)	D (48.8 sec/veh)	D (41.8 sec/veh)
	Eastbound	D-46.8	D-42.8	F-98.5	E-56.1	E-64.4	E-62.7
	Westbound	F-80.2	F-81.1	F-160.8	F-114.0	E-79.8	E-59.5
	Northbound	C-28.8	C-26.4	E-73.3	D-45.7	D-41.8	D-36.6
	Southbound	B-16.7	B-19.6	F-90.2	D-47.2	D-41.4	C-28.3



ID	Intersection and Approach	Base Year (2018)		Interim Year (2030)		Interim Year (2030)	
		No-Build		No-Build		Build	
		AM	PM	AM	PM	AM	PM
202	Atlantic Ave & Wolfpack Ln/Highwoods Blvd	D (37.2 sec/veh)	D (45.4 sec/veh)	E (70.1 sec/veh)	F (92.8 sec/veh)	D (51.8 sec/veh)	E (64.4 sec/veh)
	Eastbound	E-66.7	E-75.5	F-144.1	F-164.3	E-56.2	F-106.5
	Westbound	E-57.2	D-51.7	F-93.6	F-115.8	E-68.4	F-115.9
	Northbound	C-25.4	D-42.8	D-49.4	F-89.4	D-39.0	D-53.5
	Southbound	D-36.8	D-35.9	E-76.0	E-64.0	E-58.6	D-38.5
203	Atlantic Ave & New Hope Church Rd	D (54.6 sec/veh)	F (80.3 sec/veh)	F (128.7 sec/veh)	F (103.0 sec/veh)	F (86.4 sec/veh)	F (82.9 sec/veh)
	Eastbound	F-82.0	F-96.2	F-93.0	F-128.9	F-99.9	F-112.5
	Westbound	E-79.1	F-102.6	F-194.1	F-145.8	F-107.3	F-87.3
	Northbound	D-40.5	E-75.5	E-68.7	F-108.5	E-58.6	F-85.5
	Southbound	D-35.9	E-56.8	F-131.9	D-44.4	F-86.7	D-51.5
204	Atlantic Ave & Harrod St	A (3.9 sec/veh)	A (4.1 sec/veh)	A (9.2 sec/veh)	B (12.7 sec/veh)	B (18.2 sec/veh)	B (10.7 sec/veh)
	Eastbound	F-80.0	F-80.5	F-90.5	F-90.9	E-57.3	E-58.3
	Westbound	E-70.9	E-69.6	E-79.8	E-78.2	D-52.0	D-51.5
	Northbound	A-1.9	A-1.1	A-7.7	A-8.4	B-10.2	A-8.6
	Southbound	A-1.6	A-2.5	A-7.3	B-13.9	C-21.7	B-10.6
205	Atlantic Ave & Millbrook Rd	D (46.7 sec/veh)	D (54.1 sec/veh)	F (105.8 sec/veh)	F (119.5 sec/veh)	F (80.8 sec/veh)	E (79.2 sec/veh)
	Eastbound	C-31.0	D-47.6	E-74.6	F-87.5	D-51.0	F-98.9
	Westbound	E-71.1	E-79.7	F-143.5	F-162.6	F-109.2	F-95.8
	Northbound	C-30.3	D-44.8	E-58.1	F-131.4	D-51.9	E-72.0
	Southbound	D-45.1	D-47.1	F-123.9	E-68.4	F-93.0	D-48.2
302	Old Wake Forest Rd & Millbrook Rd	C (31.0 sec/veh)	C (29.9 sec/veh)	D (39.8 sec/veh)	E (66.9 sec/veh)	D (36.9 sec/veh)	E (74.0 sec/veh)
	Eastbound	B-17.0	C-29.4	D-47.5	D-37.0	D-48.3	D-44.1
	Westbound	A-5.2	B-11.7	C-27.8	F-82.0	C-25.2	F-91.8
	Northbound	E-65.0	D-53.8	E-59.4	F-100.6	D-47.5	F-105.9
	Southbound	E-60.2	C-34.6	D-41.3	C-26.7	D-39.9	C-26.7
401	Industrial Dr & Six Forks Rd (SR 1005)	A (9.1 sec/veh)	C (26.7 sec/veh)	B (16.2 sec/veh)	B (17.4 sec/veh)	B (16.1 sec/veh)	B (16.8 sec/veh)
	Eastbound	A-1.6	A-3.8	B-15.6	B-11.2	B-11.1	B-12.9
	Westbound	A-4.6	A-8.6	B-14.5	B-14.1	B-18.8	B-12.0
	Northbound	F-94.4	F-142.6	D-39.6	D-45.6	D-39.6	D-37.4
	Southbound	F-91.5	F-90.1	D-38.8	D-38.5	D-38.9	C-33.2
402	Selby Dr/Office Entrance & Six Forks Rd (SR 1005)	B (12.6 sec/veh)	C (31.5 sec/veh)	C (21.4 sec/veh)	D (51.6 sec/veh)	B (19.3 sec/veh)	D (51.2 sec/veh)
	Eastbound	A-2.4	C-23.0	B-13.4	D-47.3	C-22.3	E-57.4
	Westbound	B-10.2	C-22.0	C-20.4	D-35.5	B-11.3	C-27.1
	Northbound	F-92.3	F-91.5	F-110.0	F-114.3	D-42.3	F-94.0
	Southbound	E-59.2	E-60.5	E-66.8	D-52.4	C-26.8	D-44.3
403	Anderson Dr & Six Forks Rd (SR 1005)	B (16.5 sec/veh)	A (10.0 sec/veh)	E (64.5 sec/veh)	D (40.4 sec/veh)	D (46.2 sec/veh)	C (32.5 sec/veh)
	Eastbound	B-13.9	A-7.3	E-62.8	D-43.2	D-42.9	C-32.6
	Westbound	A-8.9	A-5.4	D-44.7	C-25.7	C-30.3	C-23.6
	Northbound	D-43.0	D-37.5	F-148.8	F-98.3	F-109.8	E-71.3
	Southbound	E-56.8	E-78.8	D-46.8	D-49.7	D-43.2	C-32.5
404	Six Forks Rd (SR 1005) & Barrett Rd	A (5.3 sec/veh)	C (20.8 sec/veh)	B (13.8 sec/veh)	C (22.3 sec/veh)	B (18.6 sec/veh)	C (27.7 sec/veh)
	Eastbound	---	---	---	---	---	---
	Westbound	F-84.8	F-86.5	F-83.5	D-50.8	D-39.3	D-54.5
	Northbound	A-1.3	A-9.6	A-6.5	C-23.6	B-15.4	D-38.0
	Southbound	A-3.7	A-9.6	B-16.5	B-12.3	B-20.0	A-8.0
405	Six Forks Rd (SR 1005) & Ramblewood Dr/I-440 EB On-Ramp	C (25.3 sec/veh)	D (35.4 sec/veh)	C (24.0 sec/veh)	E (55.7 sec/veh)	C (25.2 sec/veh)	D (54.3 sec/veh)
	Eastbound	E-65.3	F-87.1	E-77.8	E-79.5	E-77.8	E-80.0
	Westbound	---	---	---	---	---	---
	Northbound	C-21.7	D-46.3	C-26.5	F-105.9	C-29.7	F-102.3
	Southbound	C-21.2	C-23.9	B-16.9	C-21.7	B-16.9	C-21.7
406	Six Forks Rd (SR 1005) & I-440 EB Off-Ramp	-	-	-	-	-	-
	Eastbound	---	---	---	---	---	---
	Westbound	---	---	---	---	---	---
	Northbound	---	---	---	---	---	---
	Southbound	---	---	---	---	---	---
407	Six Forks Rd (SR 1005) & I-440 Outer Beltline WB Exit Ramp	C (23.4 sec/veh)	C (22.8 sec/veh)	D (53.4 sec/veh)	D (54.1 sec/veh)	D (45.7 sec/veh)	D (54.4 sec/veh)
	Eastbound	---	---	---	---	---	---
	Westbound	E-57.3	F-94.8	F-113.1	F-115.2	F-115.4	F-116.0
	Northbound	C-27.5	B-16.0	E-70.6	E-69.5	D-52.2	E-69.7
	Southbound	A-0.2	A-0.2	A-0.5	A-0.3	A-0.2	A-0.3
408	Six Forks Rd (SR 1005) & I-440 WB US I SB Ramps/North Hills East Entrance	B (18.1 sec/veh)	C (29.8 sec/veh)	D (38.4 sec/veh)	D (41.6 sec/veh)	D (37.2 sec/veh)	D (42.1 sec/veh)
	Eastbound	A-0.2	A-0.1	A-0.2	A-0.1	A-0.2	A-0.1
	Westbound	E-57.7	E-71.8	E-68.8	E-76.4	E-68.3	E-76.4
	Northbound	C-21.3	D-36.1	E-58.6	E-60.9	E-58.6	E-62.0
	Southbound	A-9.3	B-12.0	B-10.9	A-8.1	A-9.1	A-8.0
409	Six Forks Rd (SR 1005) & North Hills Shopping Center/Dartmouth Rd	B (14.8 sec/veh)	C (28.4 sec/veh)	B (18.8 sec/veh)	D (51.5 sec/veh)	C (20.1 sec/veh)	D (51.8 sec/veh)
	Eastbound	E-75.7	F-97.9	F-92.5	F-91.1	F-92.5	F-91.1



ID	Intersection and Approach	Base Year (2018)		Interim Year (2030)		Interim Year (2030)	
		No-Build		No-Build		Build	
		AM	PM	AM	PM	AM	PM
409	Westbound	E-77.2	F-92.8	F-132.7	F-131.2	F-129.4	F-131.2
	Northbound	B-11.8	B-17.6	B-11.5	C-31.1	B-15.0	C-31.6
	Southbound	A-5.1	C-20.2	A-5.8	D-54.0	A-5.4	D-54.0
410	Six Forks Rd (SR 1005) & Lassiter Mill Rd (SR 1808)	C (27.8 sec/veh)	D (46.1 sec/veh)	D (44.0 sec/veh)	E (76.8 sec/veh)	D (36.9 sec/veh)	E (75.9 sec/veh)
	Eastbound	E-76.9	F-89.4	E-78.5	F-89.7	F-126.1	F-83.2
	Westbound	E-61.7	F-97.7	F-87.3	F-88.2	E-74.4	F-88.2
	Northbound	B-13.7	C-29.7	B-19.0	D-45.4	B-17.2	D-45.3
	Southbound	C-24.7	D-38.4	E-56.2	F-101.1	C-34.0	F-101.0
411	Six Forks Rd (SR 1005) & Rowan St	B (11.4 sec/veh)	C (20.1 sec/veh)	C (32.4 sec/veh)	D (54.1 sec/veh)	B (13.4 sec/veh)	B (13.5 sec/veh)
	Eastbound	F-104.5	F-152.7	F-132.1	F-223.1	F-132.0	F-143.8
	Westbound	E-76.2	F-97.6	F-91.4	F-102.9	F-90.9	F-91.6
	Northbound	A-6.9	B-16.6	D-47.2	F-84.1	A-5.7	A-7.4
	Southbound	A-5.5	A-9.6	B-11.4	B-12.5	B-10.7	A-8.1
412	Six Forks Rd (SR 1005) & Northbrook Dr	B (17.9 sec/veh)	B (15.8 sec/veh)	C (24.4 sec/veh)	C (24.9 sec/veh)	C (24.8 sec/veh)	C (25.4 sec/veh)
	Eastbound	E-74.4	F-109.3	F-98.6	F-98.7	F-95.4	F-98.7
	Westbound	D-50.8	F-112.8	E-66.2	F-100.6	E-65.5	F-100.6
	Northbound	B-10.7	A-5.2	B-13.6	B-14.9	B-15.1	B-16.0
	Southbound	B-15.7	B-12.7	C-25.6	C-26.1	C-25.2	C-26.1
413	Six Forks Rd (SR 1005) & Shelly Rd (SR 1812)/Church Entrance	A (6.7 sec/veh)	A (7.5 sec/veh)	A (9.9 sec/veh)	A (9.2 sec/veh)	A (8.4 sec/veh)	A (8.9 sec/veh)
	Eastbound	F-102.1	F-111.9	E-64.3	D-52.9	D-46.1	C-29.2
	Westbound	F-97.0	F-104.8	E-57.0	E-57.5	C-30.0	C-32.3
	Northbound	A-2.3	A-5.0	A-4.3	A-5.5	A-3.1	A-4.9
	Southbound	A-2.3	A-6.2	B-11.4	B-11.9	B-10.8	B-12.6
414	Six Forks Rd (SR 1005) & Millbrook Rd (SR 2018)	E (78.6 sec/veh)	F (108.7 sec/veh)	E (78.8 sec/veh)	F (147.2 sec/veh)	D (53.6 sec/veh)	F (100.6 sec/veh)
	Eastbound	F-143.0	F-142.2	F-128.3	F-160.7	E-63.8	F-130.1
	Westbound	F-118.3	F-146.5	F-106.1	F-199.6	E-72.4	F-129.4
	Northbound	D-41.1	F-89.0	D-52.9	F-182.3	D-44.5	F-118.1
	Southbound	E-74.4	F-101.3	F-81.1	F-81.9	D-54.0	E-59.2
415	Six Forks Rd (SR 1005) & Northcliff Dr/Sandy Forks Rd (SR 2017)	C (28.8 sec/veh)	C (20.7 sec/veh)	D (41.1 sec/veh)	D (54.0 sec/veh)	C (21.5 sec/veh)	B (16.3 sec/veh)
	Eastbound	F-112.1	F-123.0	F-90.3	F-89.9	E-68.1	F-89.9
	Westbound	F-111.6	F-131.0	F-167.7	F-147.6	F-104.2	F-95.0
	Northbound	A-6.0	A-4.1	B-15.2	B-10.9	A-4.0	A-3.4
	Southbound	B-15.5	B-10.5	C-30.2	F-86.3	B-13.7	B-11.4
416	Six Forks Rd (SR 1005) & Lynn Rd (SR 1819)	D (51.2 sec/veh)	F (97.5 sec/veh)	E (77.9 sec/veh)	F (197.3 sec/veh)	E (72.0 sec/veh)	E (67.5 sec/veh)
	Eastbound	F-81.1	F-101.3	F-112.6	F-103.0	E-61.2	F-98.7
	Westbound	F-82.2	F-135.0	F-120.3	F-176.5	E-73.5	F-119.6
	Northbound	C-22.4	E-59.7	E-59.3	F-183.1	F-100.9	D-47.0
	Southbound	D-47.3	F-114.1	E-66.2	F-250.4	D-46.5	D-53.4



# Midtown-St. Albans

Surveys and Raw Data



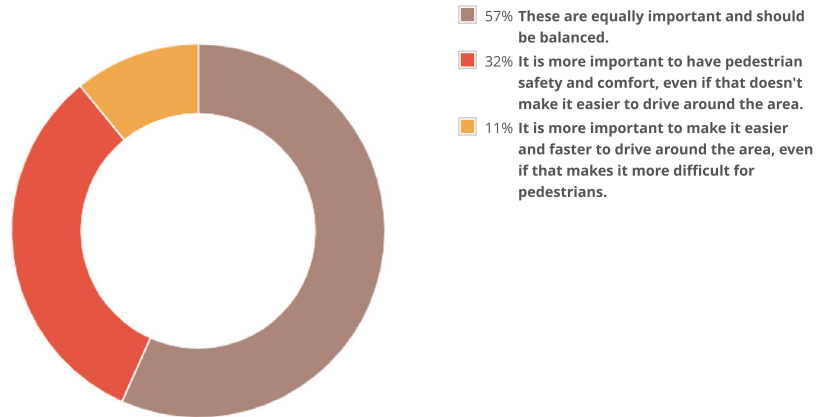
# Midtown-St. Albans

## Midtown-St. Albans Area Plan Survey

### Project Engagement

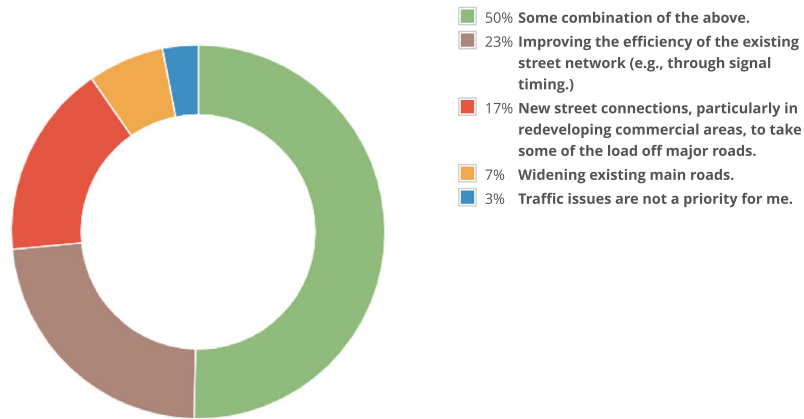
VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
2,096	598	10,764	1,484

Transportation is an important issue in Midtown, and the study will likely include recommendations for transportation improvements. Often, these improvements involve trade-offs between vehicle traffic flow and making it safer for pedestrians. Which, if either, is a higher priority for you?



441 respondents

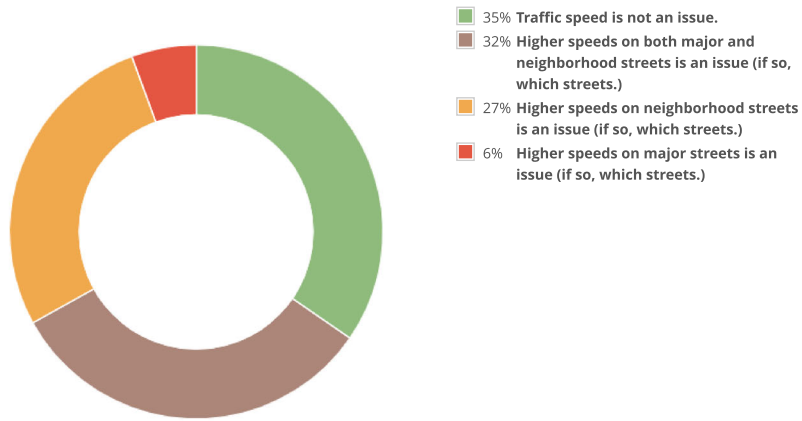
What is the best way to address traffic issues in Midtown?



423 respondents

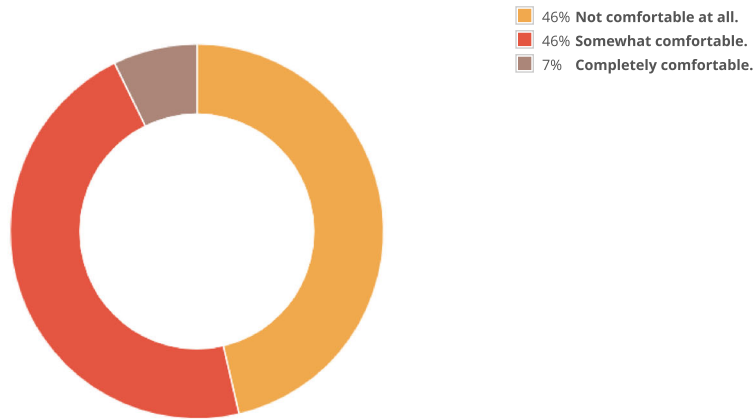


Is speeding an issue in the area?



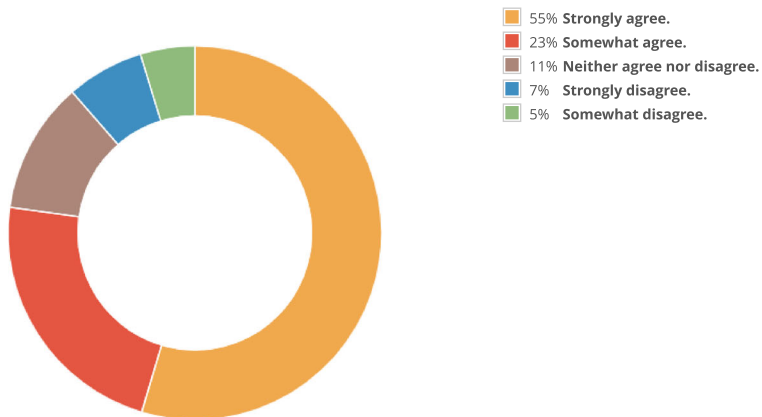
393 respondents

Do you currently feel comfortable walking or riding a bicycle in Midtown?



399 respondents

To what extent do you agree or disagree with the following statement: I would walk or ride a bicycle around Midtown more than I do now if there were more/better facilities such as crosswalks, continuous sidewalks, and protected bicycle lanes than there are now.

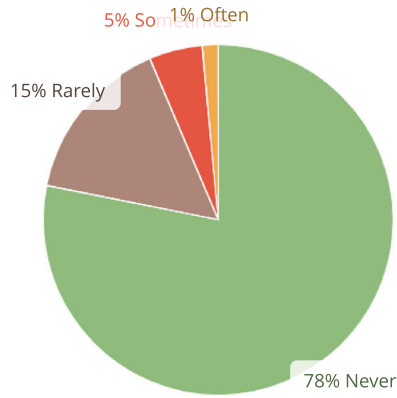


403 respondents

Loading more report objects...



How often do you ride public transit (GoRaleigh or GoTransit buses) in Midtown?

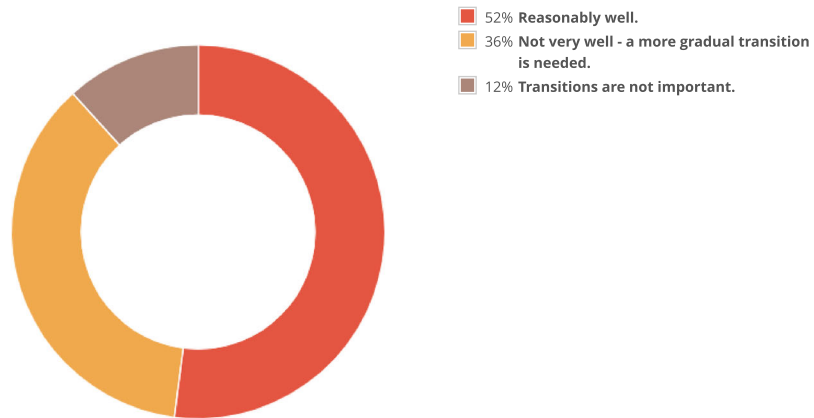


407 respondents

Please rank the following changes that would potentially increase your use of public transit in Midtown from the most influential factor to the least?

66%	If buses came more frequently.	Rank: 2.13	105 ✓
61%	There is nothing that would make it more likely for me to take the bus.	Rank: 2.15	97 ✓
64%	If there were a bus stop or route closer to my home or usual destination.	Rank: 2.24	102 ✓
53%	If buses traveled faster via separate travel lanes.	Rank: 2.81	85 ✓
50%	If there were more amenities at the bus stop or on the bus.	Rank: 3.19	80 ✓

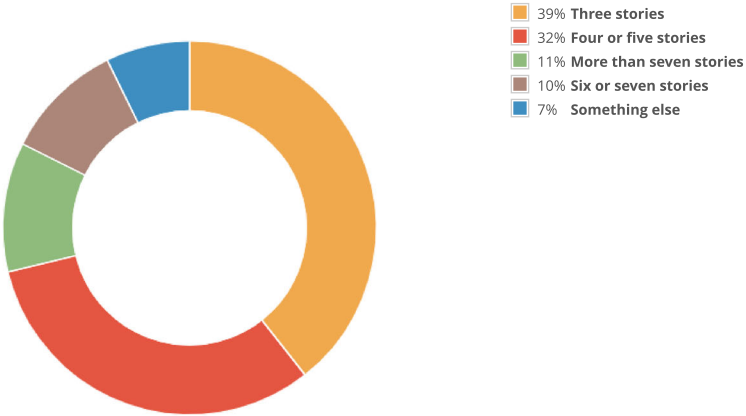
The illustration above shows an example of a height and space transition between taller mixed-use buildings and smaller residential buildings. How well do you think transitions are working in Midtown?



367 respondents

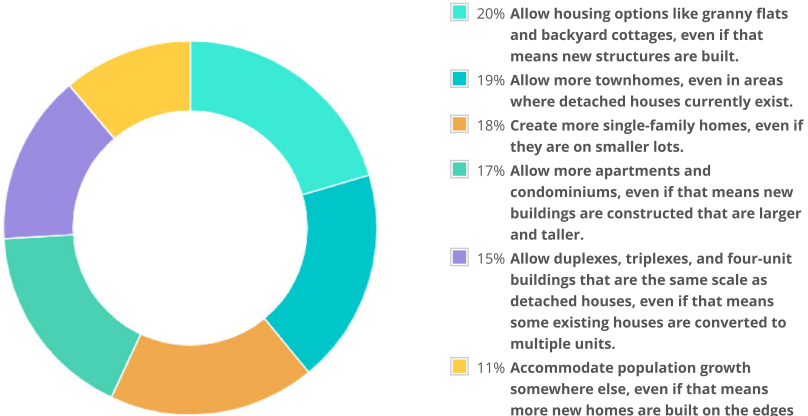


What is the ideal maximum height of a building next to or across the street from smaller residential houses and/or smaller buildings in Midtown?



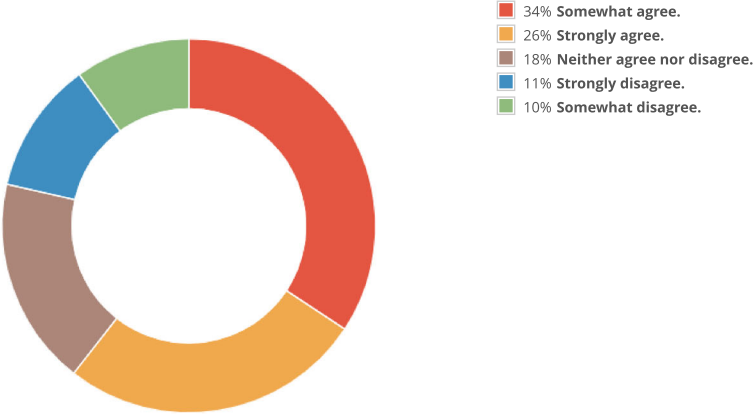
358 respondents

Midtown, like the rest of Raleigh, is experiencing population growth. Please check all of the options for accommodating new residents that you agree with.



340 respondents

To what extent do you agree or disagree with the following statement: The quality and number of parks in Midtown should be improved, even if that means higher taxes.



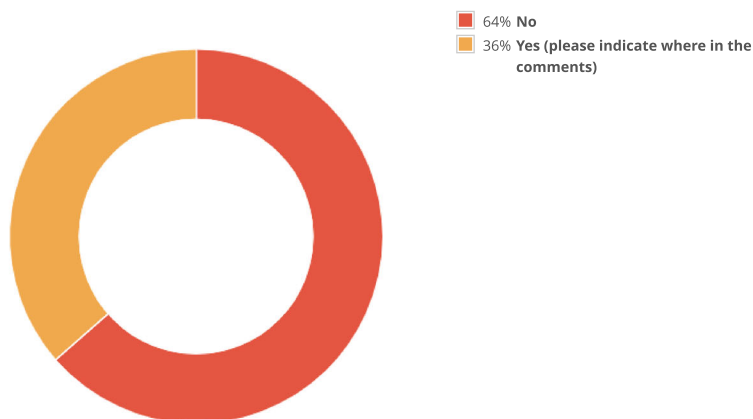
350 respondents



If improvements were to be made to the public parks in and around Midtown, how should they be prioritized? Please rank the improvements below from most important to least important. Feel free to leave specific suggestions in the comments section.

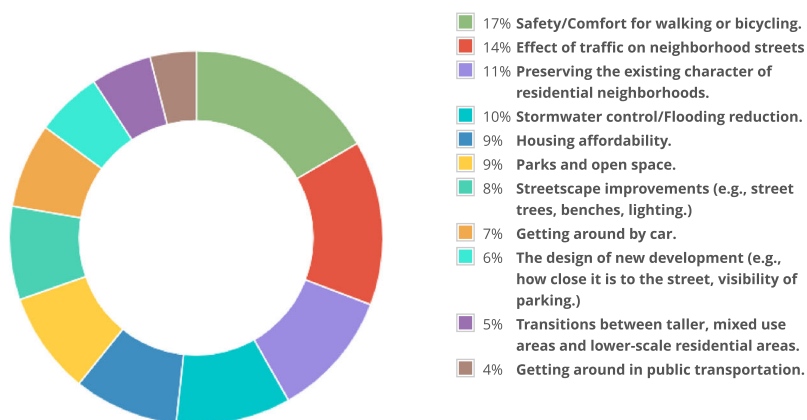
80%	More well-connected to their surroundings.	Rank: 1.52	162 ✓
78%	Accommodate more uses and visitors.	Rank: 1.77	159 ✓
64%	A new public park is needed.	Rank: 2.21	130 ✓

Have you experienced problems with stormwater or flooding in Midtown?



310 respondents

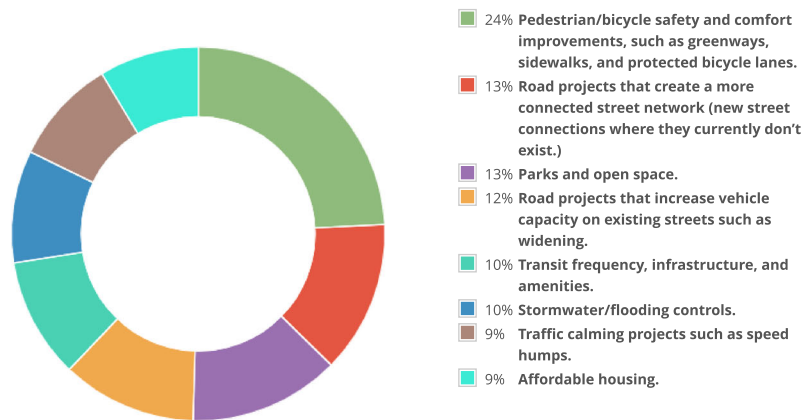
Of the following issues, which are the top *three* the Midtown plan should address? Please select up to three options.



355 respondents

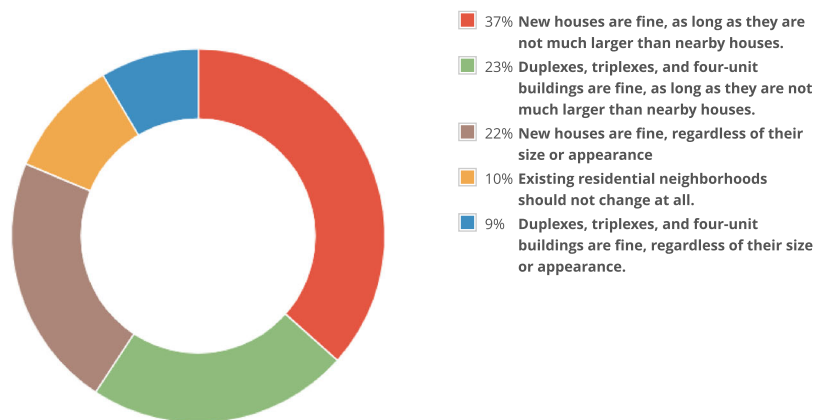


Of the following infrastructure improvements, which *three* should be prioritized in the Midtown plan? Please select up to three options.



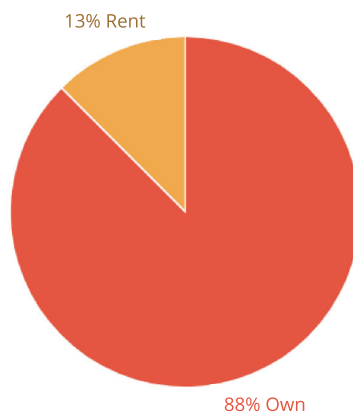
335 respondents

Which of the following statements describe your view about the future of residential neighborhoods in Midtown? (Select all that apply.)



335 respondents

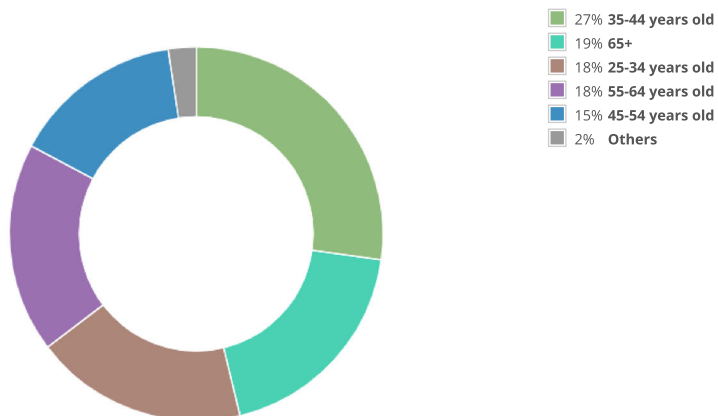
Do you rent or own your current residence?



320 respondents

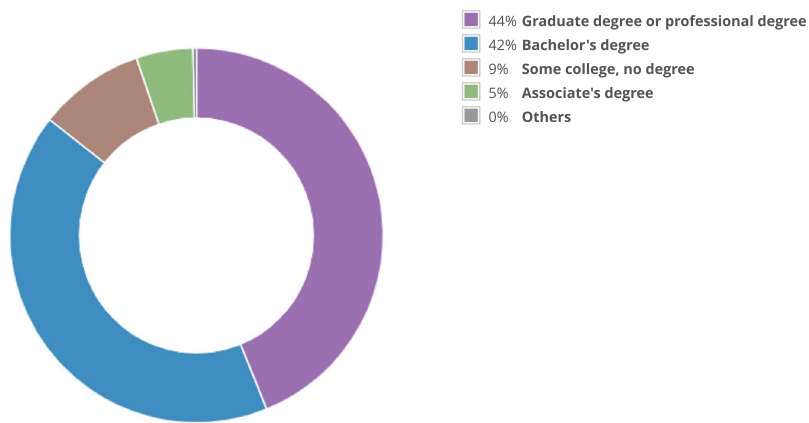


What is your age?



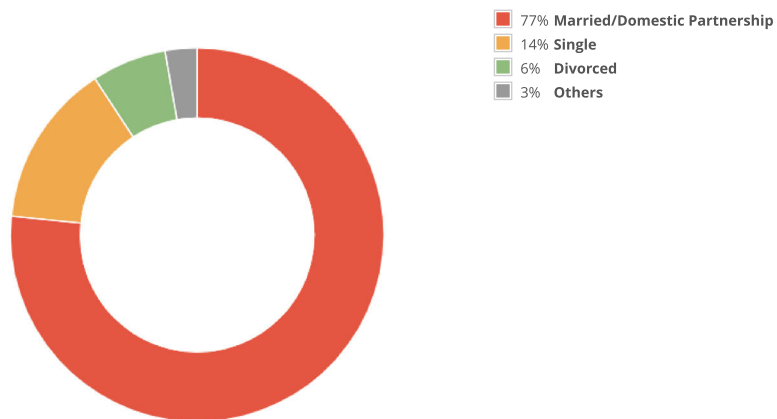
331 respondents

What is your highest level of education completed?



326 respondents

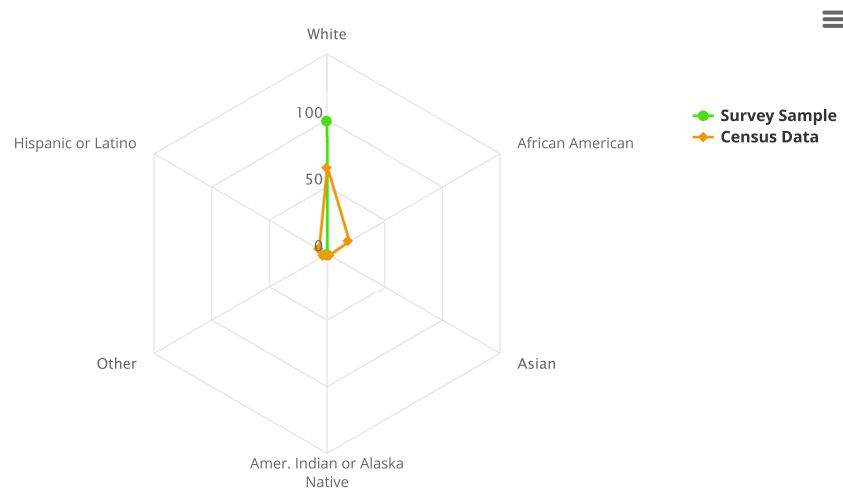
What is your marital status?



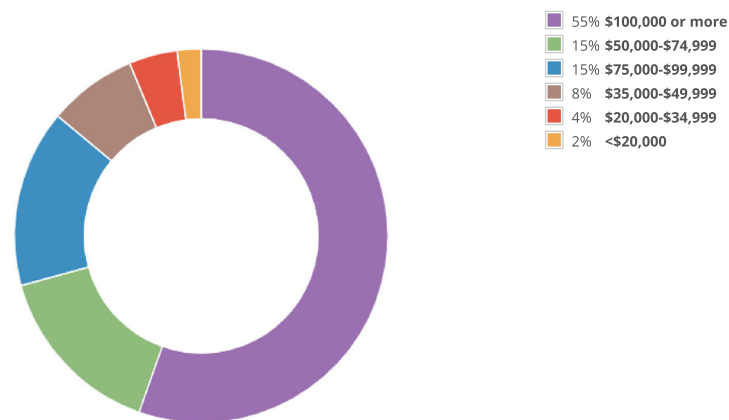
325 respondents



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

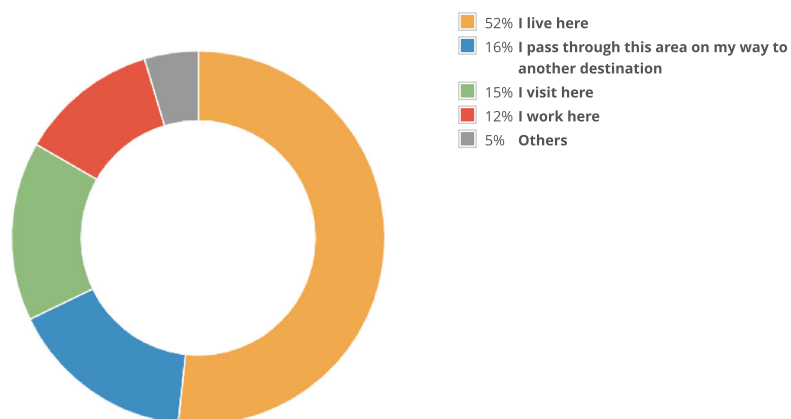


What is your approximate household income, after taxes?



287 respondents

First, a quick question about how you experience the area.



542 respondents

## Midtown-St. Albans Encuesta de planes

Project Engagement

VIEWS

117

PARTICIPANTS

17

RESPONSES

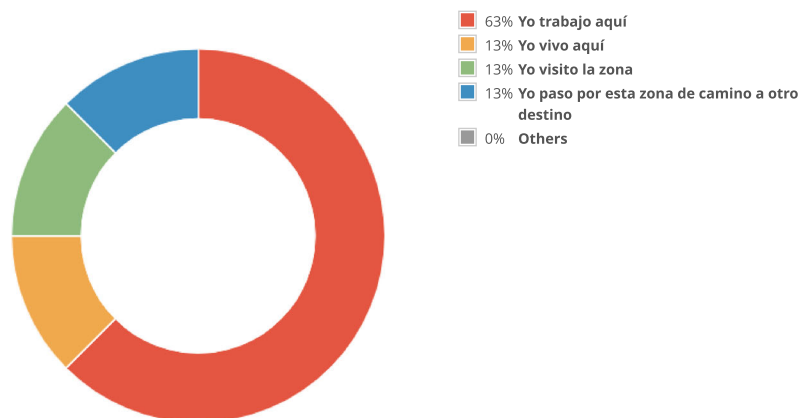
389

COMMENTS

36

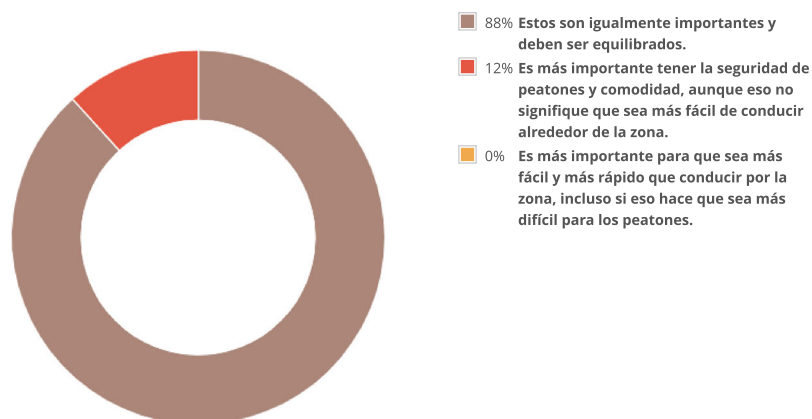


En primer lugar, una pregunta rápida acerca de cómo es tu interacción en la zona.



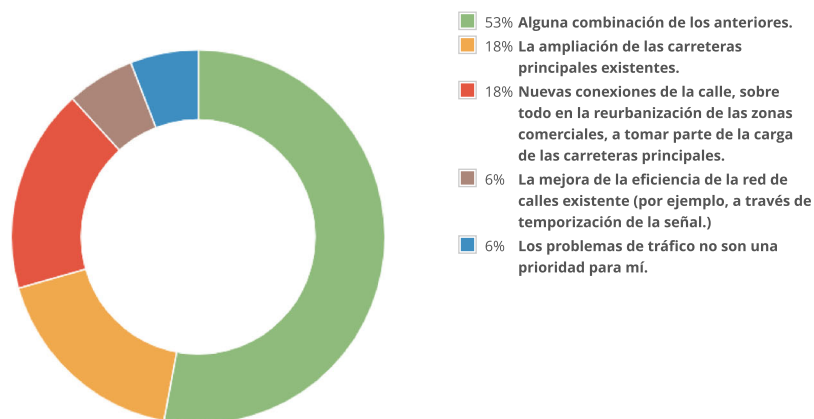
16 respondents

El transporte es un tema importante en Midtown, y el estudio muy probablemente incluirá recomendaciones para mejorar el transporte. A menudo, estas mejoras implican un equilibrio entre el flujo de tráfico de vehículos y hacerlo más seguro para los peatones. ¿Lo cual, si bien, es una prioridad más alta para usted?



17 respondents

¿Cuál es la mejor manera de abordar los problemas de tráfico en Midtown?



17 respondents

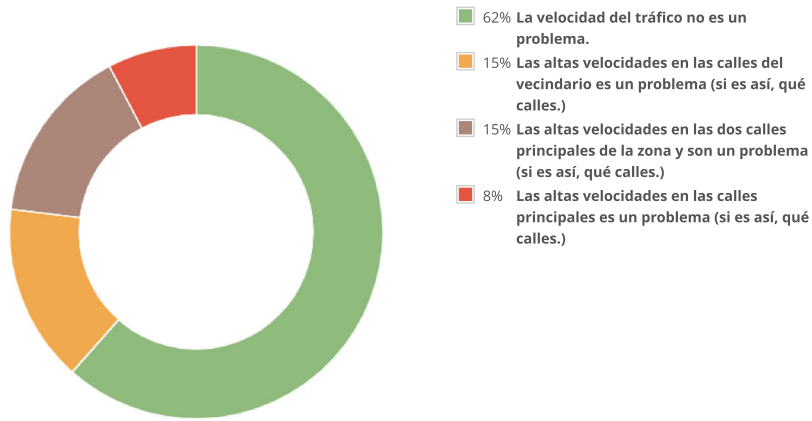
¿Cuál es la mejor manera de abordar los problemas de tráfico en Midtown?



Paper Survey 4 also chose "Alguna combinacio de los anteriores."  
one year ago



¿La velocidad es un problema en el área?



13 respondents

¿La velocidad es un problema en el área?

☐ Sain Albas, y New Hope  
one year ago

¿Dónde están los peores problemas de tráfico en Midtown? Por favor nombrar hasta tres calles y / o intersecciones?

☐ Falls of Neuse, Six Forks, Wake Forest  
one year ago

☐ Wake Forest/Millbrook R.  
one year ago

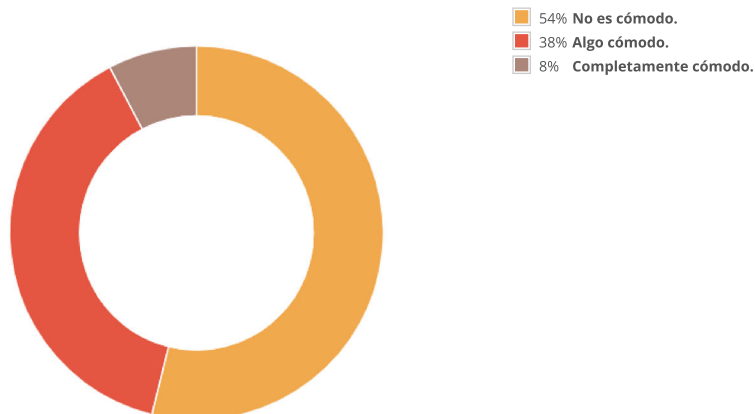
☐ Six Fork R./ Millbrook  
Capital Boulevard/Millbrook  
one year ago

☐ Millbrook Old Wake Forest  
one year ago

☐ Saint Albans, New Hope Church, Atlantic Ave  
one year ago

☐ En la New Hope Rd. y St. Albans.  
one year ago

¿Actualmente Ud. se siente cómodo para caminar o andar en bicicleta en Midtown?



13 respondents



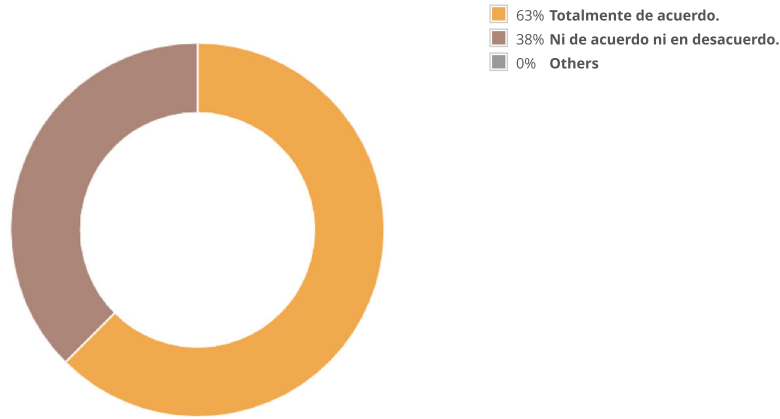
¿Actualmente Ud. se siente cómodo para caminar o andar en bicicleta en Midtown?



No lo se porque no vivo aqui  
(I don't know because I don't live here)

one year ago

¿En qué medida está usted de acuerdo o en desacuerdo con la siguiente afirmación: Me gustaría más ahora caminar o andar en bicicleta por Midtown si hubiera más / o mejores instalaciones, como pasos de peatones, aceras continuas, y carriles para bicicletas protegidas de las que hay actualmente?



16 respondents

¿Dónde están los peores problemas para las personas al caminar o andar en bicicleta en Midtown? Por favor nombrar hasta tres calles y / o intersecciones.



Old Wake Forest

one year ago



North Market Dr

one year ago



No lo se porque solo trabajo aqui. No vivo aqui en la ciudad.  
(I don't know because I only work here. I don't live in the city.)

one year ago



Six Forks Rd

one year ago



Albains, se necesita un semaforo en la esquina de New Hope y Albains  
(A stoplight is needed at the corner of New Hope and St Albans)

one year ago

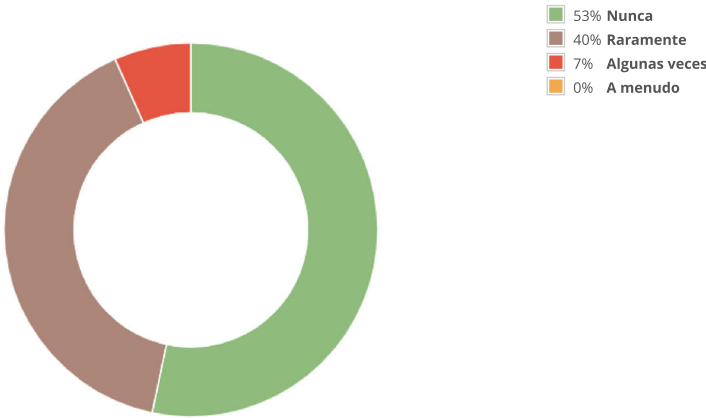


New Hope y St. Albans

one year ago



¿Con qué frecuencia utiliza el transporte público (autobuses GoRaleigh o GO Transit) en Midtown?

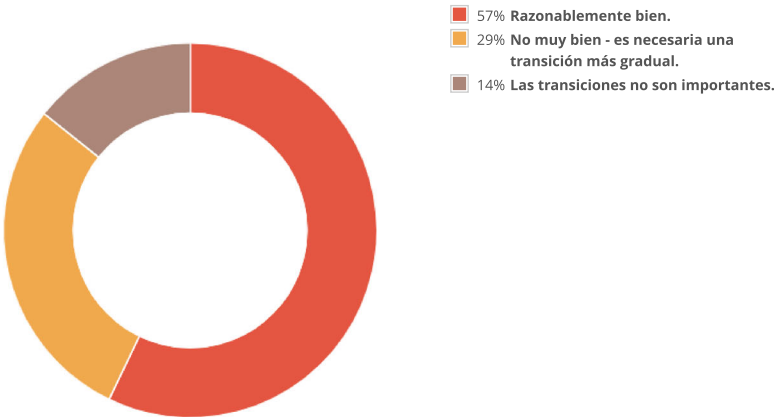


15 respondents

Por favor, seleccionar en orden de mayor a menor la importancia de los cambios que usted considera aumentarían potencialmente su uso del transporte público en Midtown.

22%	No hay nada que hacer, para que mejore y decida tomar el autobús.	Rank: 1.00	2 ✓
56%	Si hubiera más comodidades en la parada del autobús o en el autob	Rank: 1.80	5 ✓
89%	Si los autobuses llegaron con más frecuencia.	Rank: 2.38	8 ✓
44%	Si hubiera una parada de autobús o ruta más cerca de mi casa o des	Rank: 2.75	4 ✓
22%	Si los autobuses viajaran más rápido a través de los carriles confinac circulación.	Rank: 3.00	2 ✓

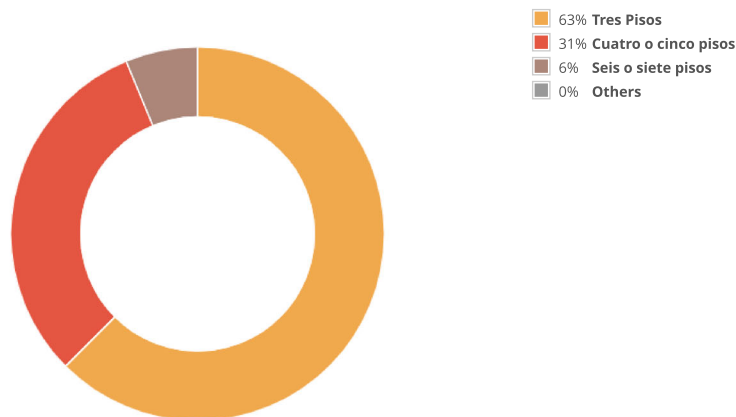
La ilustración anterior muestra un ejemplo de una transición de altura y espacio entre edificios de uso mixto y edificios residenciales pequeños. ¿Qué tan bien crees que las transiciones están trabajando en Midtown?



14 respondents

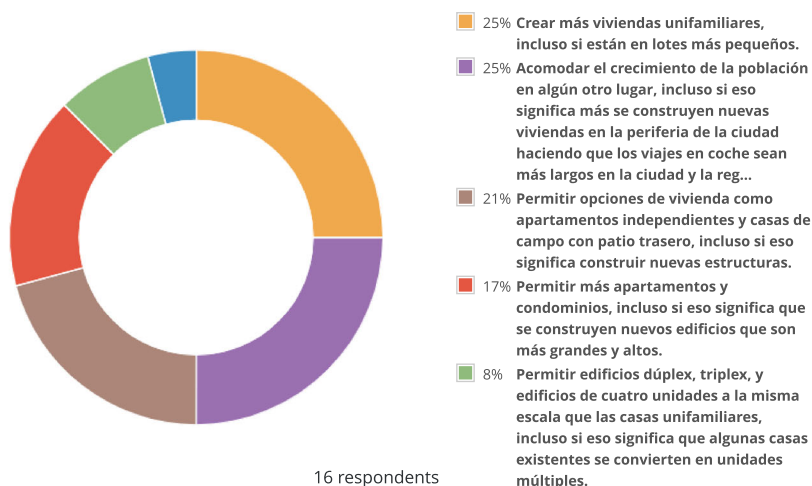


¿Cuál es la altura máxima ideal de un edificio al lado o al frente de una calle con casas residenciales más pequeños y / o edificios más pequeños en Midtown?



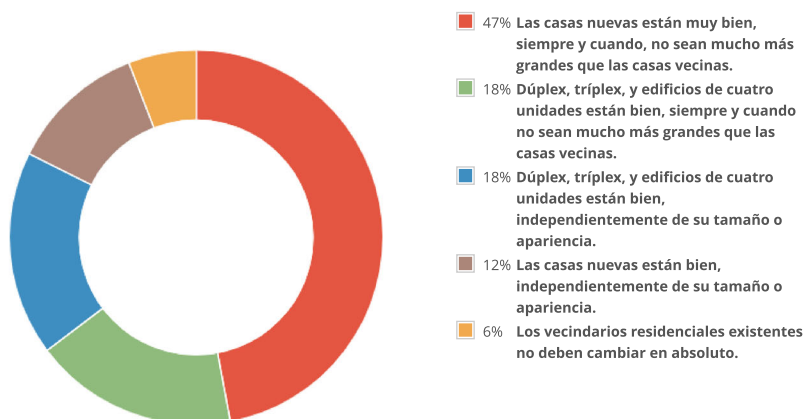
16 respondents

Midtown, al igual que el resto de Raleigh, está experimentando un crecimiento de poblacional. Por favor marque las opciones del alojamiento para los nuevos residentes que usted esté de acuerdo.



16 respondents

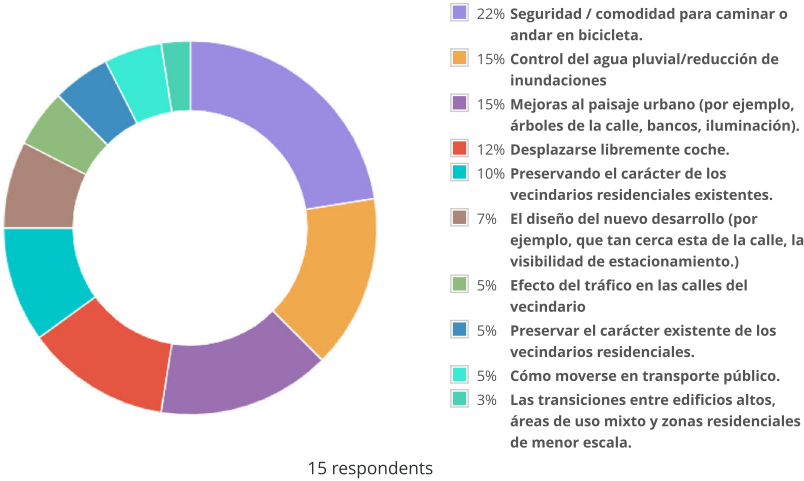
¿Cuál de las siguientes afirmaciones describen su visión sobre el futuro de los vecindarios residenciales en Midtown? (Seleccione todas las que correspondan).



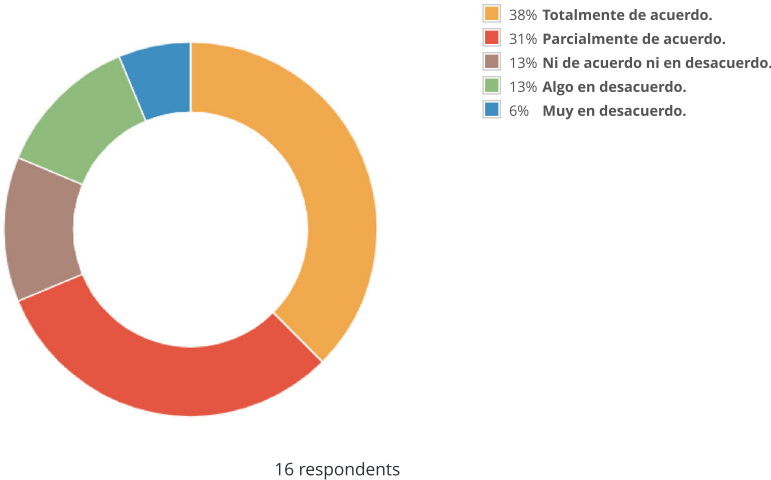
14 respondents



De los siguientes temas, ¿Cuáles serían los tres más importantes que debe abordar el plan de Midtown? Por favor, seleccione no más de tres opciones.



¿En qué medida está de acuerdo o en desacuerdo con la siguiente afirmación? La calidad y la cantidad de parques en Midtown deben mejorarse, incluso si eso significa impuestos más altos.

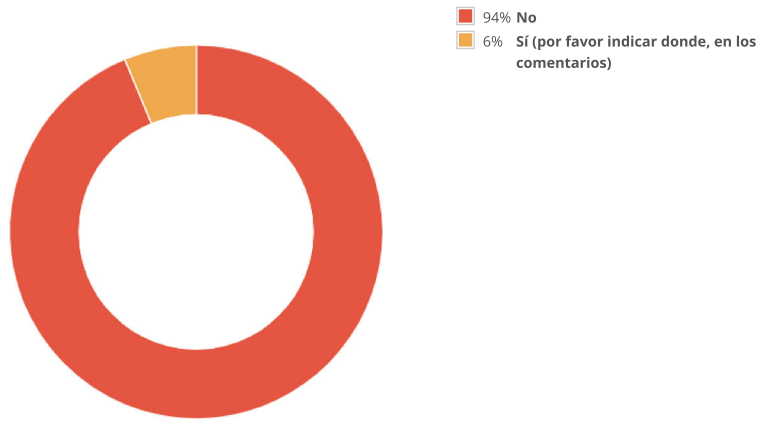


¿Si las mejoras se debieran hacer a los parques públicos en Midtown y sus alrededores, ¿cómo deben ser priorizadas? Por favor, ordene las propuestas más abajo del más importante al menos importante. Siéntase libre de dejar sugerencias específicas en la sección de comentarios.

55%	Se necesita un nuevo parque público.	Rank: 1.33	6 ✓
55%	Más bien conectada con su entorno.	Rank: 1.50	6 ✓
45%	Cabida a más usos y los visitantes.	Rank: 1.80	5 ✓

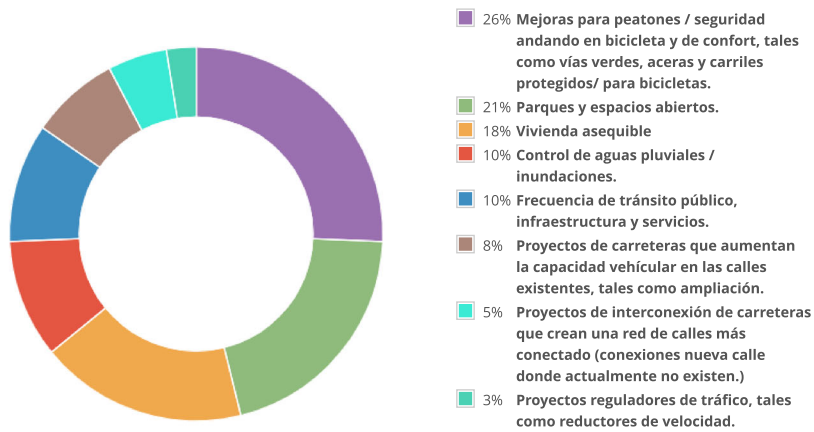


¿Ha tenido problemas con el agua pluvial o inundaciones en Midtown?



16 respondents

De las siguientes mejoras en la infraestructura, ¿Cuáles tres deberían tener prioridad en el plan de Midtown? Por favor, seleccione hasta tres opciones.



13 respondents

De las siguientes mejoras en la infraestructura, ¿Cuáles tres deberían tener prioridad en el plan de Midtown? Por favor, seleccione hasta tres opciones.

☐ Es necesario poner semaforos cerca de la Tienda (Tapatia)  
(Its necessary to put a stoplight near Tienda Tapatia)  
one year ago

¿Hay algunas consideraciones adicionales que le gustaría compartir?

☐ Creo que instalar luces de trafico entre New Hop Ch. y St. Albans Rd.  
(That they install traffic lights between New Hope Church and St. Albans Rd)  
one year ago

☐ Que pongan un sematario en la esquina de las calles St. Albans y New Hope Church.  
(That they put a stoplight at the corner of St. Albans and New Hope Church)  
one year ago

☐ No  
one year ago



¿Cuál es el cruce de calle / intersección más cercano a usted?

☐

North Market Dr.

9 months ago

☐

North Mark Dr

one year ago

☐

Six Forks Road

one year ago

☐

Atlantic/Sprint Forest

one year ago

☐

New Hope Rd. Ch. y St. Albans Rd.

one year ago

☐

New Hope Rd. Ch y St. Albans Rd.

one year ago

☐

Trabajo North Market Drive; Viviendo Louisburg Road (Work North Market Drive, Live Louisburg Road)

one year ago

☐

Wake Forest Rd / Saint Albans / New Hope

one year ago

☐

New Hope Rd. Ch. y St. Albans Rd.

one year ago

¿Aproximadamente cuánto tiempo ha vivido en su dirección actual?

☐

3

one year ago

☐

1 ano

one year ago

☐

9 meses

one year ago

☐

10 anos

one year ago

☐

Trabajo 1 anos. Vivienda 2 anos. (Work one year. Live two years)

one year ago

☐

10 anos (10 years)

one year ago

☐

4

one year ago

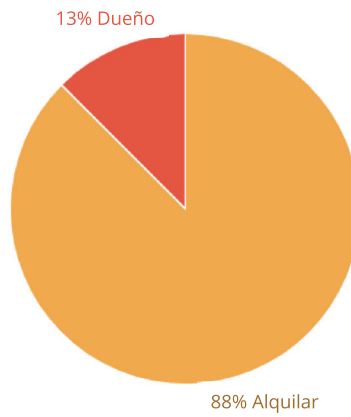
☐

20

one year ago

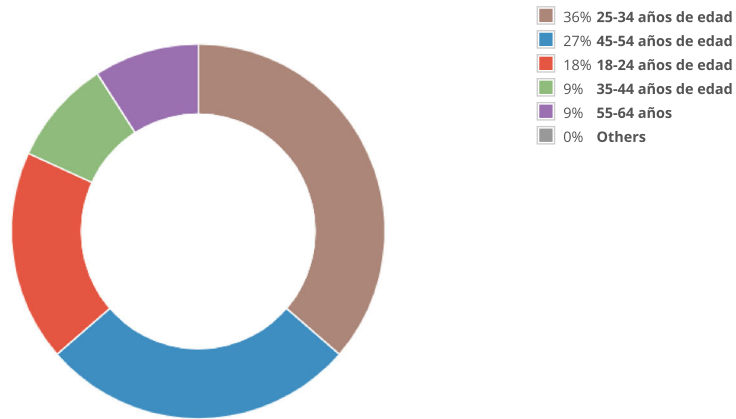


¿Usted alquila o es dueño de su residencia actual?



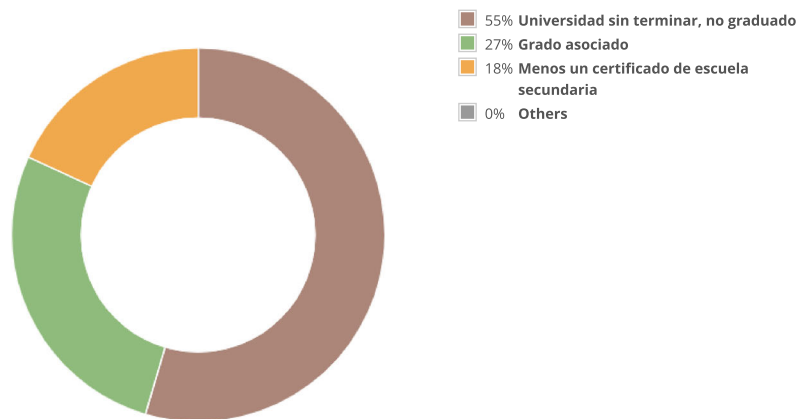
8 respondents

¿Cuál es tu edad?



11 respondents

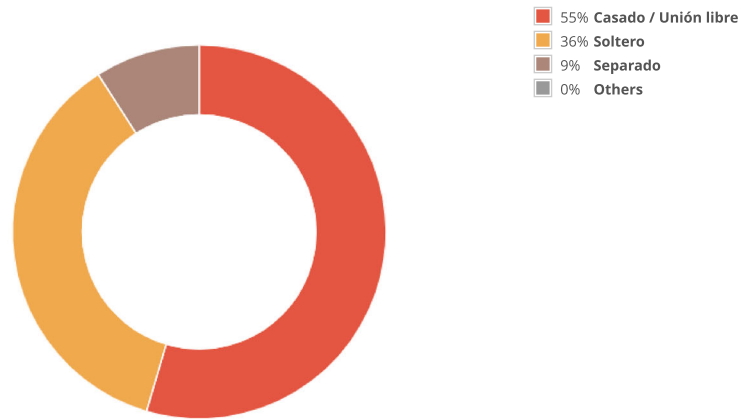
¿Cuál es su mayor nivel de estudios terminados?



11 respondents

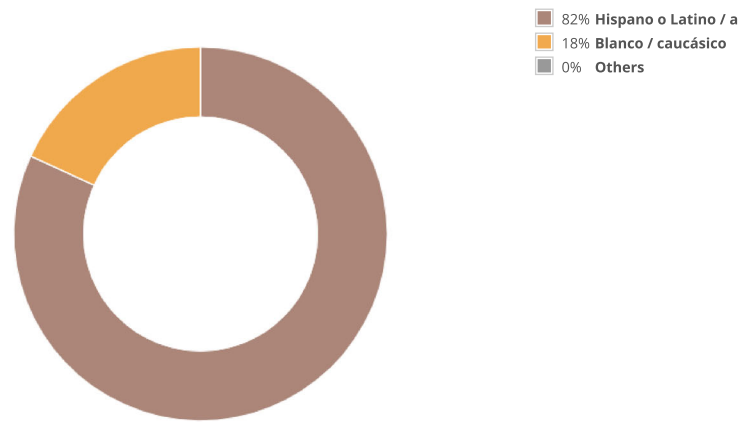


Cuál es tu estado civil?



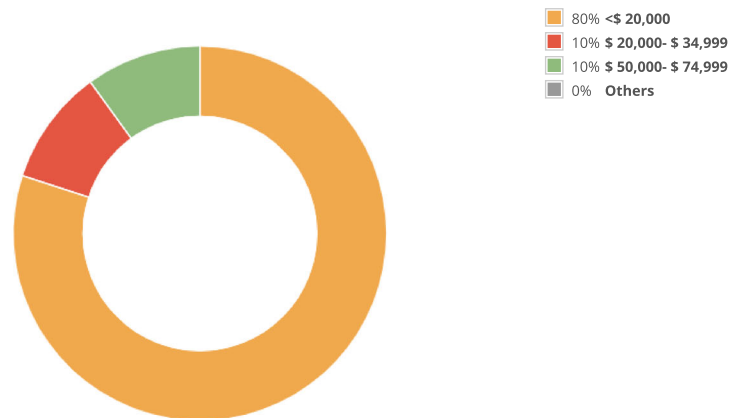
11 respondents

¿Cuál de los siguientes mejor describe (s) a su identidad racial? (Seleccione todas las que correspondan.)



11 respondents

¿Cuál es su ingreso aproximado, después de impuestos?



10 respondents



Midtown-St. Albans Area Plan  
Choosing a Path/Testing Options  
In-person Meeting Input (May-June 2019)

Notes :

Participants were asked to weigh in on potential solutions for topics that included walkability, traffic, transit, stormwater, housing affordability, parks and open space, and more.

Input is in the form of both written comments and colored dots. The dots represent participate feelings about different concepts.

Green dots = I like it

Red dots = I don't like it

Purple dots = I really like it, please prioritize this



# Green Street Concepts

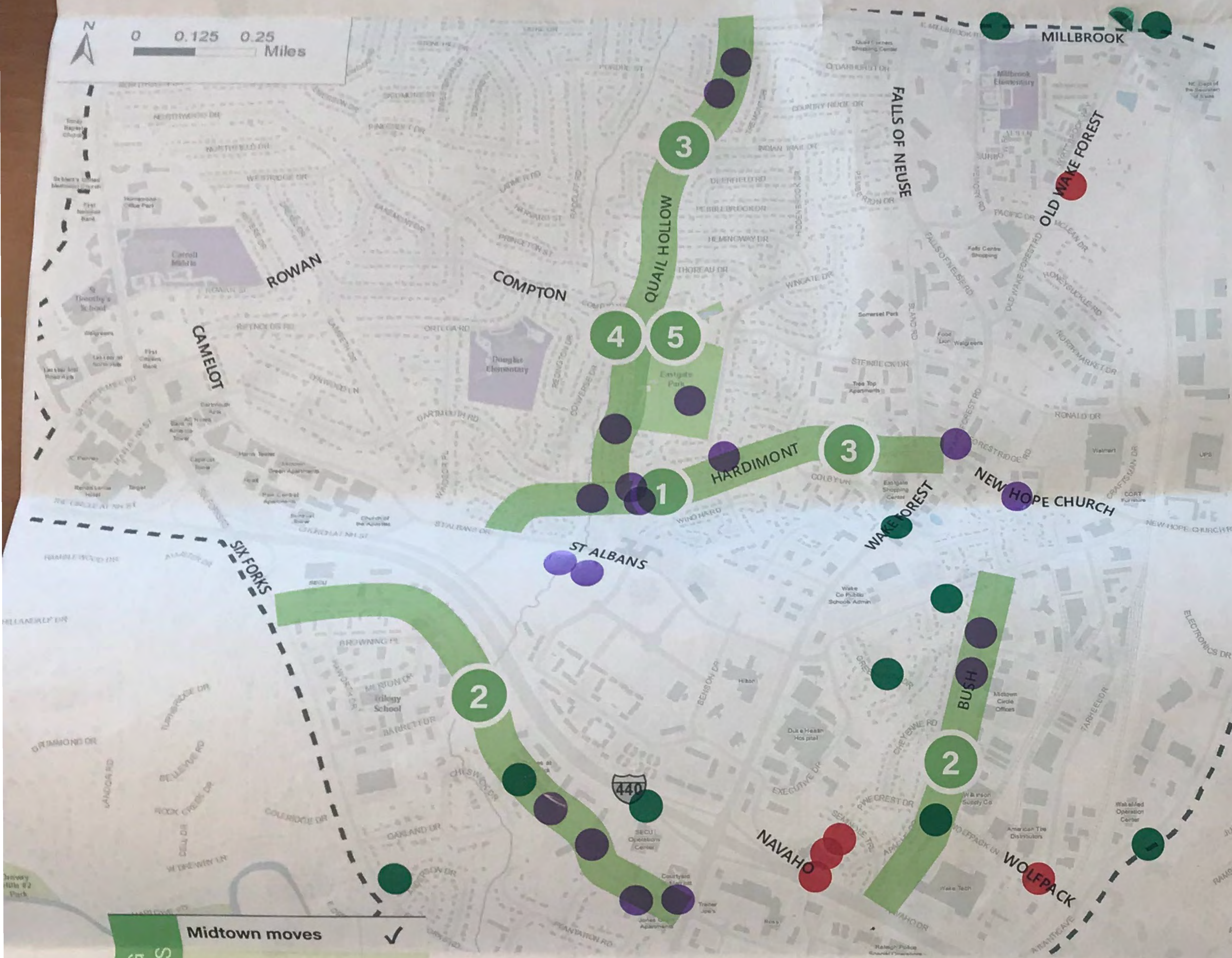
## Midtown-St. Albans Area Plan



During the first round of public outreach, residents expressed preference for more greenway connections, improvements that reduce flooding, and reduce vehicle speeds through neighborhoods.

**Green Streets** contain specially designed infrastructure that reduces the speed and severity of runoff from storms that contributes towards flooding of homes, businesses, and parks. These features typically include areas where water can infiltrate into the ground, typically through planted curb strips, street tree root systems, and swales (grassy ditch or depression). Green Street design elements can be implemented along an entire corridor or in combinations to meet roadway constraints and the transportation needs of pedestrians, bicyclists, and motorists.

Green Street elements also have the added benefits of improving the comfort of an area through the addition of shade and decorative plants. Also, Green Streets are designed to accommodate pedestrians and bicyclists while slowing down vehicles to safer speeds. For example, a Green Street along Quail Hollow Dr would dramatically improve North-South pedestrian and bicyclist connectivity.



PLANNING PRINCIPLES	
Midtown moves	✓
Midtown living	
Midtown works	
Aesthetics	✓
Natural systems	✓

### PROS



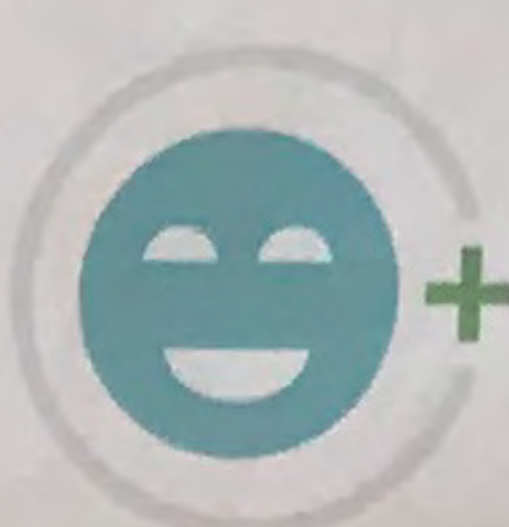
Reduced Flooding



More Bike & Pedestrian Options



Traffic Calming

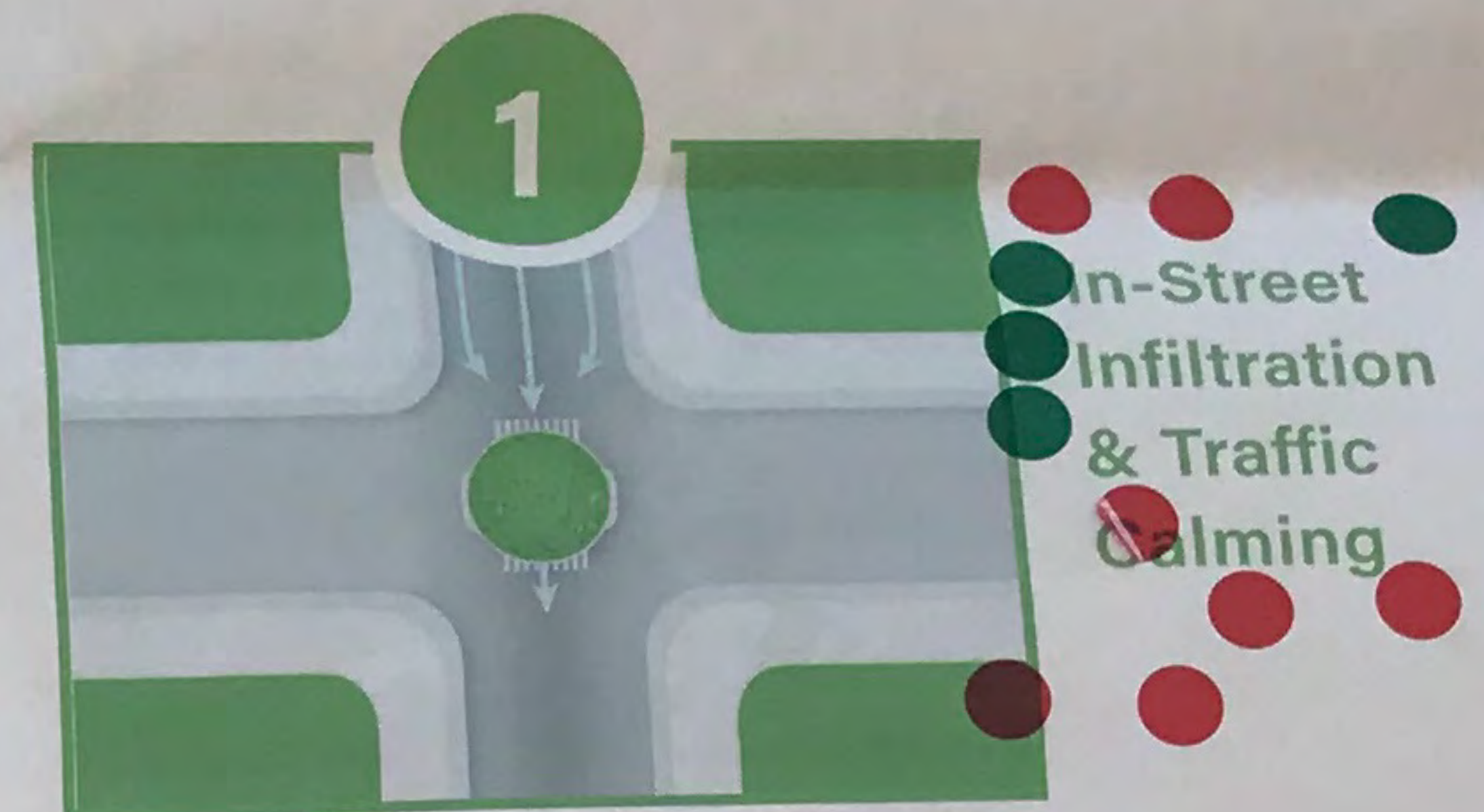


Improved Comfort

### CONS



May Reduce On-Street Parking



On-Street Infiltration & Traffic Calming



Commercial Green Street



Stormwater Bump-outs



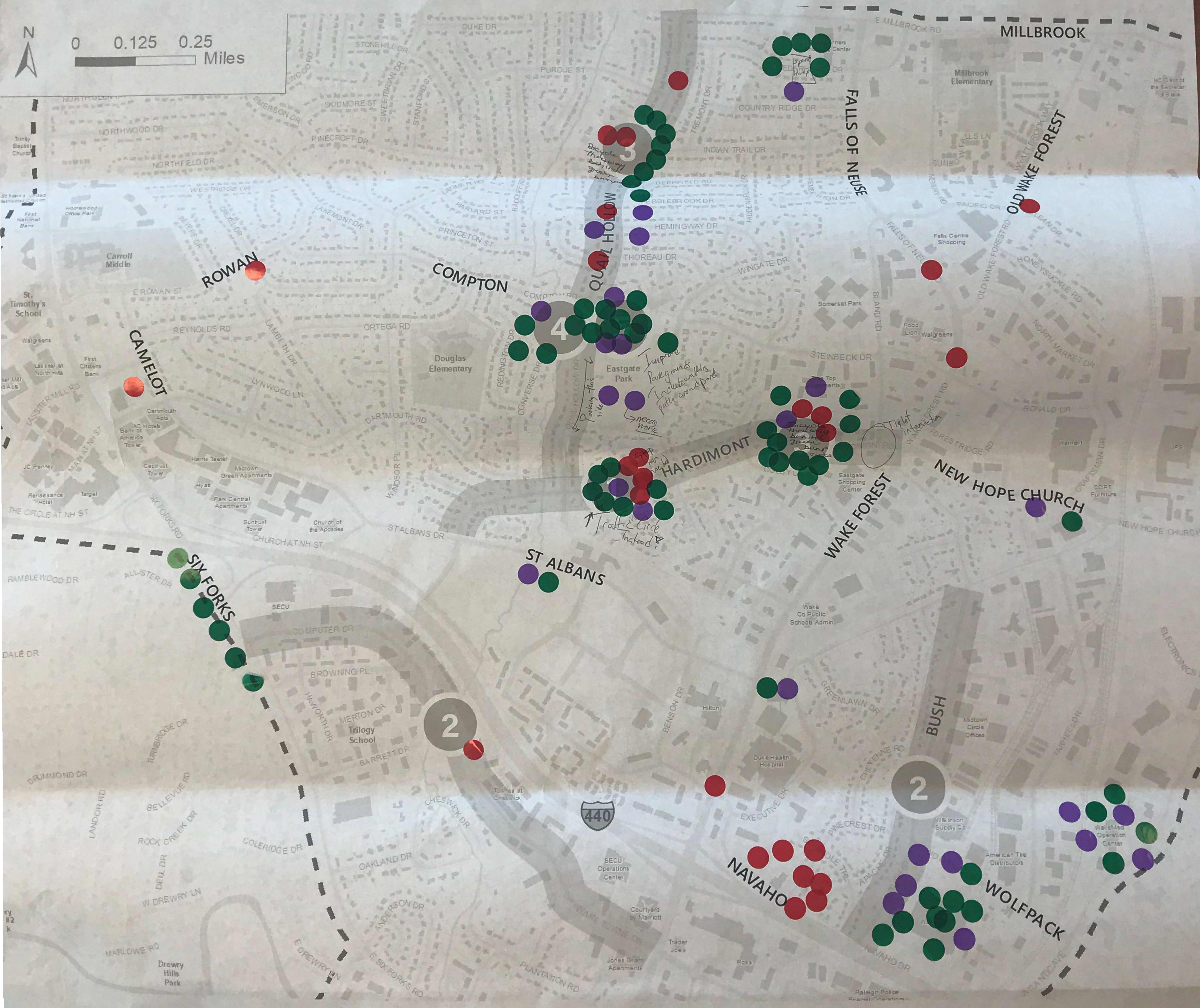
Local Green Street with On-Street Parking and Shared-Use Path



Local Green Street with On-Street Parking and Separated Bike Lanes



# Green Streets





5/20

Green Street / Greenway / Red Safety / Bridge / Turn

Vegetation maintenance needed @ Anderson <sup>bridge</sup> crossing  
and Six Forks <sup>Crabtree Creek</sup>  
along

Proactively work to limit cut thru traffic. Look at what other cities are doing. Work with navigation apps to keep streets like Cedarhurst off apps by designating as No Thru Traffic. This could be a designation specified to Midtown Area Plan



# Greenway / Networks / Pedestrian Safety

## Comments

Consider parking on Bush St.

it  
six for  
MSA 5,



# Greenway / Green Streets / Pedestrians

## Comments

AT WHAT POINT DOES SOMEONE SAY IT'S TIME TO STOP THE DEVELOPMENT +  
● SAVE SOME TREES IN RALEIGH? ✓

I do not understand why the N. Hills / St Albans developers cannot put a pedestrian bridge across 6 Forks. When will we make them responsible for the increase in traffic / pedestrian developments they are making \$\$\$ on??

Consider the type of traffic signals that bring all to a stop for a brief period to allow pedestrians to safely cross.

There are so many pedestrians and would be more cyclists if we felt safe. You need actual bike lanes, not a reduction of lane size for a "bike lane" - maybe dual use, wider walks for bikes and people. More pedestrian & bike friendly!

Navigation apps are routing drivers thru neighborhood streets. I would like the city to pursue 'No Thru Traffic' to get those streets off navigation apps.

Green Streets { Bumpouts into the travel lane } endanger cyclists. The bumpouts, in my experience, don't really slow the cars. Do they really capture significant amounts of storm water? Wider streets, unimpeded by bump out obstacles, are better for cycling.

Consider round about intersection at Quail Hollow / Hardiment



# Greenway and Pedestrian Network Concepts

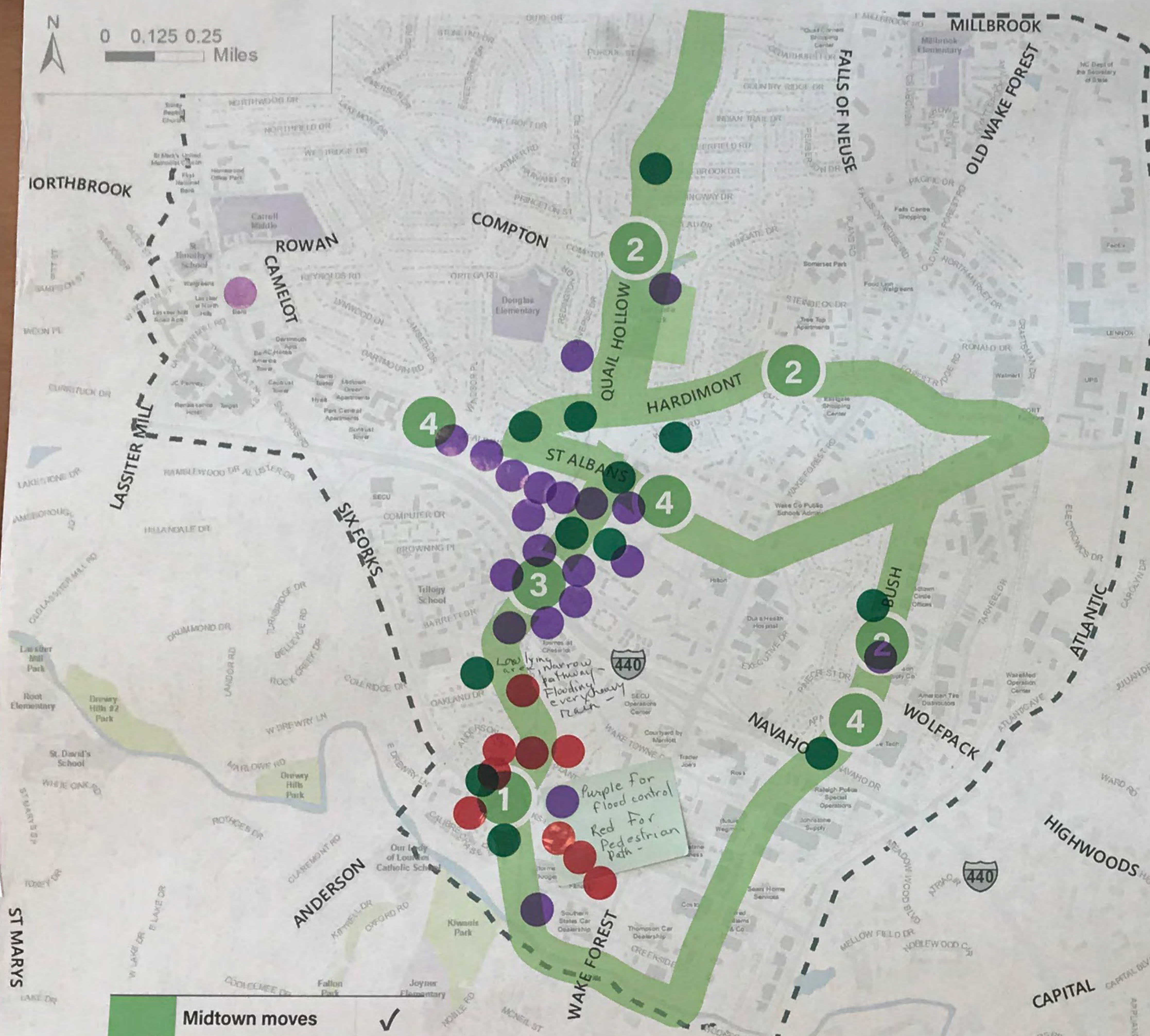
## Midtown-St. Albans Area Plan



During the public engagement phase, community members expressed support for increasing options for walking and bicycling.

A robust and connected **non-motorized network** provides options for people to reach destinations, commute, or run errands without relying on a car. Improvements to the non-motorized network can include greenways, on-street separated bicycle facilities, sidewalks, and pedestrian-accessible bridges.

During the last round of public meetings, recommendations included expanding the greenway system and creating both new bicycle and pedestrian facilities and enhancing existing facilities.



PLANNING PRINCIPLES	Midtown moves	✓
	Midtown living	
	Midtown works	
	Aesthetics	✓
	Natural systems	✓

### PROS



Shorter Connections



More Biking & Walking Options

### CONS



May Reduce On-Street Parking



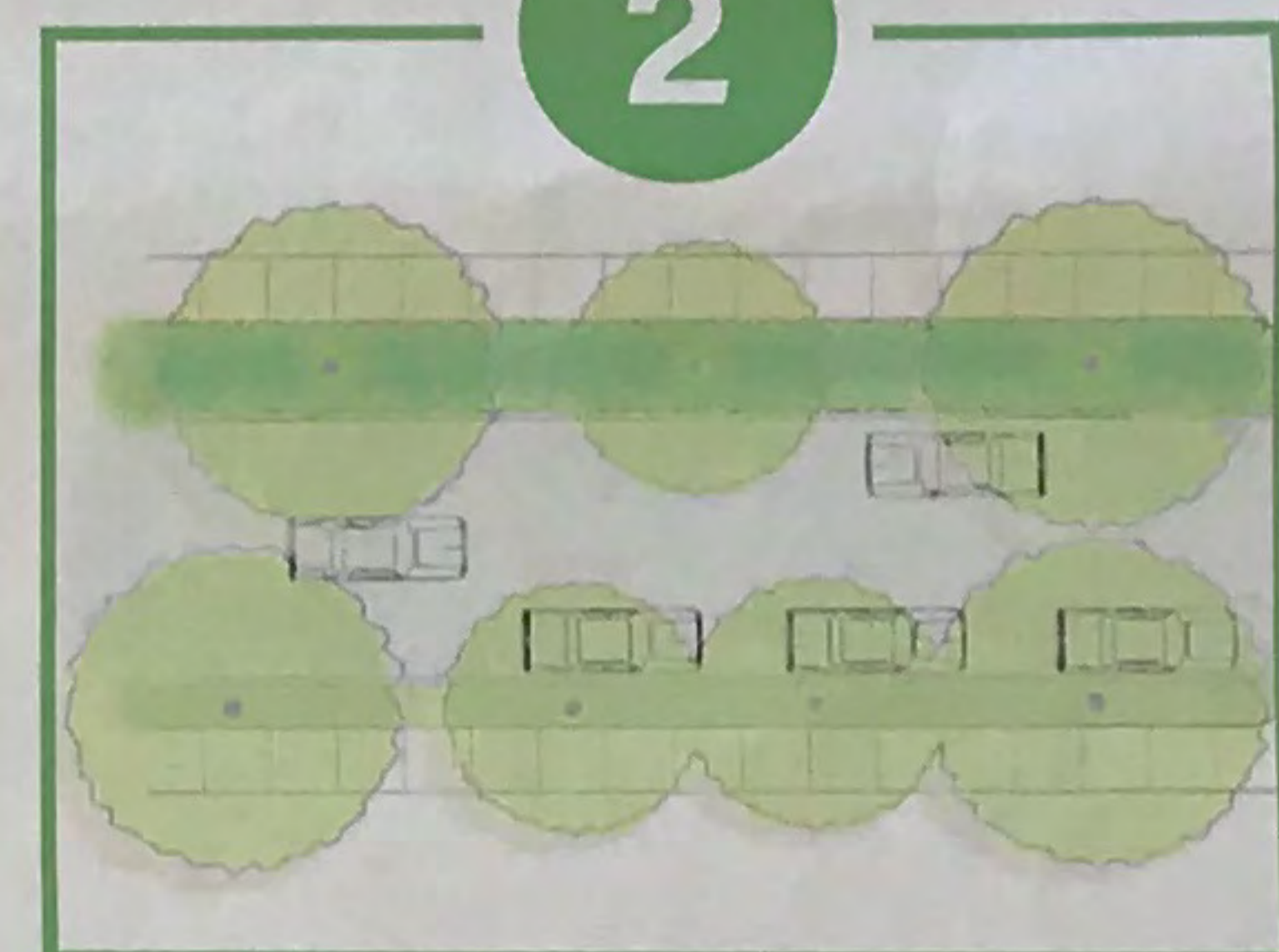
Greenway Susceptible to Flooding

1



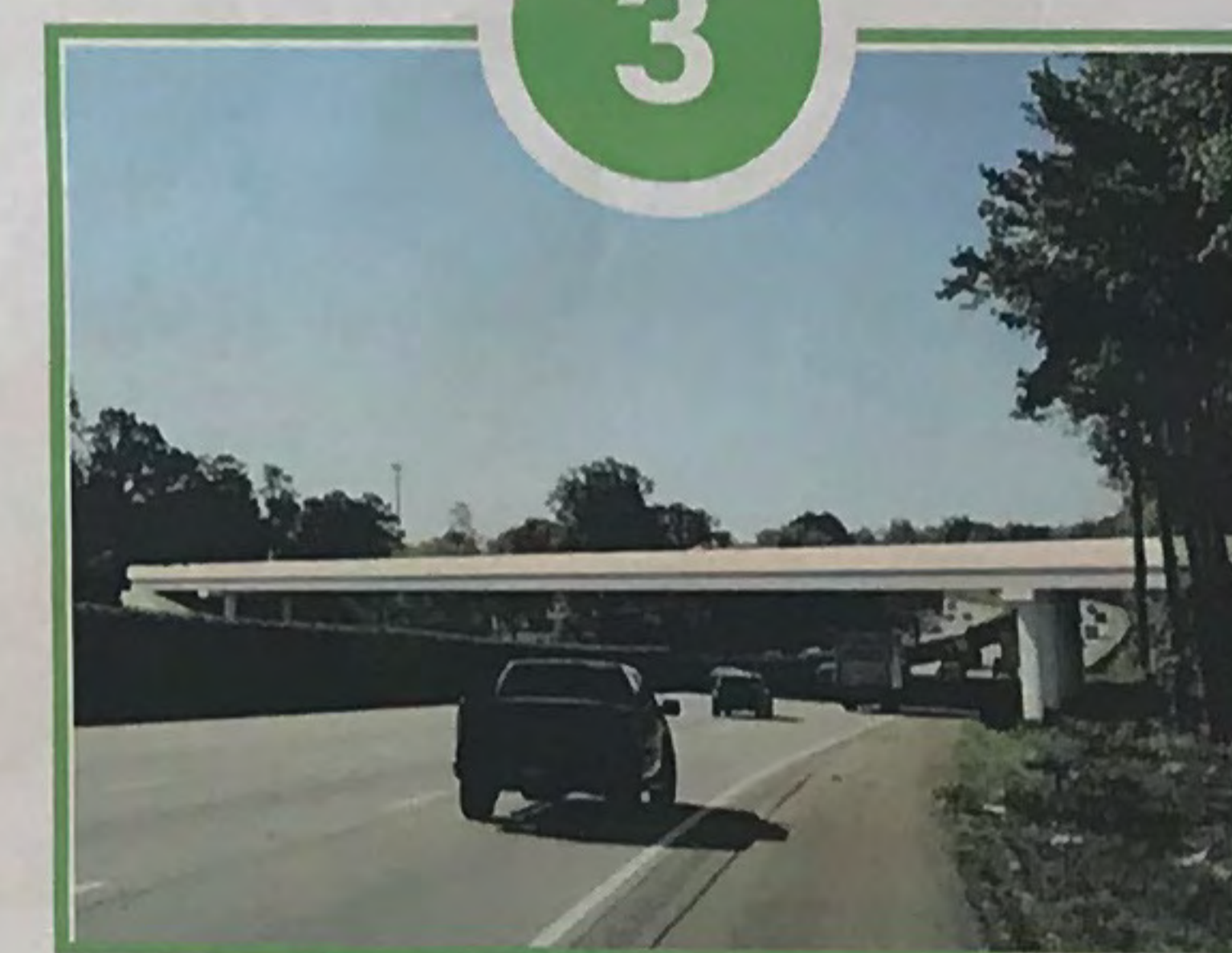
Greenway Extension

2



Green Street Elements

3



I-440 Crossing

4



Improved On-Street Bicycle Facilities



# Greenway + Pedestrian Networks





# Pedestrian Improvement Concepts

## Midtown-St. Albans Area Plan



During the first round of public outreach, commenters indicated pedestrian discomfort and safety concerns at major intersections and the lack of pedestrian connectivity across major roadways such as Six Forks Rd., I-440, and Wake Forest Rd.

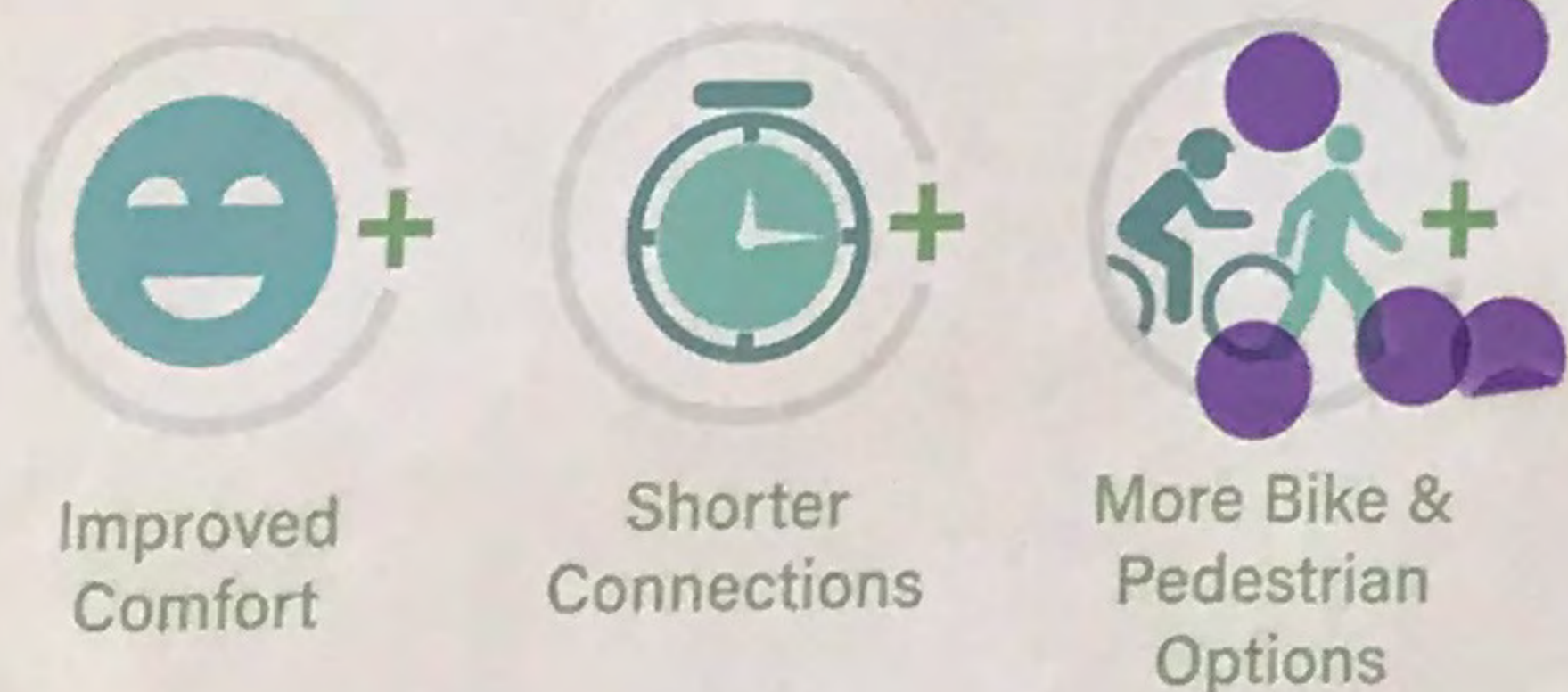
**Pedestrian Improvements** are intended to improve safety and mobility through implementation of crash countermeasures and new network connections. The Midtown-St. Albans Area has some sidewalk connections between its major destinations, within its residential neighborhoods, and marked crosswalk across intersections. Pedestrian safety improvements like refuge islands and crosswalk visibility enhancements (such as lighting and signage) can increase pedestrian safety when crossing the

street. The location of new pedestrian friendly routes like an I-440 bridge/tunnel and Green Streets with multi-use-paths can expand connections to parks, businesses, schools, and other parts of the City and reduce the need to cross high traffic roads. These improvements may also help with traffic calming and reducing turning conflicts between pedestrians and cars.



PLANNING PRINCIPLES	
Midtown moves	✓
Midtown living	
Midtown works	
Aesthetics	
Natural systems	✓

### PROS



Improved Comfort

Shorter Connections

More Bike & Pedestrian Options

### CONS



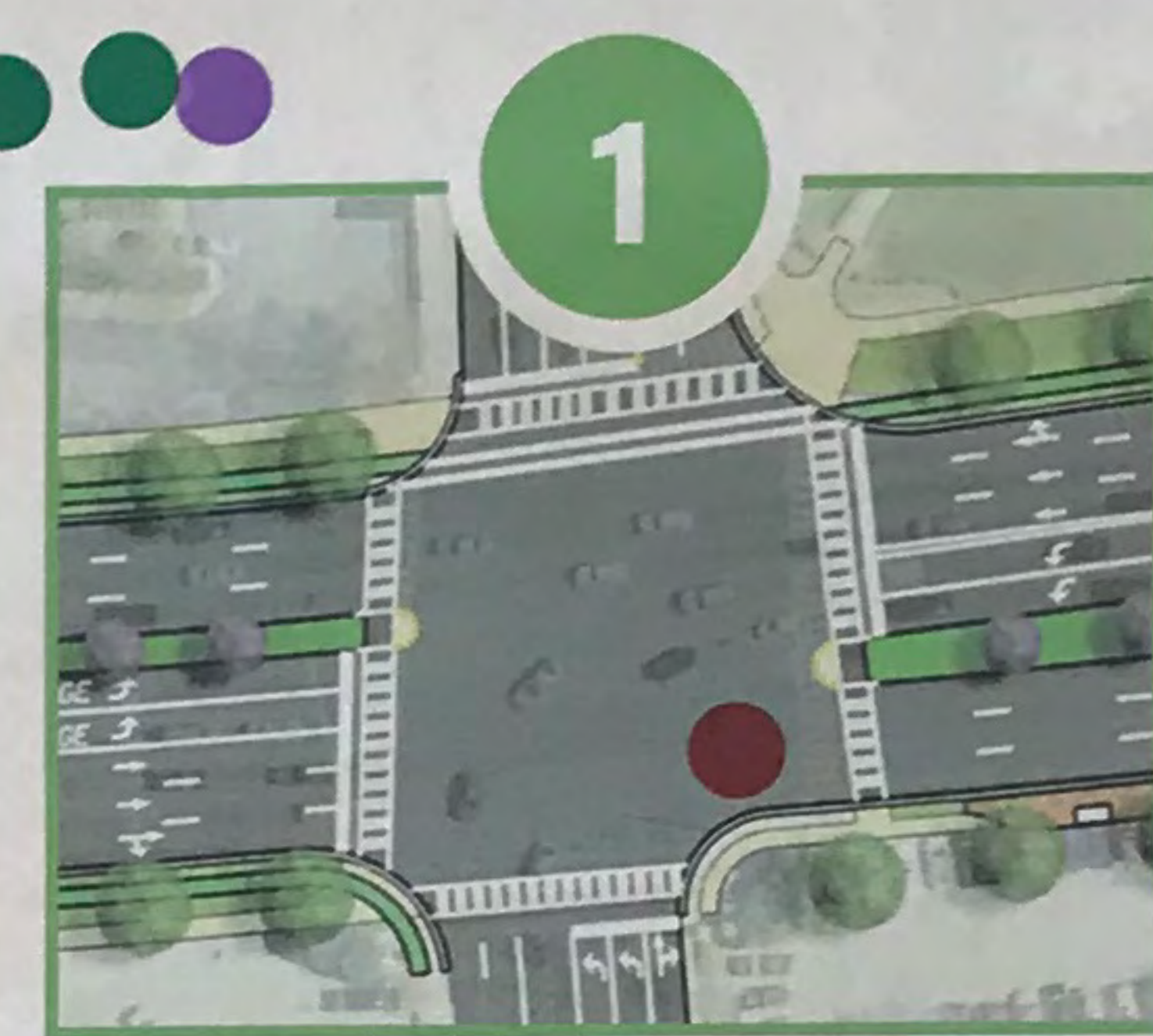
May Reduce On-Street Parking

May Reduce Driveway Access

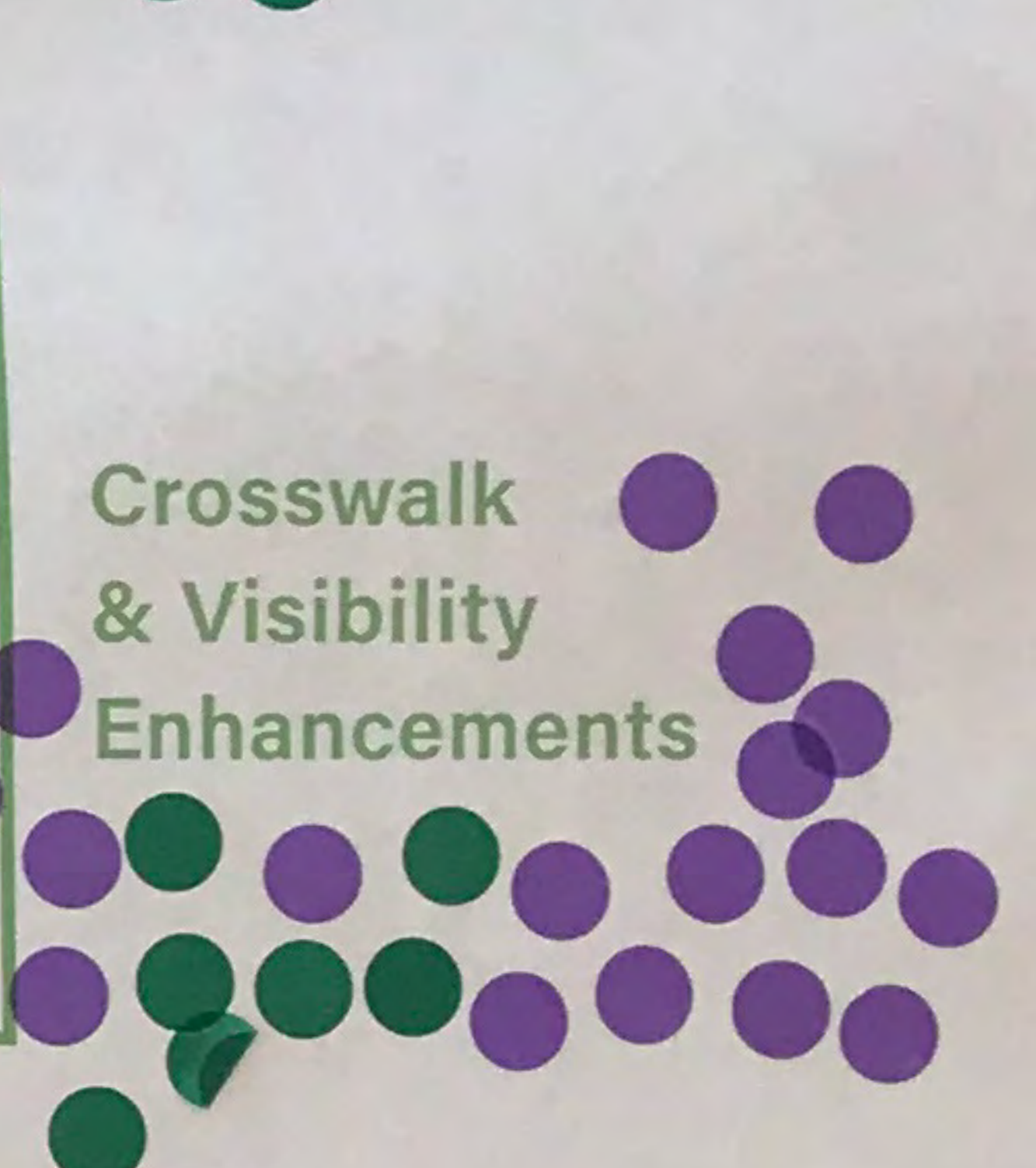
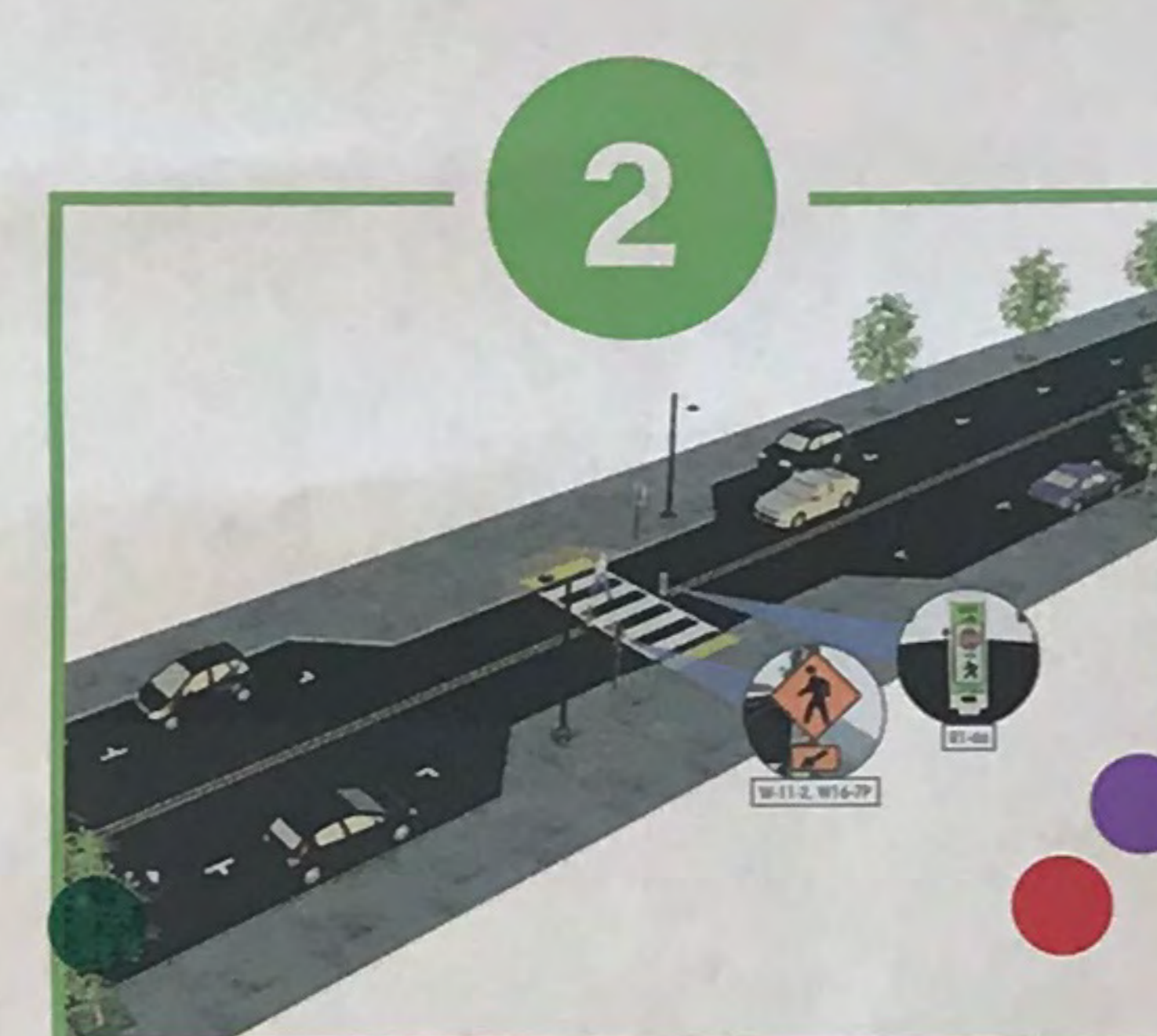


Increased Safety

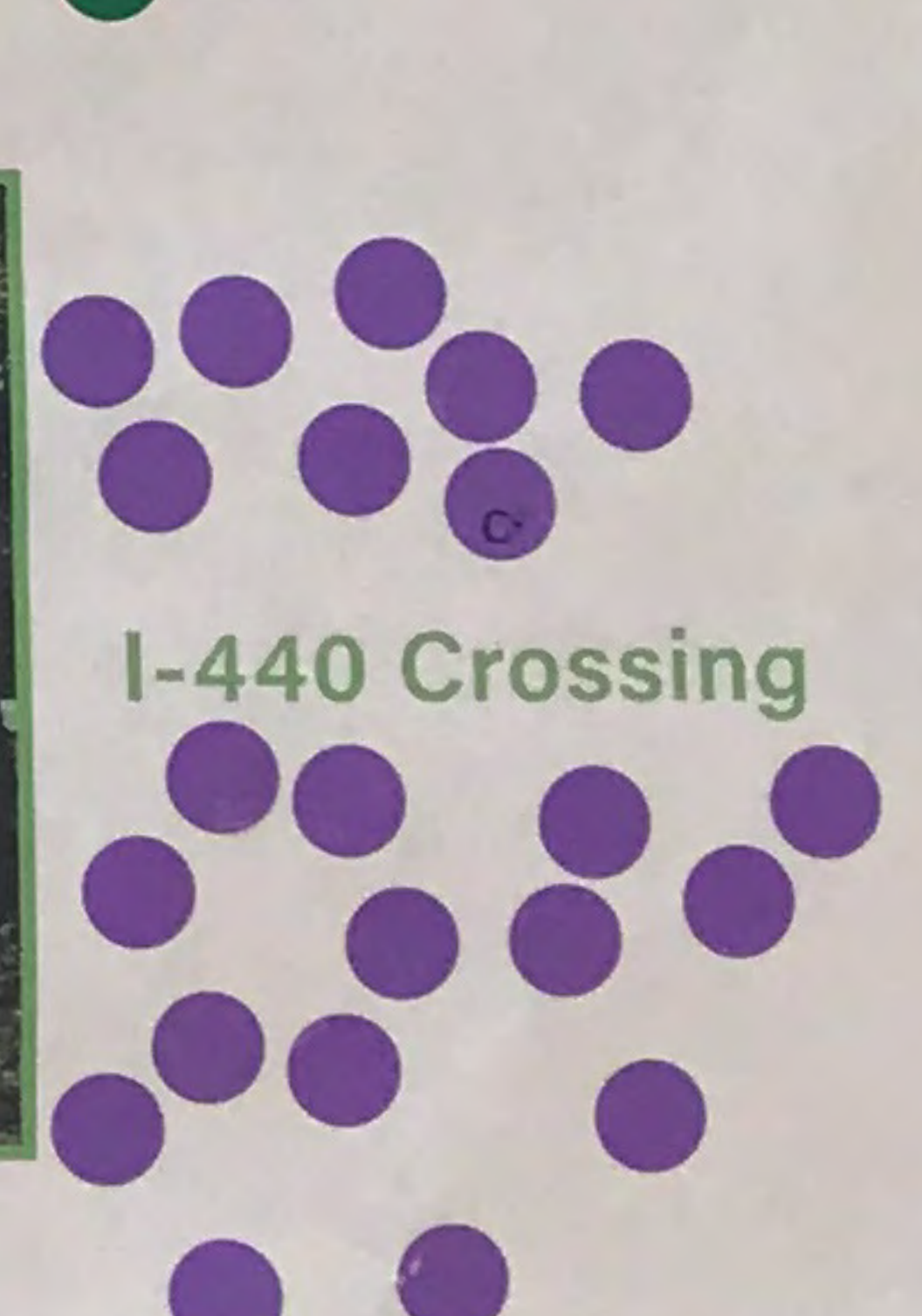
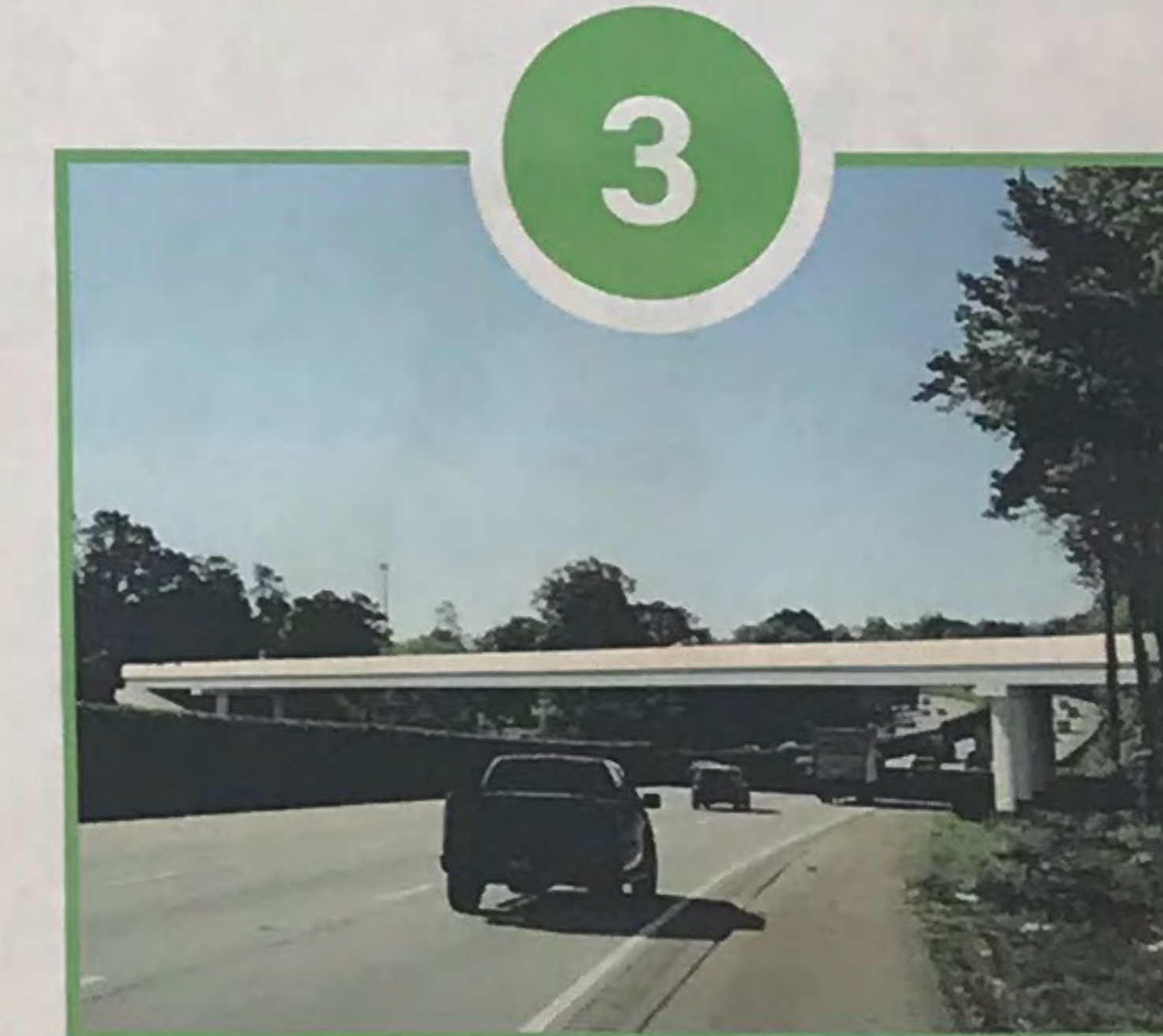
Traffic Calming



Pedestrian Refuge Islands



Crosswalk & Visibility Enhancements



I-440 Crossing



Improved Pedestrian Route Alternatives

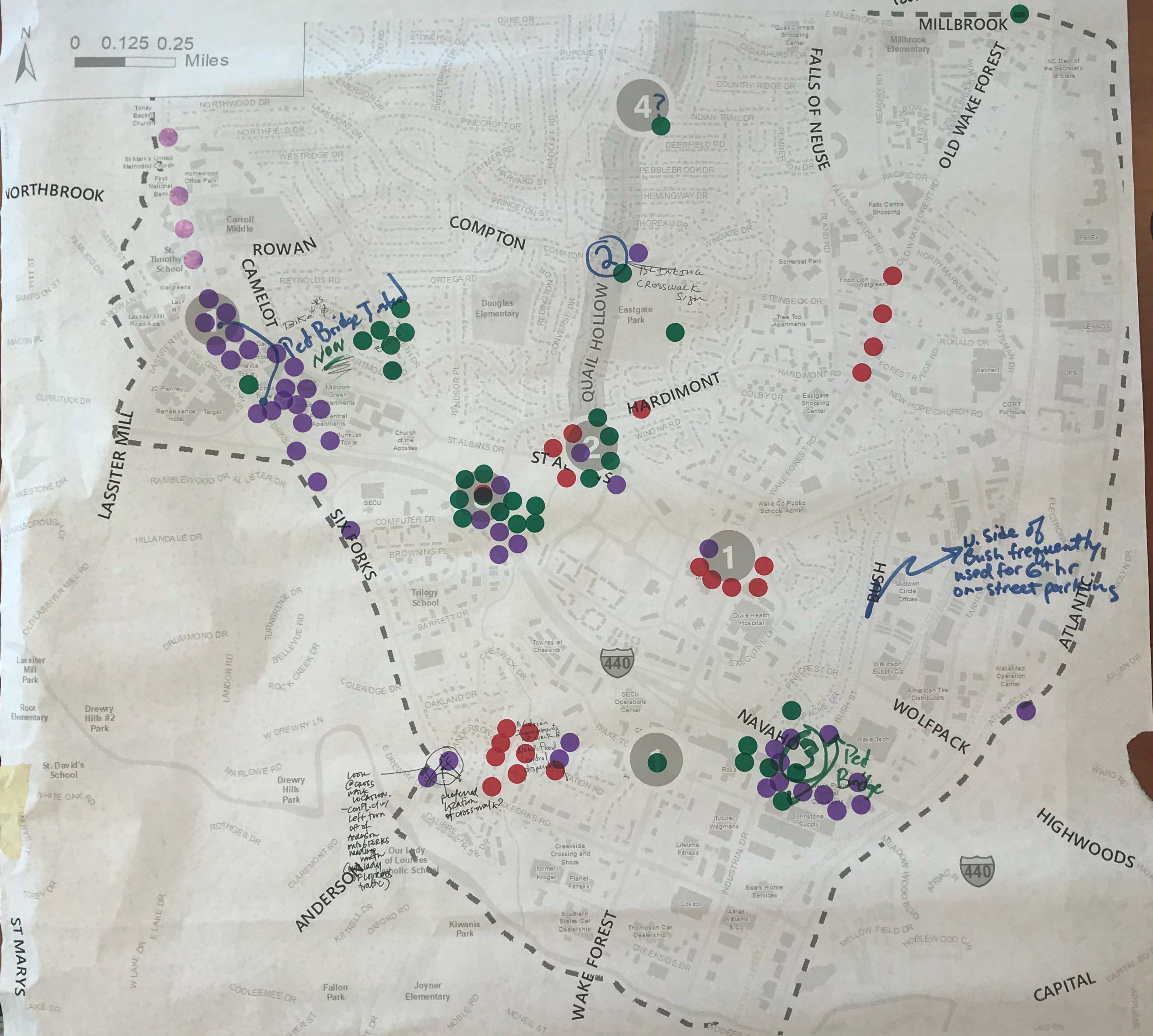




# Pedestrian Improvements

The large numbers are confusing & look like roundabouts.

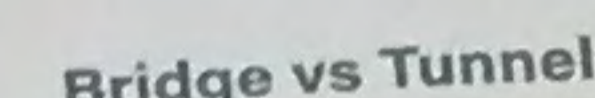
0 0.125 0.25 Miles



ST MARYS

CAPITAL



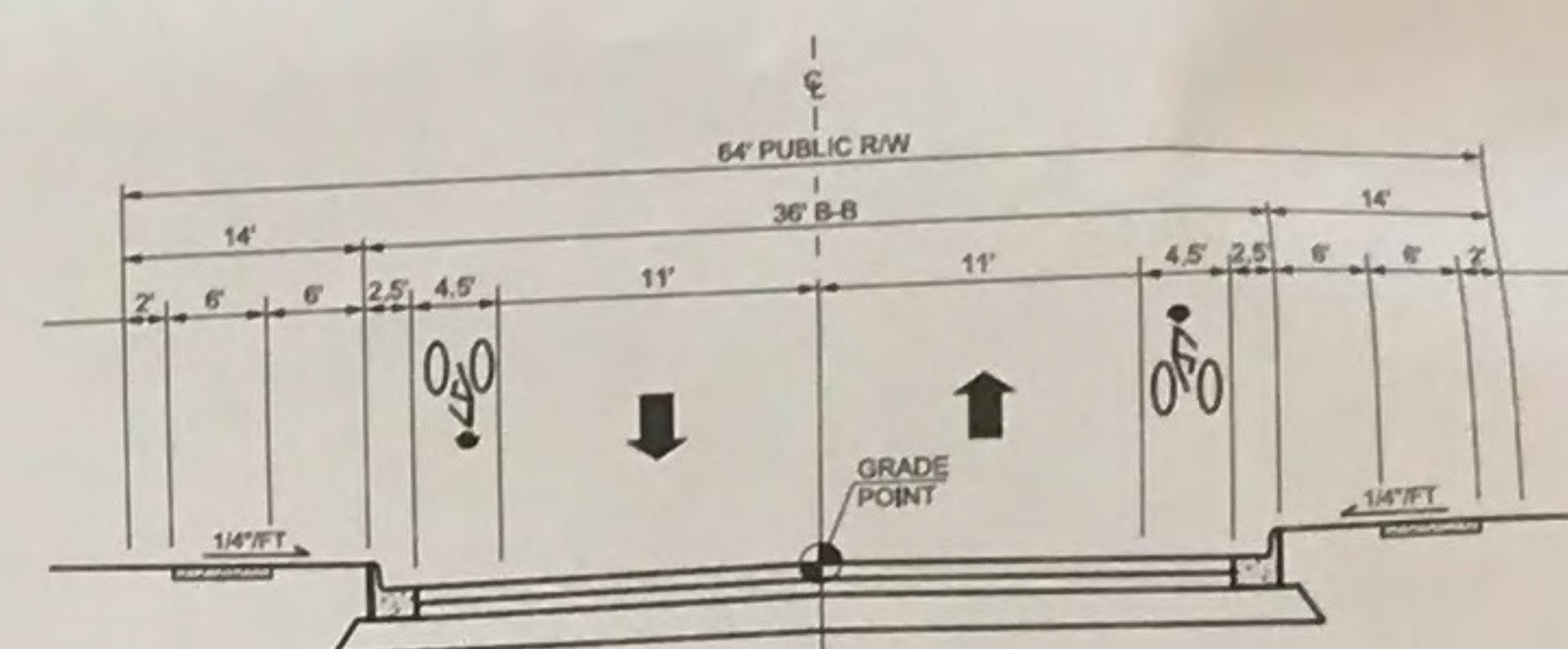


## Tunnels

- ### Tunnels
- » More expensive and higher risk due to unknown subterranean conditions
  - » Drainage is major complication, especially for I-440 road crossing near Big Branch
  - » Major impact on existing/planned development; excavation and retaining walls needed to access surface streets; minimal flexibility
  - » Less comfortable for most pedestrians and bicyclists, especially when lengthy
  - » Longer construction period requiring large staging area
  - » Can avoid affecting traffic on roadway above during construction

## Bridges

- ## Bridges
- » Less expensive; fewer unknown variables
  - » More options for design and location
  - » Visibility of bridge typically a benefit (icon/landmark; security)
  - » Grading and retaining walls may significantly impact existing/future development, but there is some flexibility
  - » More appealing to most pedestrians and bicyclists
  - » Shorter construction time, smaller staging area
  - » Short-term impacts on traffic during construction



I-440 Multimodal bridge rendering



I-440 Ped/Bike rendering



### Types Of Pedestrian/Bicycle Bridges And Tunnels

## Uncovered, Basic



- » Generally inexpensive
- » Thick profile
- » Open to the elements



Mount Vernon Trail Overpass near

## Uncovered, Truss



- » Generally inexpensive
- » Thin profile
- » Open to the elements
- » Lighter, longer



Anacostia Riverwalk Trail Bridge (DDOT)

**Covered, Open Air**



- » Costlier than uncovered
- » Roof adds visual "bulk"
- » Partially open to the elements
- » Lighter, longer span possible



Silver Line Metro Pedestrian Bridges  
(WMATA)

**Covered. Climate Controlled**



- » Costlier, with more maintenance
- » Thicker profile
- » Conditioned, protected from elements
- » Heavier, shorter spans and complex construction



Conceptual conditioned bridges at LA  
(SOM)

## Jacked-In-Place



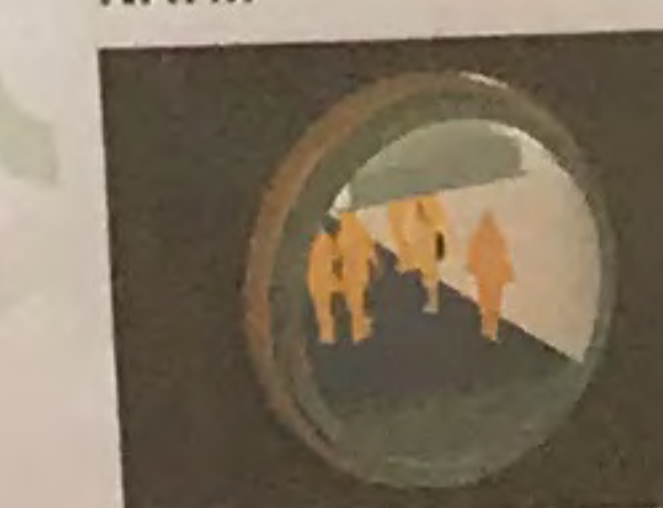
- » Common construction technique
- » Requires 20-foot-wide construction shafts every 400 feet
- » Large staging and construction areas
- » Turns require additional shafts

### Cut and Cover



- » Least expensive tunneling method
- » Variability in shape
- » Significantly disrupts surface
- » Not applicable for connection

## NATM



- » Likely most expensive tunneling method
- » More variability in shape and size
- » Doesn't require large staging and construction areas
- » Application relies heavily on soil conditions

Tunneling rejected for I-440 due to length, cost, comfort, and drainage issues.

May be viable for Six Forks or Wake Forest Road crossings.



# Bridge & Tunnel Concepts

## Midtown-St. Albans Area Plan



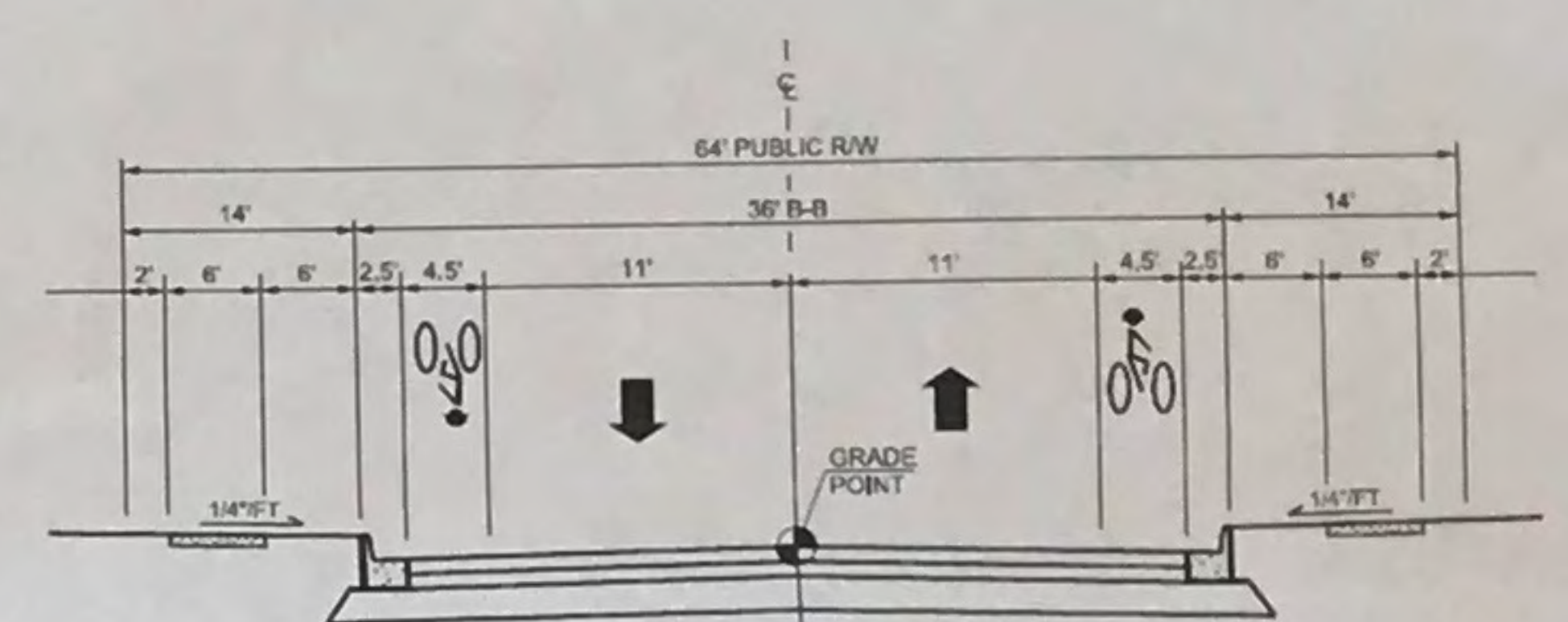
### Bridge vs Tunnel

#### Tunnels

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- Drainage is major complication, especially for I-440 road crossing near Big Branch
- Major impact on existing/planned development; excavation and retaining walls needed to access surface streets; minimal flexibility
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#### Bridges

- Less expensive; fewer unknown variables
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I-440 Multimodal bridge rendering



I-440 Ped/Bike rendering



### Types Of Pedestrian/Bicycle Bridges And Tunnels

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- Thick profile
- Open to the elements



#### Covered, Open Air



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- Roof adds visual "bulk"
- Partially open to the elements
- Lighter, longer span possible



#### Uncovered, Truss



- Generally inexpensive
- Thin profile
- Open to the elements
- Lighter, longer span possible



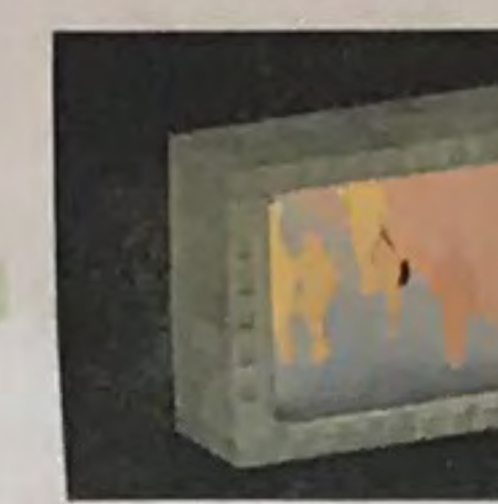
#### Covered, Climate Controlled



- Costlier, with more maintenance
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#### Jacked-In-Place



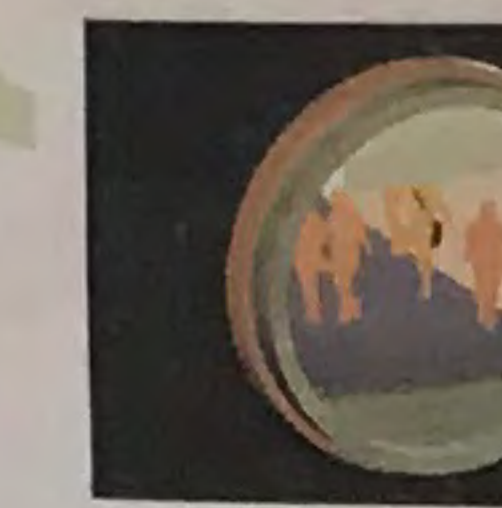
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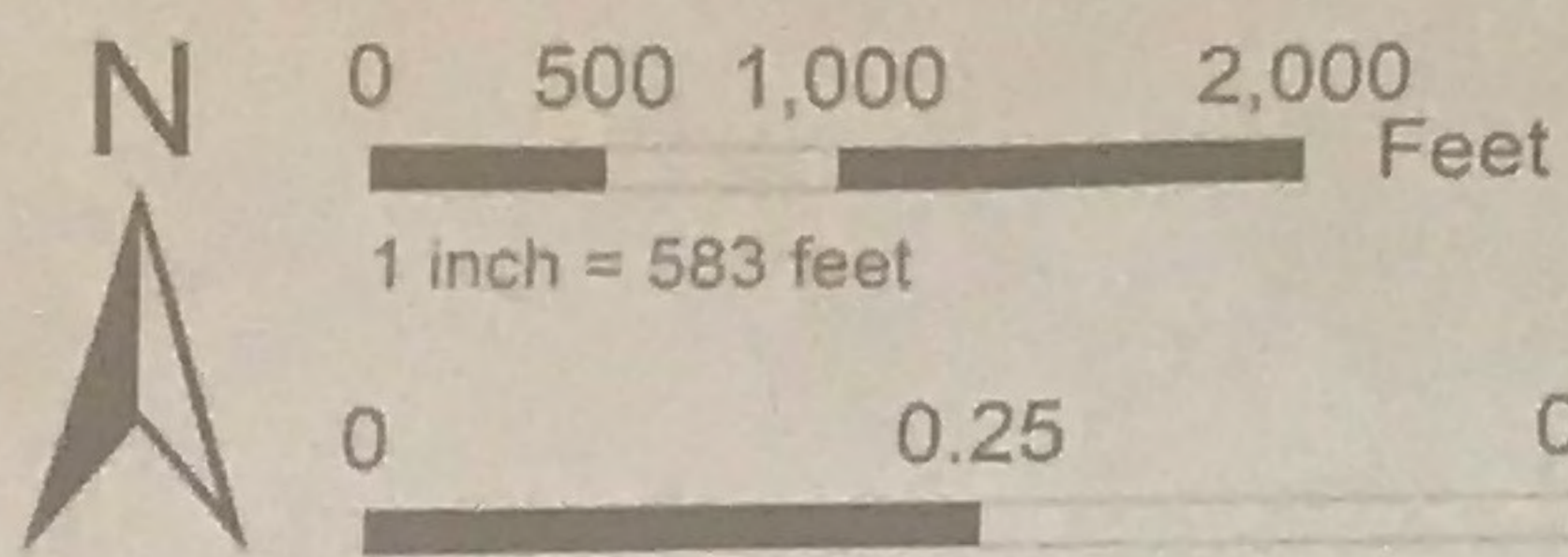


- Likely most expensive tunneling method
- More variability in shape and size
- Doesn't require large staging and construction areas
- Application relies heavily on soil condition

Tunneling rejected for I-440 due to length, cost, comfort, and drainage issues.

May be viable for Six Forks or Wake Forest Road crossings.





ST MARY'S

ANDERSON

WAKE FOREST

HIGHWOODS

CAPITAL



Prefer Bridge to tunnels across Six Forks and Wake Forest Rd.

FORGET SIX FORKS EXTENSION AND FOCUS ON EXISTING HODGES ROAD TO  
(TOO EARLY FUTURE)

MOVE PEOPLE TO ATLANTIC / CAPITAL / WAKE FOREST — NOW



# Connectivity & Access Management Concepts

## Midtown-St. Albans Area Plan

**Increasing connectivity** along and parallel to the Wake Forest Road corridor yields several key benefits:

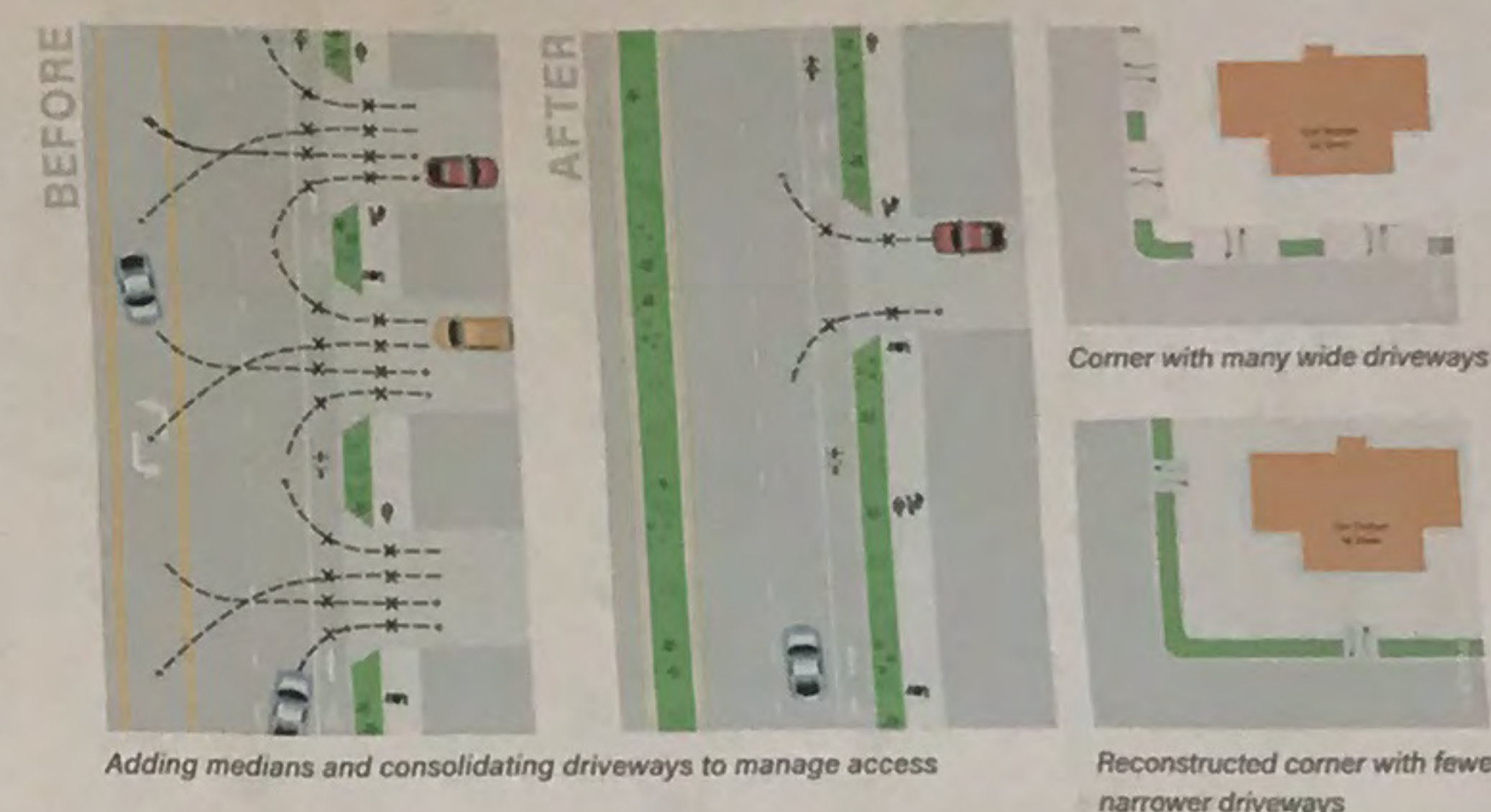
- » More options for local trips, reducing traffic and congestion on Wake Forest and Falls of Neuse Roads
- » Better bicycle and pedestrian routes increase safety and accessibility
- » Enhanced access to transit, and potential for more efficient routing
- » Opportunities for small-scale redevelopment
- » Defers need for disruptive and costly widenings

This improved connectivity will allow for fewer driveways along Wake Forest and Falls of Neuse Roads. It should also allow problematic turn movements to be eliminated or redirected. Prudent management of access can reduce both delays and crashes, maximizing available capacity.

Some of the potential connections identified could be City projects; others would be development-driven. In certain cases, connections might be for pedestrians or bicycles only.

### Access Management

By providing alternate access routes, increased network connectivity makes it easier to implement access management policies such as those shown above. These measures reduce conflicts, improving traffic flow and safety.



### Imbalanced Pair Concept

- » Minimizes ROW impacts of widening ~~Wake Forest~~ Falls of Neuse
- » Reduces left-turn conflicts
- » Maintains through capacity (total 4 lane/direction)
- » Balances access and throughput
- » Enhances redevelopment potential
- » May require U-turns
- » Frees ~~Wake Forest~~ ROW for:
  - Median
  - Wider sidewalks/planting areas
  - Bike lane or shared-use path
  - Parking
- » May require U-turns
- » Eliminates potential road diet and on-street parking along Bland; complicates bicycle/pedestrian enhancements
- » Requires additional ROW along Bland
- » Major impacts on 1-3 businesses south of Hardmont

This concept for Bland Road and Falls of Neuse/Wake Forest Roads seeks to minimize widening impacts, using imbalanced lanes to offer some of the benefits of a one-way pair without many of the drawbacks.

Left turn conflicts are minimized, and while some access routes may be longer, they rely mainly on right-turns. U-turns may be required for some movements.

This sketch represents one of many possible variations. The design can free up ROW for other uses. In some locations a turn lane may replace a through lane.

Such a configuration has access benefits for property between the two roads. While it could encourage land use changes, it may also depend on redevelopment for implementation.



### Road Connection via Pinecrest Drive

- » 2-lane road with sidewalks
- » Bike lanes possible but costly; bikes could travel in traffic or use Navaho Drive
- » Improves bike/walk access, but this could be achieved with less cost & disruption

### Roundabouts on Bush Street

- » Reduces "friction" of 2 turns, resulting in smoother traffic flow
- » Could include bypass lanes to increase capacity & reduce delay
- + Minimal ROW or neighborhood impacts
- + Helps maintain steady traffic flow at moderate speeds
- + Avoids creek & ravine crossing; relatively easy to implement
- + Minimal impact on hospital parking & roads

- Minor travel time reduction
- Does not reduce eastbound/westbound conflicts & congestion at hospital

- + Added route separates eastbound/westbound conflicts, helping hospital access
- + Reduces hospital access time to/from Wolfpack Ln by about 45" at 25 mph)
- + Reduces Wake Forest Rd access time to/from Wolfpack Ln by ~30" at 25 mph)
- Bisects neighborhood, taking property & at least 1 home
- Crosses creek & ravine, adding structure/culvert & fill
- Impacts hospital parking & roads
- Relatively expensive for distance & benefit
- Critical delay is still at Wake Forest Rd intersection, regardless of route; a more direct connection could actually increase traffic and congestion here.

PLANNING PRINCIPLES	Midtown moves	✓
	Midtown living	
	Midtown works	✓
	Aesthetics	
Natural systems		

### LEGEND

- Existing roads that could provide better connectivity
- - - New connections
- - - Development-driven
- - - Six Forks Road Extension

BLUE = CITY PROJECTS

FALLS OF NEUSE

MILLBROOK

QUAIL HOLLOW

ROWAN

COMPTON

ST ALBANS

SIX FORKS

WAKE FOREST

ANDERSON

RALEIGH

CAPITAL

HIGHWOODS

WOLFPACK

BUSH

NAVABO

Future RR Grade Separation

Connectivity Improvement Options

Some ROW needed along Bland

Steinbeck Dr

Hardmont Rd

Property Takings

Some ROW needed along Bland

Steinbeck Dr

Hardmont Rd

Property Takings

Some ROW needed along Bland

Steinbeck Dr

Hardmont Rd

Property Takings

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Steinbeck Dr

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Hardmont Rd

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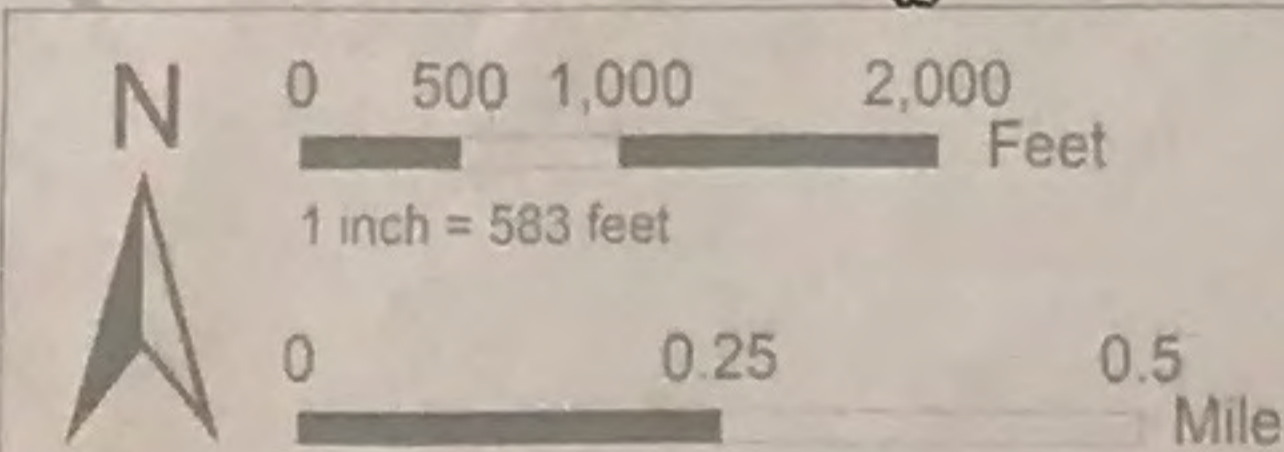
Steinbeck Dr

Hardmont Rd

Property Takings

Need for the long-planned extension of Six Forks Road from Atlantic Ave to Capital Blvd will keep growing with development east of Wake Forest Rd between I-440 and Crabtree Creek. This link will also offer enable more efficient transit service, including better access to future BRT service.

This connection also has the potential to reduce traffic on Atlantic Blvd to the south, allowing it become a more urban, pedestrian-friendly street.





## Six Forks Road Extension





- Put a camera in the tunnel for Safety → Bridge seems <sup>safer</sup> because people can see you

- Turning left from Navaho onto Wake Forest can require sitting through multiple lights



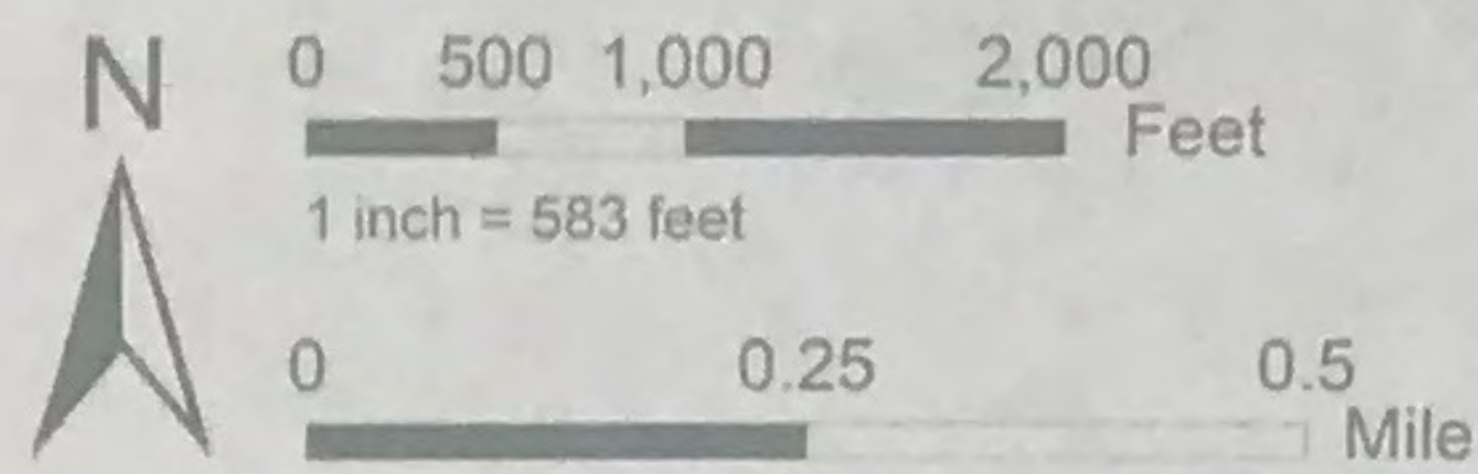
Six Forks & Div Diamond I/c (Wake Forest)  
→ Stagger Construction (Access & circulation)



# Local Transit Improvement Concepts

## Midtown-St. Albans Area Plan

**New roadway connections** create opportunities to reroute buses to enhance access and increase efficiency, especially in combination with supportive land use changes and improved pedestrian connections.



- » BRT service in the study area is a lower priority than other corridors, due to ROW constraints and lower demand estimates. However, the proposed extension of Six Forks Rd to Capital Blvd offers direct access to the planned BRT corridor, yielding travel time and reliability benefits. Routes along Atlantic Ave and Wake Forest Rd could provide similar benefits.
- » Enhanced bus service (such as bus-on-shoulder) along I-440 could work well with this study area, connecting with major arterials and BRT corridors such as Glenwood Ave, New Bern Ave, Capital Blvd, and Western Blvd.

- » The proposed connection across I-440 combines with new local streets to potentially avoid congestion and improve access to transit-supportive development.
- » These changes could result in new transit hubs and stops, which should be accounted for in transit plans and development proposals.
- » Although commuter rail is a long-range prospect, the corridor is well-situated to complement future land use patterns and transportation systems.



### PROS



### CONS



PLANNING PRINCIPLES	Midtown moves	✓
	Midtown living	✓
	Midtown works	✓
	Aesthetics	
	Natural systems	



# Potential BRT Connections to Downtown Midtown-St. Albans Area Plan

**Current and planned bus routes connect the study area with Downtown.** Although Bus Rapid Transit (BRT) is a lower priority here than in other corridors, the Midtown-St Albans area can still benefit. Routes could be modified or added to take advantage of the travel time and reliability benefits offered by dedicated bus lanes. Signal pre-emption, queue-jumping, and other treatments can be added to enhance bus service.

- » The proposed extension of Six Forks Rd to Capital Blvd offers direct access to the planned BRT corridor, and this facility could be designed to support efficient bus travel.
- » Routes along Atlantic Ave and Wake Forest Rd could yield similar benefits, especially if upfitted with treatments to accommodate fast and reliable bus travel.

» Commuter rail service is a longer-range prospect, but the corridor is well-situated to complement future land use patterns and transportation systems. Bus routes could be added or modified to serve the nearest station.

PLANNING PRINCIPLES	Midtown moves	✓
	Midtown living	✓
	Midtown works	✓
	Aesthetics	
	Natural systems	





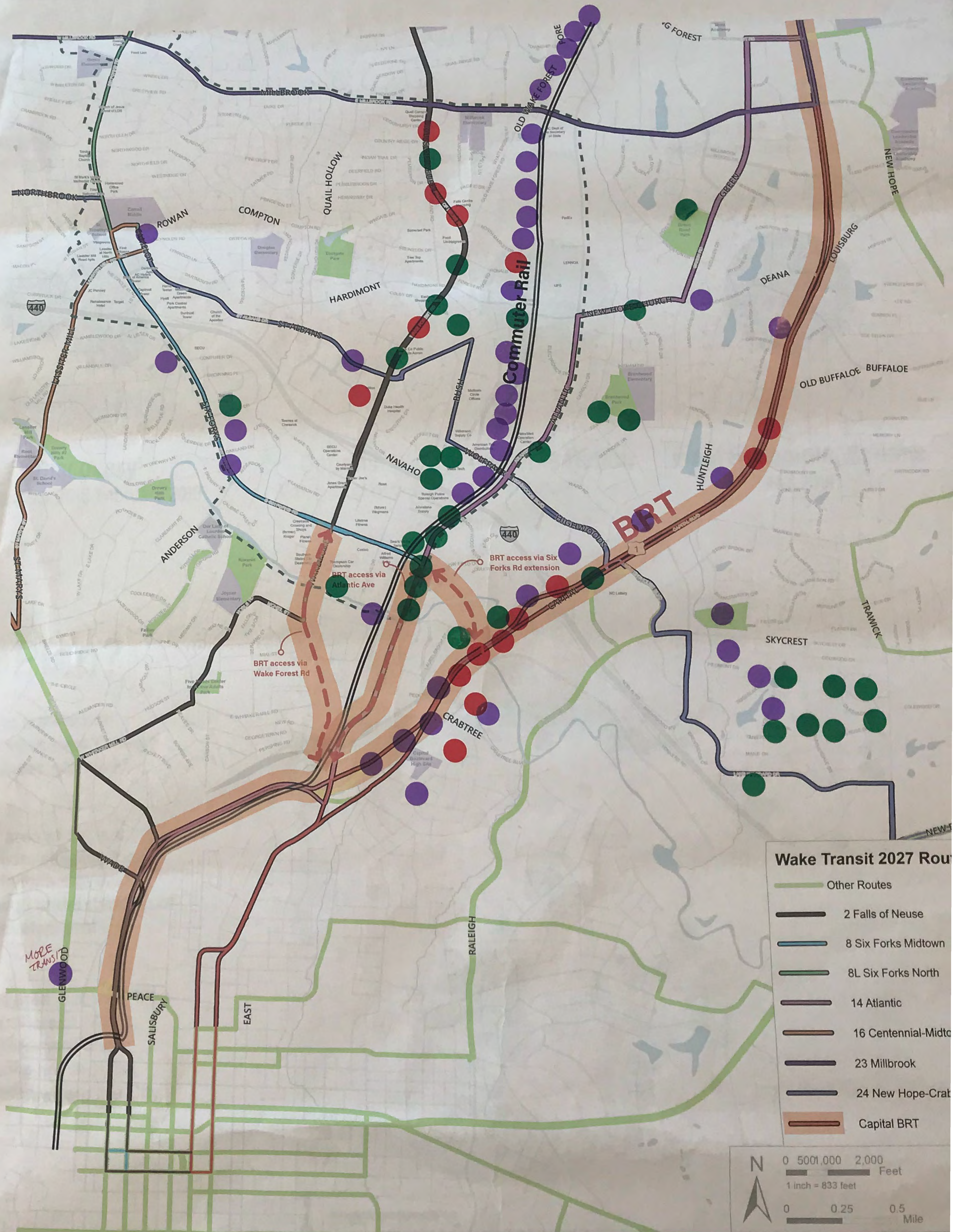
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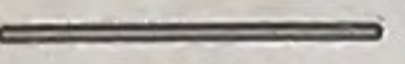




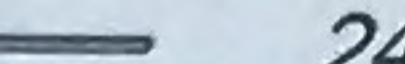
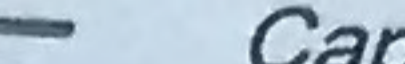
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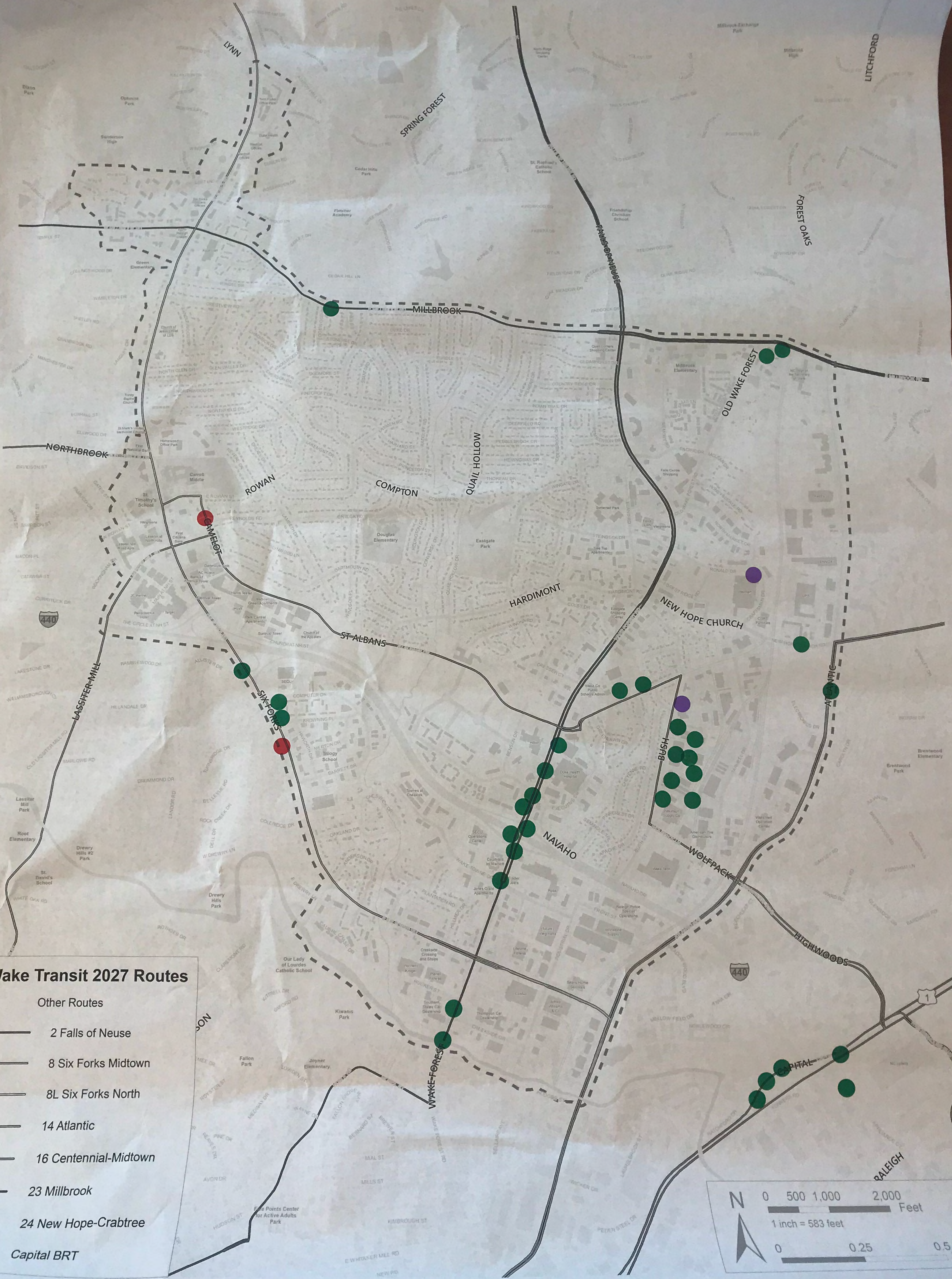
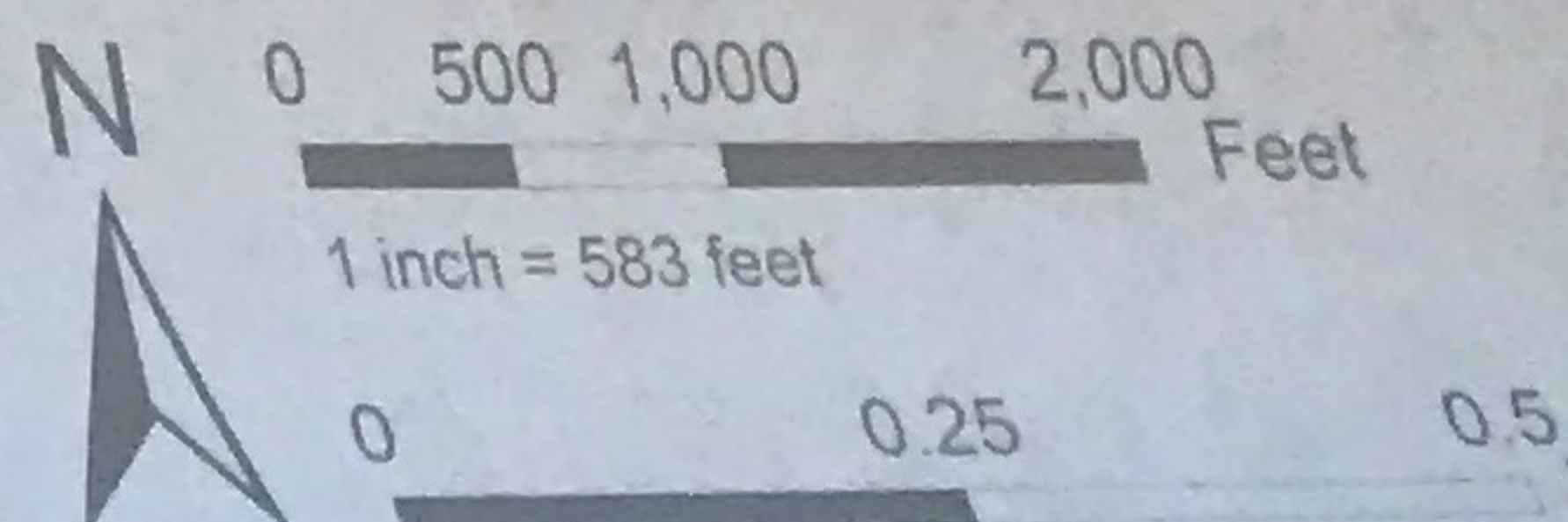




# Wake Transit 2027 Routes

## Other Routes

-  2 Falls of Neuse
-  8 Six Forks Midtown
-  8L Six Forks North
-  14 Atlantic
-  16 Centennial-Midtown
-  23 Millbrook
-  24 New Hope-Crabtree
-  Capital BRT





# TRANSIT

- Access to Transit - Dark at night
  - ↳ Safety at stops (high speed vehicles)
  - ↳ lack of sidewalks (St. Albans)
- SUGGEST YOU LOOK AT THE PEOPLE MOVERS AT TAMPA AIRPORT + PUT THAT SYSTEM ALL THROUGHOUT RALEIGH - FREE!
- Extending frequency for longer operating hours + ||
- Like cross-town routes + ||
  - ↳ not having to transfer Downtown
- Time point @ Millbrook affects traffic flow
- A Effect of Aging Population
- Potential for BRT connection along Hodges Road
- Excited for Rapid Transit
- Micro-transit through neighborhoods
- Lots of traffic make it hard to cross road + ||  
to access bus route
- BUS/HOV lane along Six Forks

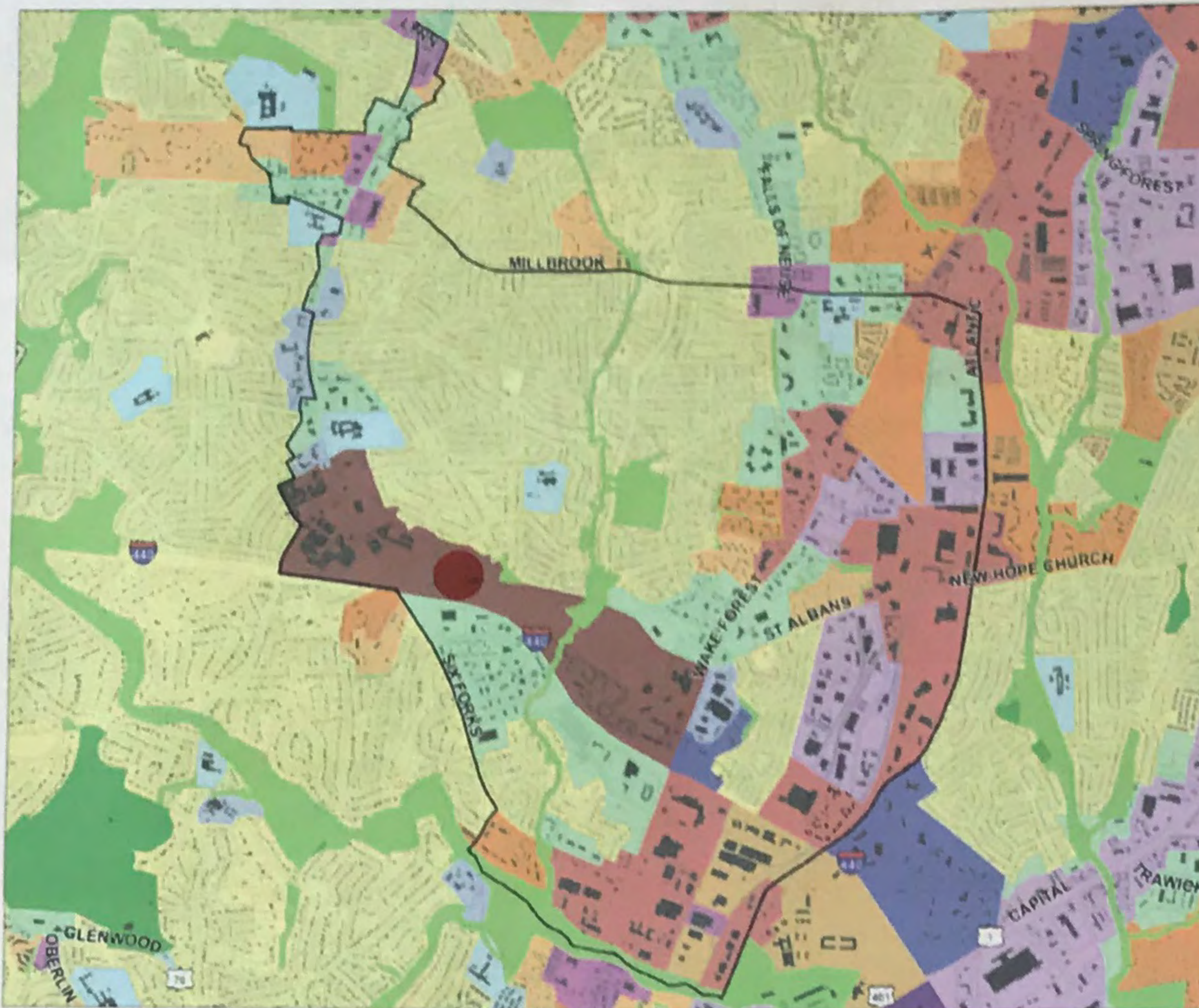
MSA 5/11/19



# 2030 Comprehensive Land Use Plan

## Midtown-St. Albans Area Plan

- RURAL RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- MODERATE DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBORHOOD MIXED USE
- OFFICE & RESIDENTIAL MIXED USE
- COMMUNITY MIXED USE
- REGIONAL MIXED USE
- BUSINESS & COMMERCIAL SERVICES
- OFFICE / RESEARCH & DEVELOPMENT
- INSTITUTIONAL
- PRIVATE OPEN SPACE
- PUBLIC PARKS & OPEN SPACE
- PUBLIC FACILITIES
- GENERAL INDUSTRIAL
- PROPOSED STUDY AREA



### WHAT ARE THE FUTURE LAND USES?

RESIDENTIAL	MIXED USE	EMPLOYMENT
Rural	Office & Residential	Office/Research & Dev.
Low Density	Neighborhood	Business & Commercial
Moderate Density	Community	General Industrial
Medium Density	Regional	
High Density	Central Business District	
PARKS, OPEN SPACE & RESOURCE CONSERVATION		
Public Parks & Open Space	PUBLIC & INSTITUTIONAL	
Private Open Space	Public Facilities	
	Institutional	

### RESIDENTIAL



RURAL



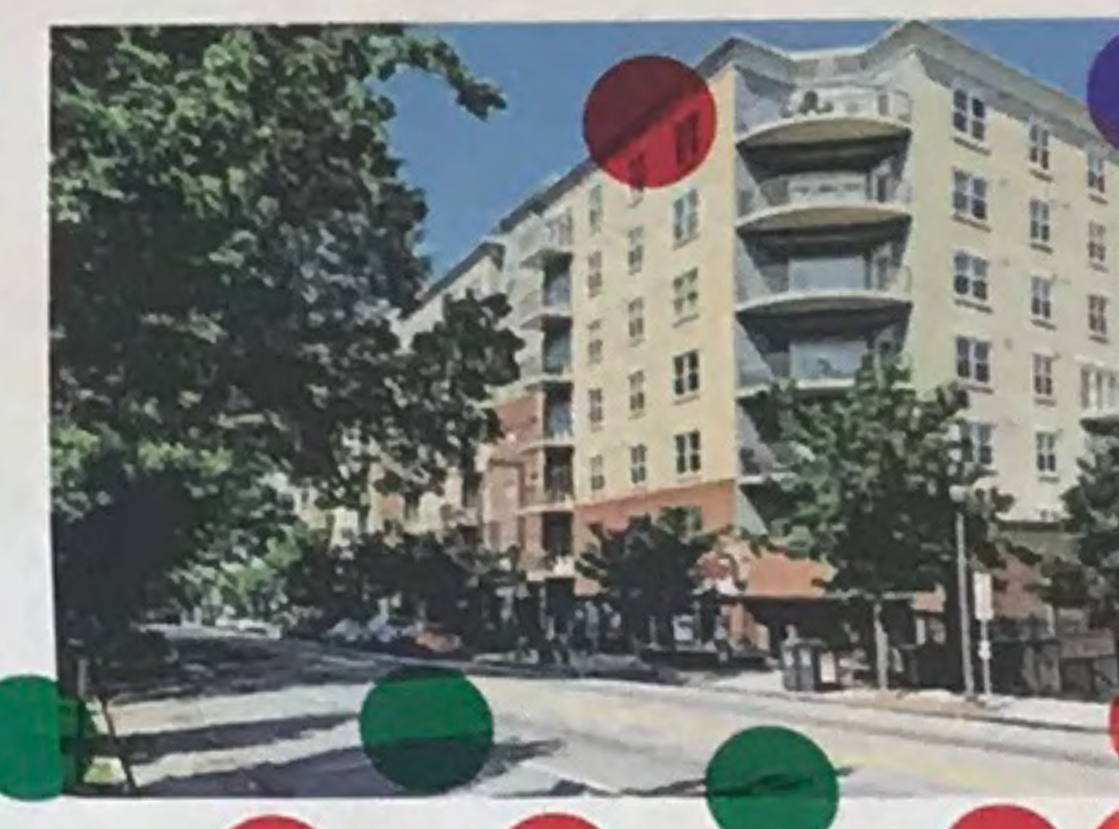
LOW DENSITY



MODERATE DENSITY



MEDIUM DENSITY



HIGH DENSITY

### MIXED USE



CENTRAL BUSINESS DISTRICT



REGIONAL



COMMUNITY



OFFICE &amp; RESIDENTIAL



NEIGHBORHOOD

### EMPLOYMENT



GENERAL INDUSTRIAL

• HOUSING IS  
GENERALLY  
DISCOURAGED IN  
THESE DESIGNATIONS.



BUSINESS &amp; COMMERCIAL SERVICES



OFFICE RESEARCH &amp; DEVELOPMENT

• THE SITE WE ARE  
LOOKING AT HAS  
THIS DESIGNATION  
TODAY.

### PUBLIC PARKS, OPEN SPACE & INSTITUTIONAL



PUBLIC PARKS &amp; OPEN SPACE



PUBLIC FACILITIES



PRIVATE OPEN SPACE



INSTITUTIONAL



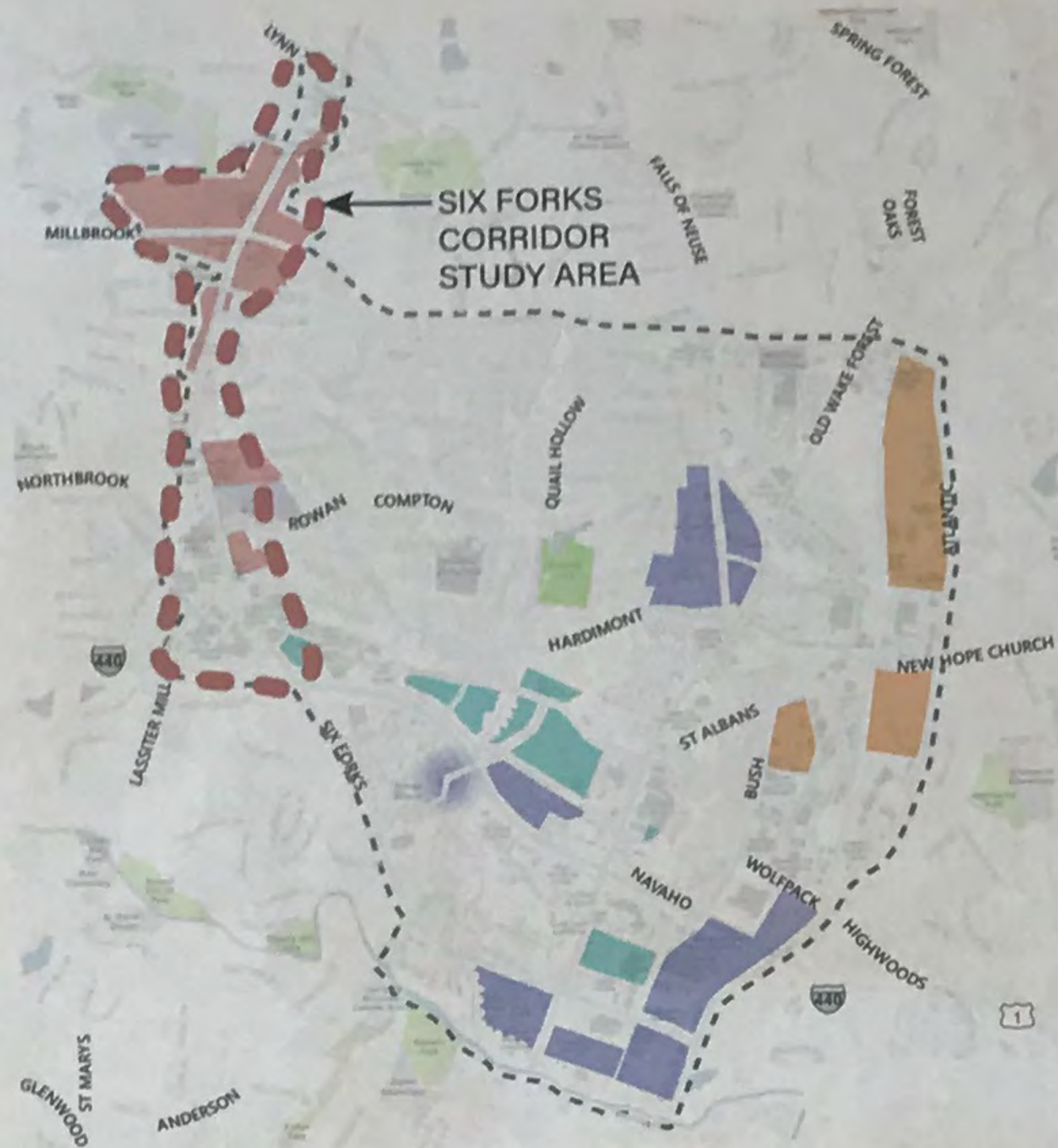
# Six Forks Corridor Study

## Midtown-St. Albans Area Plan



The recommendations are presented here to engage a second level of input and discussion as part of the Midtown - St. Albans Study.

The Six Forks Corridor Study was adopted by the City Council in 2018 to provide urban design recommendations related to building heights as well as building frontage types along the corridor. The recommendations are presented here to engage a second level of input and discussion as part of the Midtown-St. Albans Study. The goal is to solicit additional input and then make recommendations regarding any adjustments or refinements on height or building frontage types.

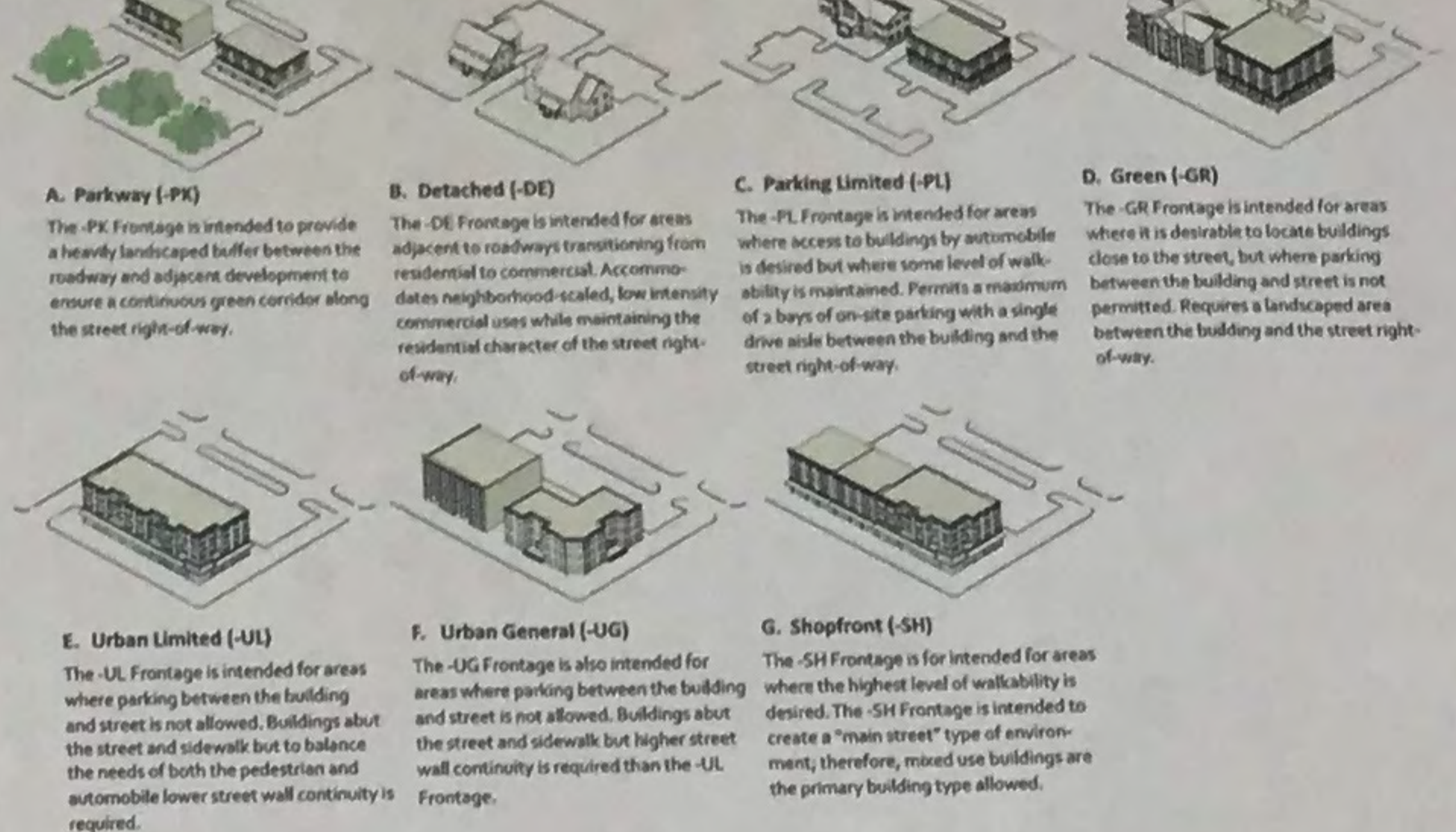


CHAPTER 6. MIXED USE DISTRICTS | Article 3.4. Frontage Requirements

### Article 3.4. Frontage Requirements

#### Sec. 3.4.1. Purpose and Intent

Frontages link a desired development pattern with specific form requirements that mandate the type of development desired along the street edge. Frontages place different requirements from the base dimensional standards. Where there is a conflict between the base dimensional standards and the frontage requirements, the frontage requirements control.



## BUILDING HEIGHTS

### Urban Design Frameworks

As redevelopment occurs along and adjacent to Six Forks Road, the urban design standards that guide this development will play a role in the overall character and sense of place of the Corridor.

**Building Height Standards**  
To better create a favorable urban image and address adjacency to existing neighborhoods, building heights are proposed that range from 3-5 stories along residential edges and 4-20 stories along Six Forks Road. The map to the right will serve as a guide to amending building heights as part of future rezoning requests in the Corridor. When next to a low or moderate density areas with a maximum of three stories, areas with building heights of more than seven stories should include gradual height transitions. Building heights in the taller area should not increase at more than a 45-degree angle from the lower-scale area.





# Land Use Focus Area Concepts

## Midtown-St. Albans Area Plan



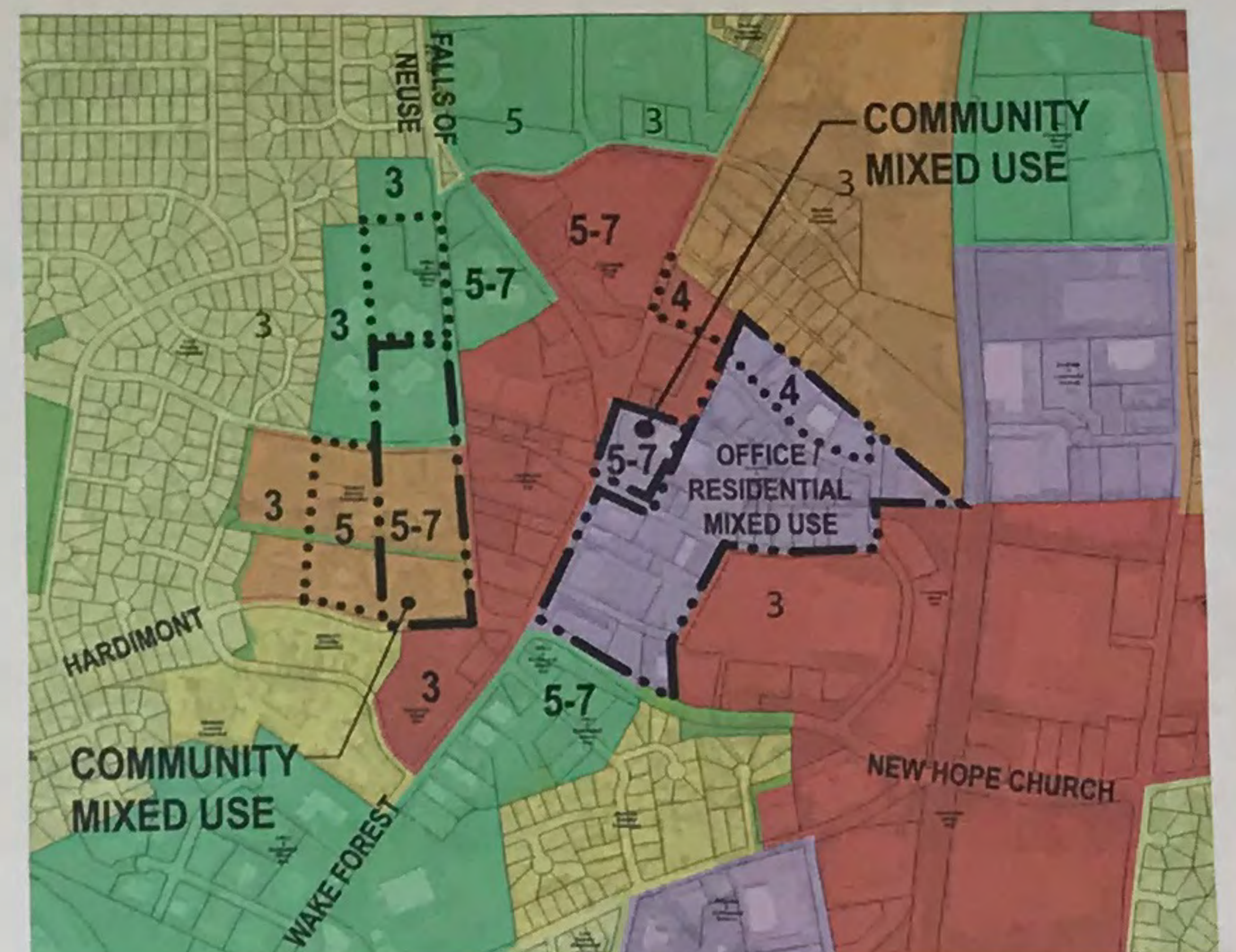
During the public engagement phase, community members expressed support for recommending appropriate land use transitions, providing more housing options and promoting walkable mixed use districts.

The Future Land Use Map is a planning tool and policy document used by the City to shape the future development of the City. As the Midtown-St. Albans study area continues to shift from suburban character to a more intense urban character with greater land use intensity, a mix of integrated and supportive land uses in policy, strategies are needed.

Public engagement early in the study emphasized the need for recommendations to guide this transition to conserve neighborhoods, enhance height/scale/density transition adjacent to neighborhoods, encourage transit/mobility, and support a mix of complementary land use for walkable communities.

### WAKE FOREST / FALLS OF NEUSE

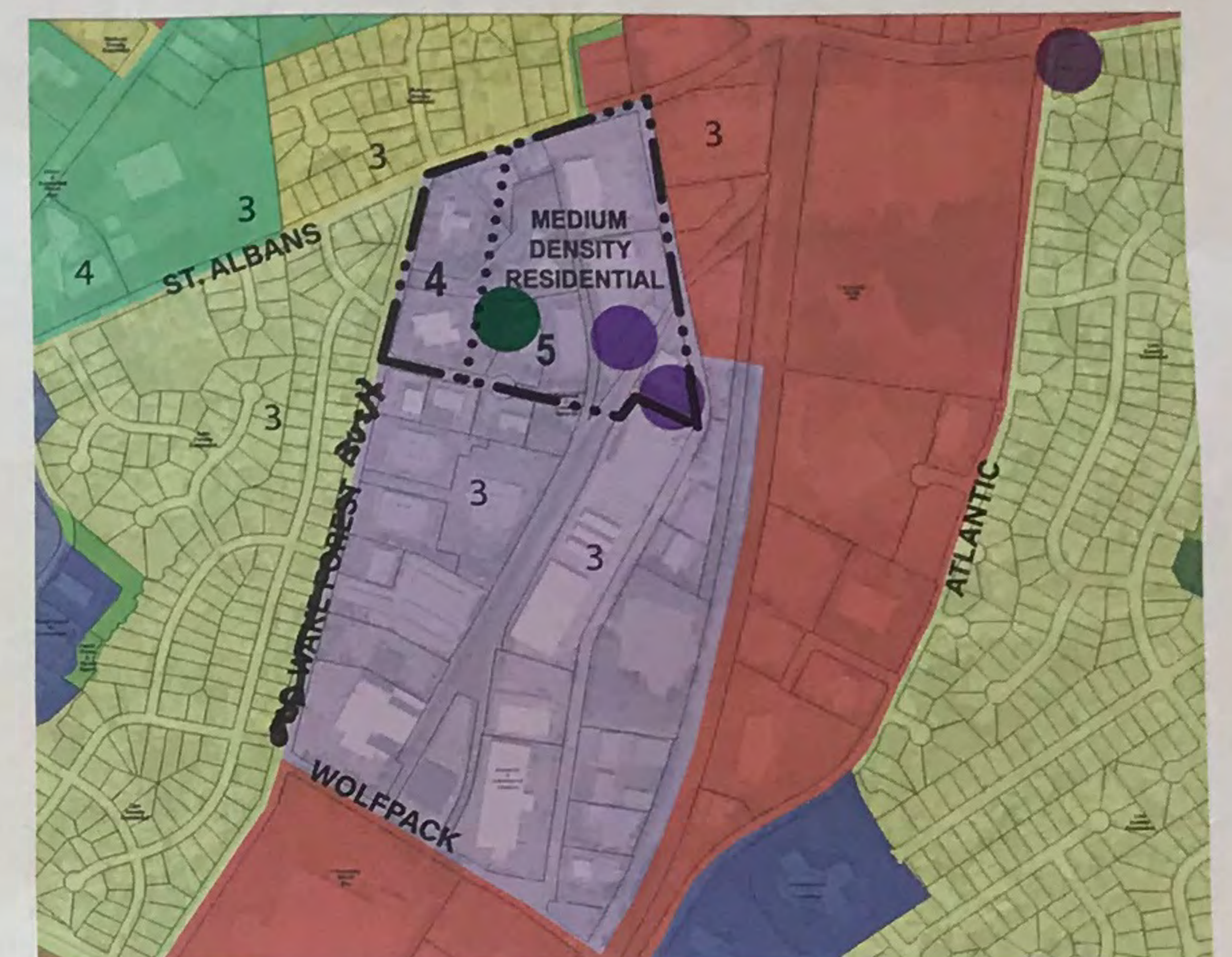
- GREATER MIX OF LAND USES
- HIGHER LAND USE INTENSITIES
- RETAIL FOCUS AREA
- IMPROVED WALKABILITY / MOBILITY



1

### ATLANTIC / ST. ALBANS

- CONVERT INDUSTRIAL LAND USE TO HOUSING
- ADDITIONAL HOUSING OPTIONS NEAR EMPLOYMENT CENTER
- "MISSING MIDDLE" OPPORTUNITIES



2

### I-440 CROSSING / SIX FORKS

- EMPLOYMENT FOCUS
- HIGH INTENSITY OFFICE
- IMPROVED MOBILITY / ACCESS
- IMPROVED WALKABILITY
- GREEN CORRIDOR EDGE



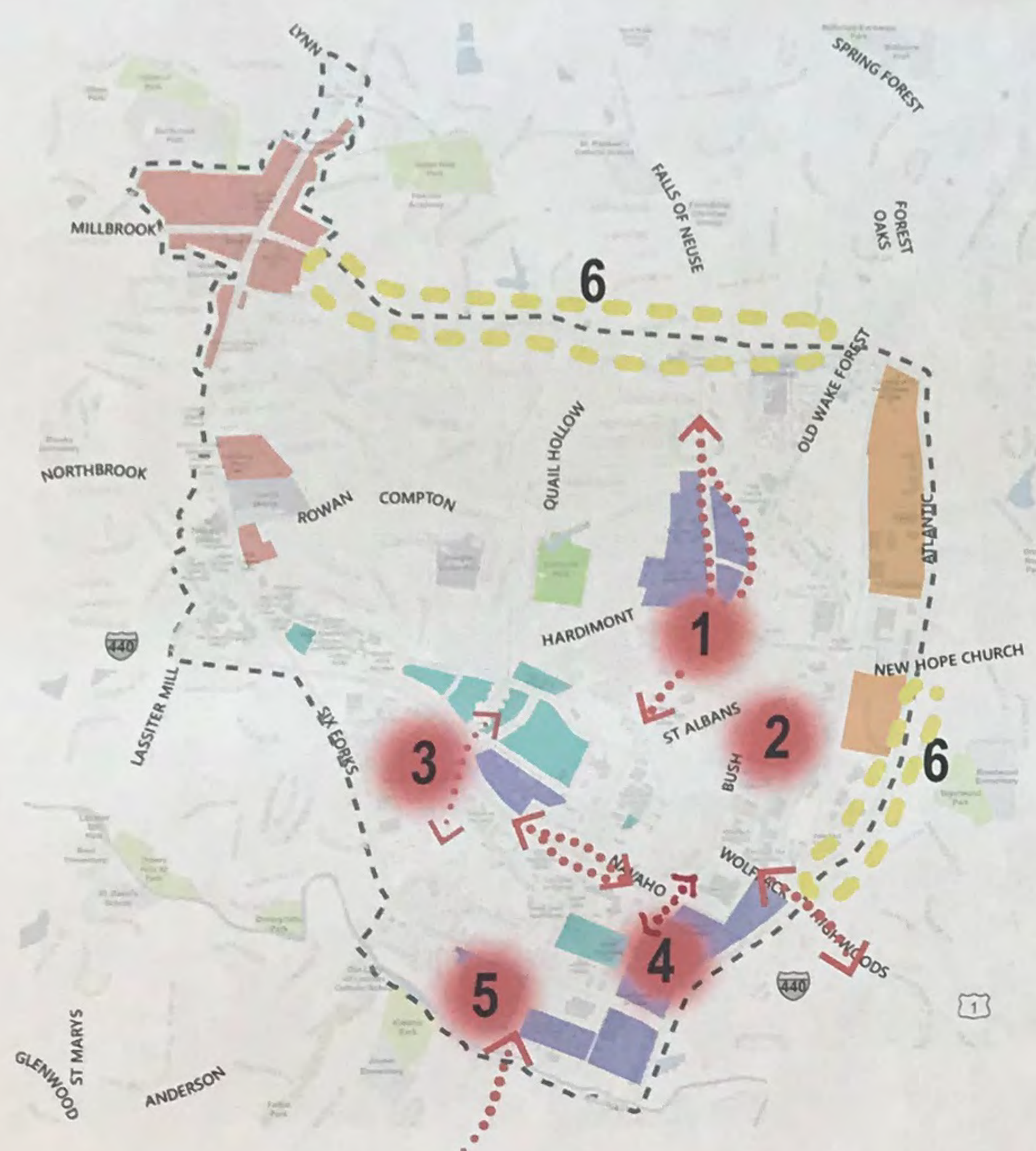
3

### CRABTREE / WAKE FOREST

- HIGH INTENSITY HOUSING WITH GREEN SPACE
- FLOODPLAIN / STORMWATER ENHANCEMENT
- IMPROVED ACCESS TO EMPLOYMENT CENTER
- IMPROVED WALKABILITY WITH A "MAIN STREET"



4/5



### COMMUNITY ENHANCEMENT PAIRED WITH HIGHER INTENSITY DEVELOPMENT

- When height ranges are shown, the expectation is that the higher end of the range would require provisions that go beyond the norm in some way, either in terms of public amenities, affordable housing, stormwater, or other considerations.
- Rezoning proposals within a floodplain should include stormwater management measures and green space allocations that go beyond code requirements and ideally contribute to a connected public space along the Crabtree.
- Rezoning proposals that request seven or more stories of height and include a residential component should include affordable units. If the site includes existing units that are affordable to residents at 60 percent of the area median income, then those units should be replaced on a one-for-one basis. If not, then 10 percent of the units should be affordable units.

### "MISSING MIDDLE" IN HOUSING

One of the findings of the public process has been an interest in promoting housing diversity. Missing middle is a term that has emerged to address the need for more housing products that are mid-level in pricing, typically attached units including duplex, triplex, quadplex and townhomes in form, and are located strategically in areas that might otherwise support only single family homes. This housing type can also be used effectively as a transition between more intense land uses and/or major roadway corridors as a buffer for single family neighborhoods.

Generally, it has been the policy of the City to zone single family areas with single family zoning. However, the City also has a longstanding Comprehensive Plan policy of discouraging single family lots on major streets, preferring to promote development types where multiple units can share a common driveway. Major corridors in the study area matching this criteria are found on sections of Millbrook Road and Atlantic Avenue. There may be other examples as well.

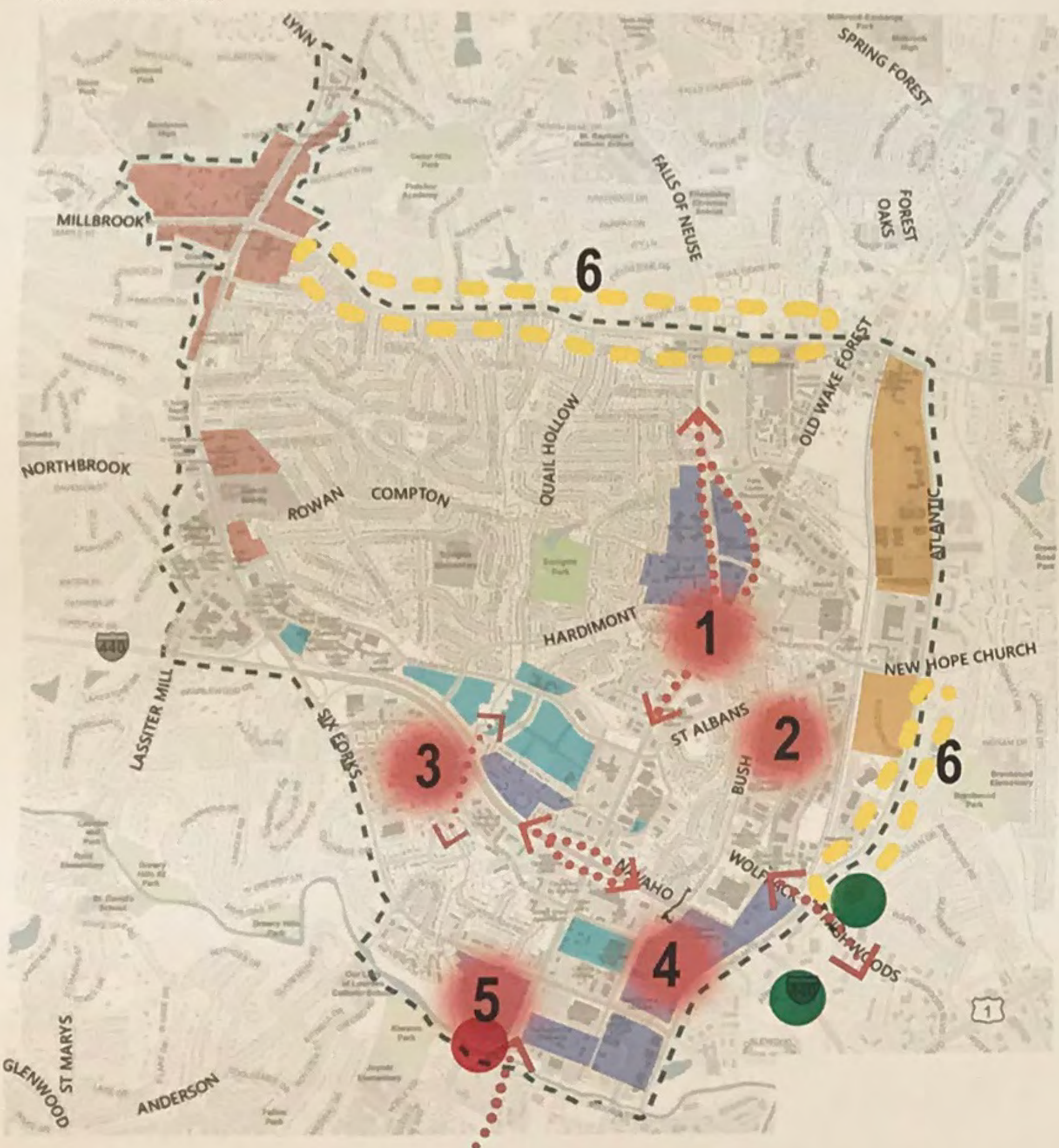




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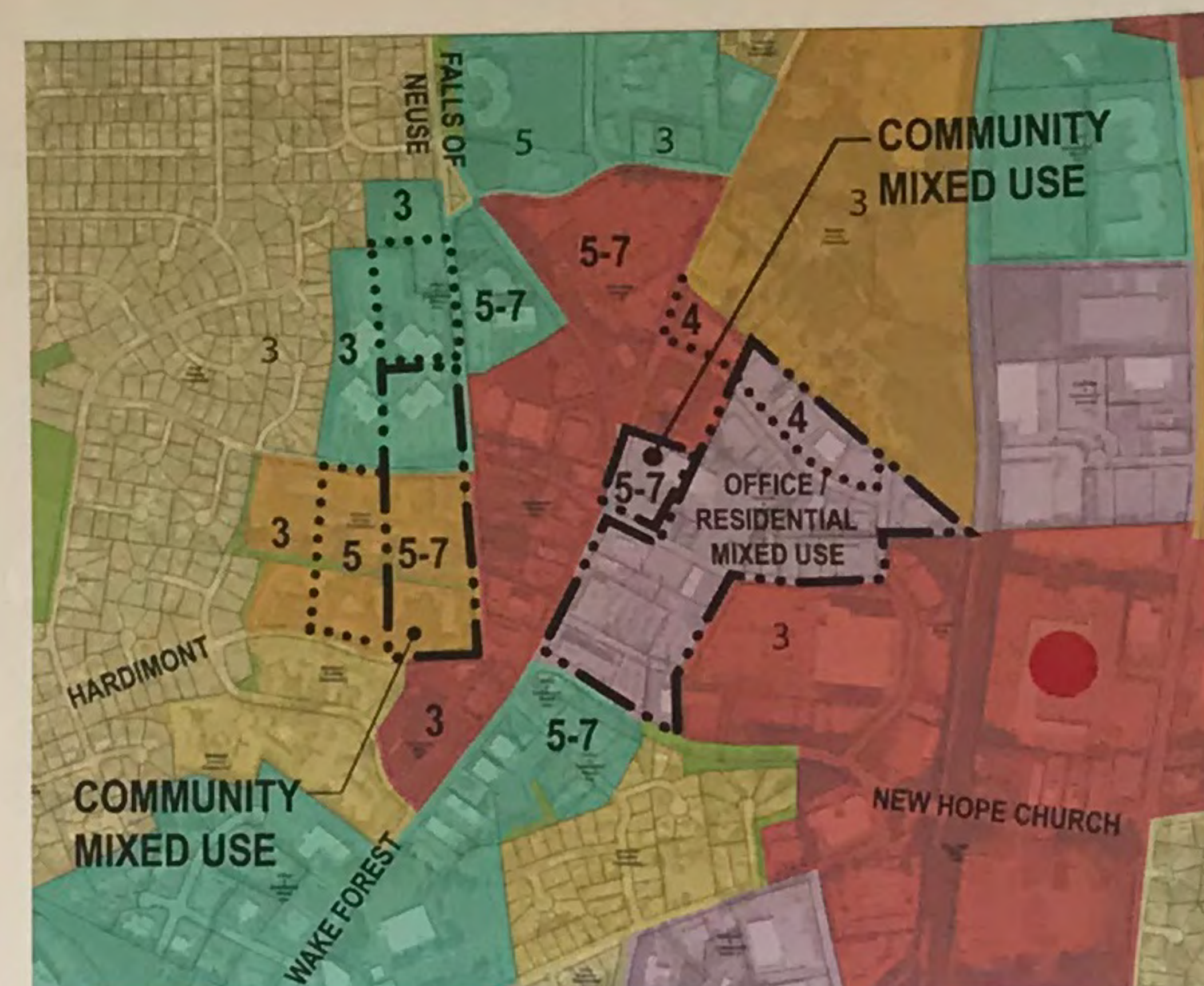
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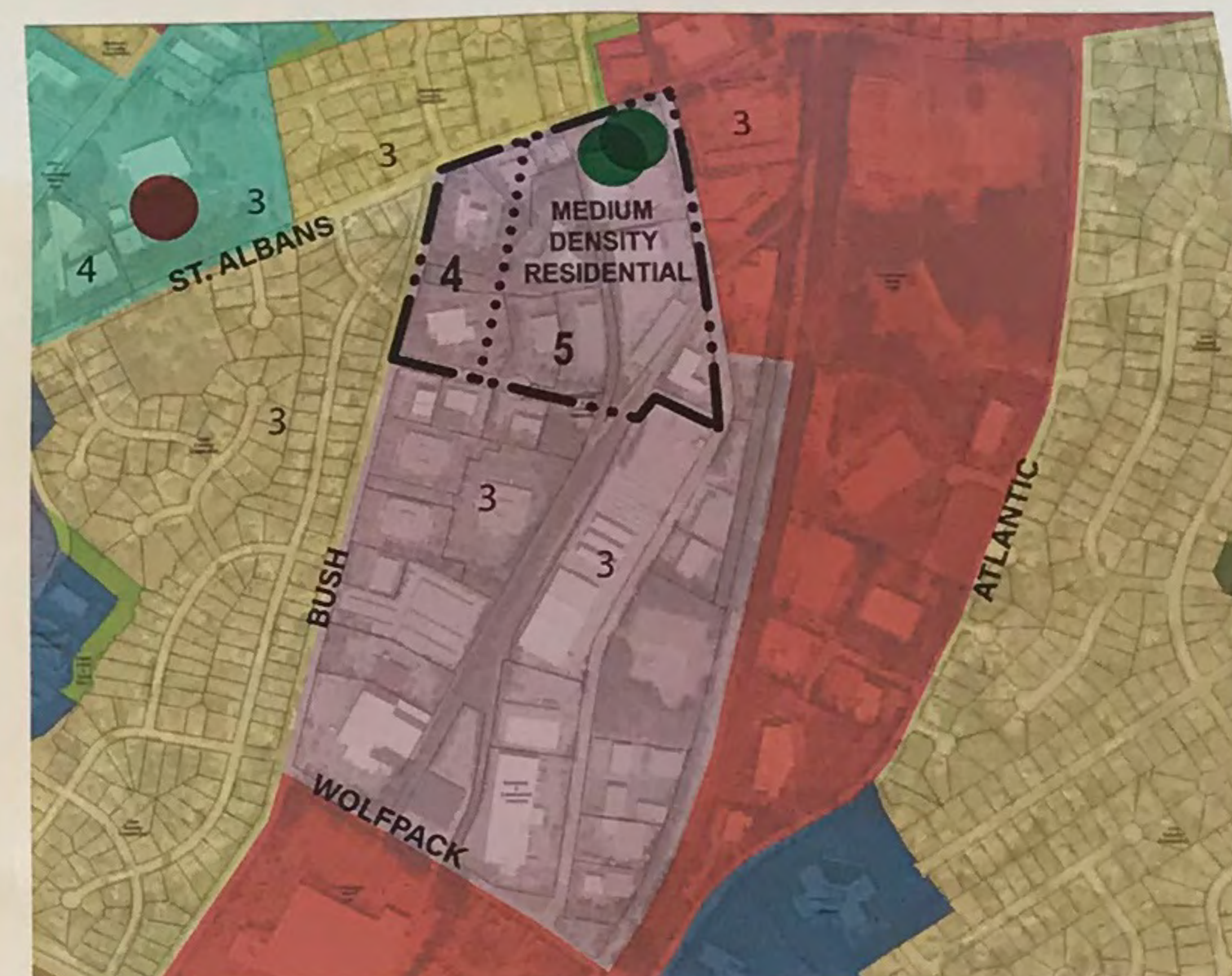
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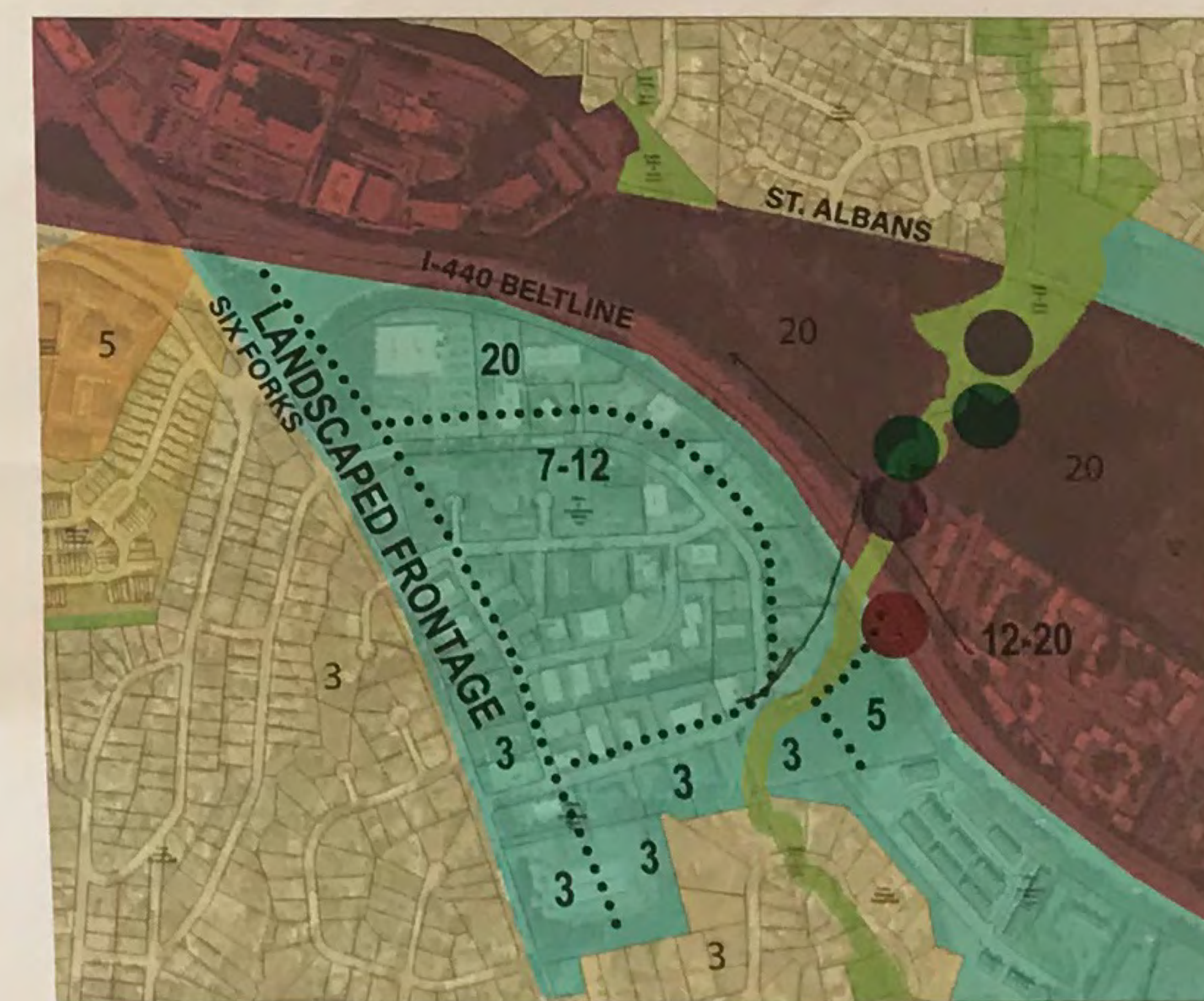
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4/5



# LEGEND

- 3 Stories
- 4 Stories
- 5 Stories
- 7 Stories
- 12 Stories
- 20 Stories

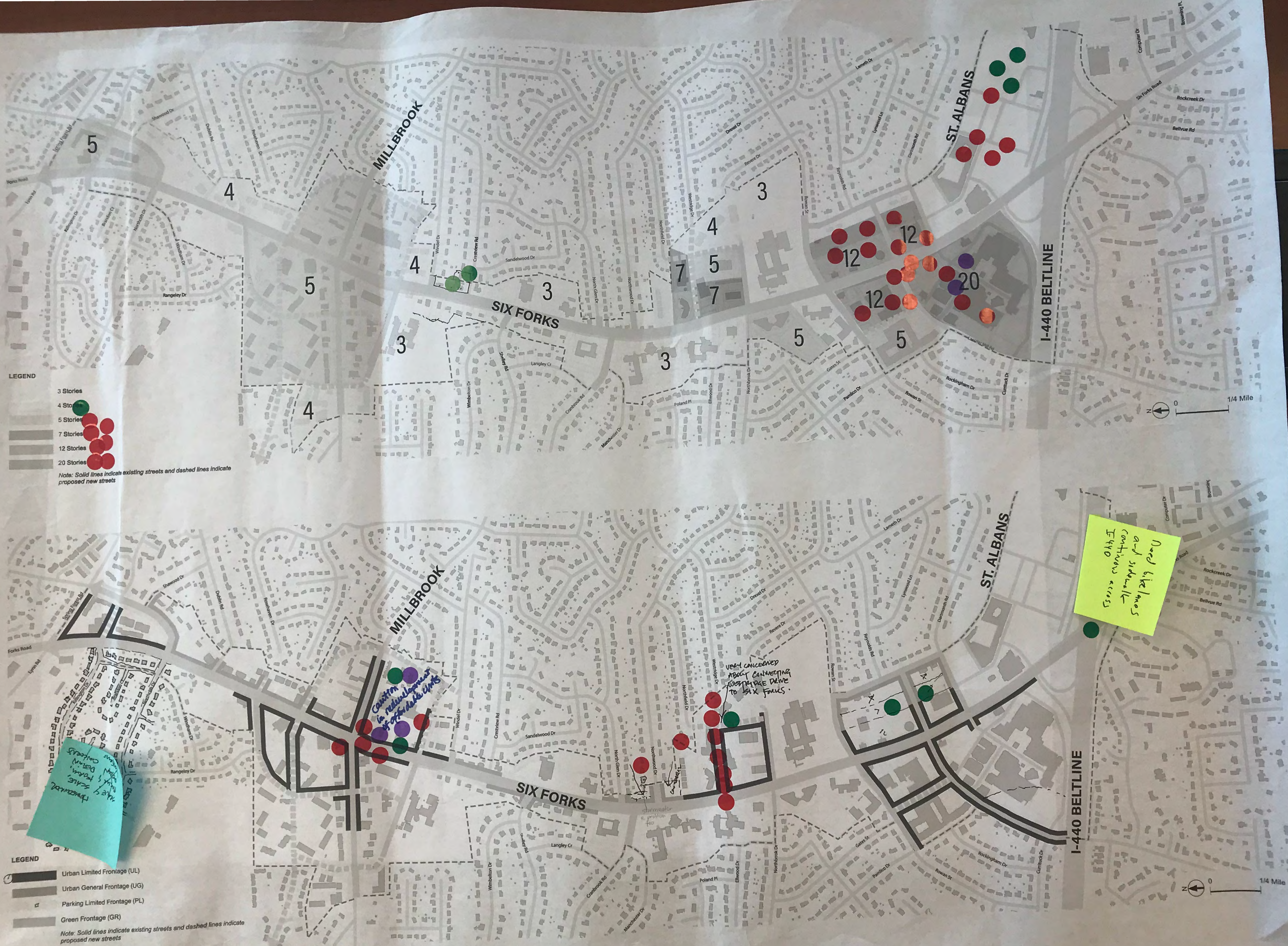
Note: Solid lines indicate existing streets and dashed lines indicate proposed new streets

# LEGEND

- Urban Limited Frontage (UL)
- Urban General Frontage (UG)
- Parking Limited Frontage (PL)
- Green Frontage (GR)

Note: Solid lines indicate existing streets and dashed lines indicate proposed new streets

Source: Six Forks Corridor Study 2017 - City of Raleigh





# LAND USE

We need to get more creative / flexible about mixed types of housing in single family zoned areas. The comments about restrictions on the poster under missing middle need to be reconsidered - "policy of city" to keep single family areas devoid of alternative attractive housing. Get real about developing for the future - not the past. ●

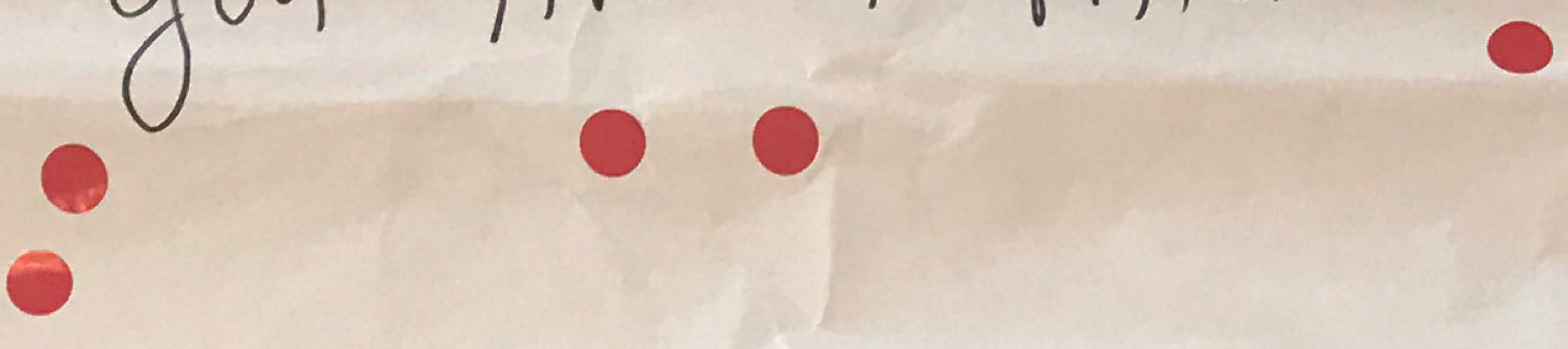
● Save Raleigh

Use caution in redeveloping Millbrook / 6 Forks / Food Lion area - will be displacing affordable units of housing. ●●

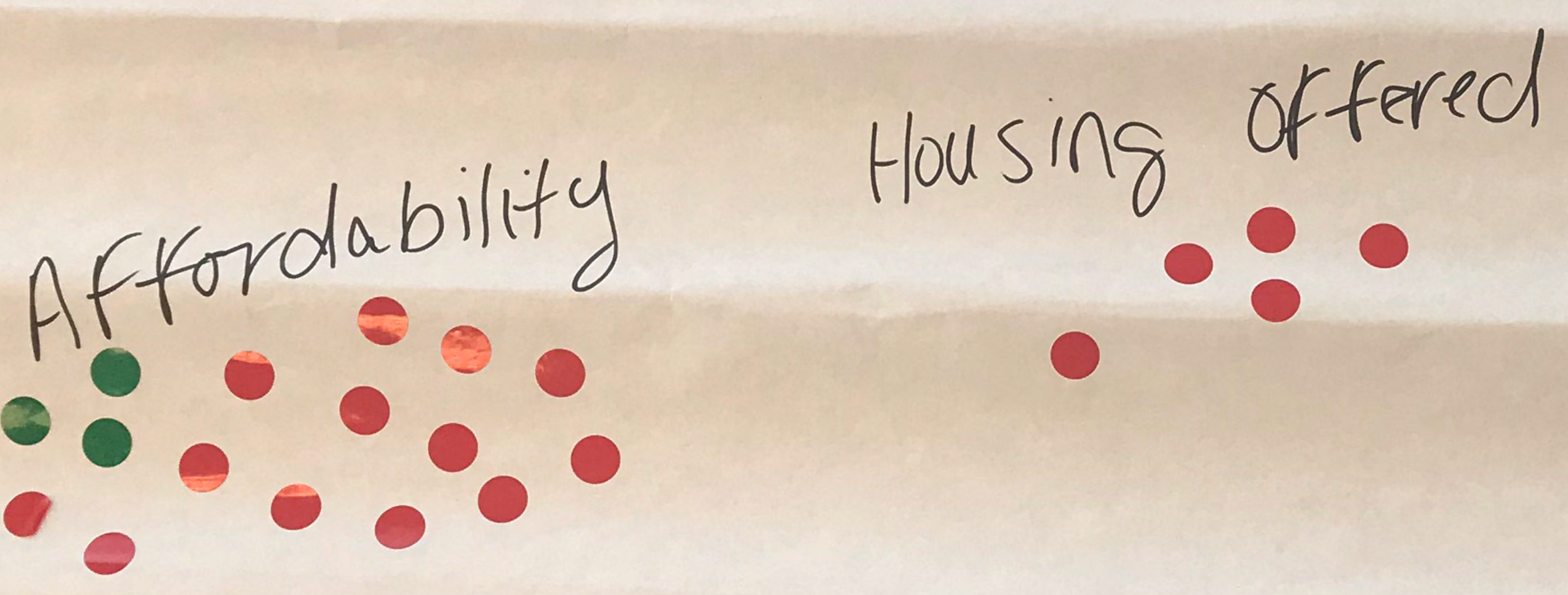
- The proposed 20 story height limit at original North Hills and the proposed 12 story height limits on parcels at Larister Mill + Six Forks and on East side of Six Forks are highly objectionable. The neighborhoods contiguous to those parcels ~~will~~ do not need such large towers looming over them - 20 + 12 stories are too high AND the traffic generated by those large buildings will overwhelm Larister Mill, Six Forks, and the ~~new~~ more interior neighborhood streets
- I AGREE ●



Do you live in Midtown?



If no, why not?





## Midtown Public Worksession Summary | May 2019

		DOTS			
TOPIC		GREEN	RED	PURPLE	NOTES
Green Streets					
CONCEPTS					
	1. In-Street Infiltration/Traffic Calming	4	7	0	
	2. Commercial Green Street	2	0	6	
	3. Stormwater Bumpouts	0	0	15	
	4. Local Green Street w/ On-Street Parking and Shared Use Path	8	0	7	
	5. Local Green Street w/ On-Street Parking and Separated Bike Lanes	22	0	4	
PROS					
	1. Reduced Flooding	1	0	2	
	2. More Bike and Pedestrian Options	2	2	5	
	3. Traffic Calming	0	0	0	
	4. Improved Comfort	0	0	0	
CONS					
	1. May Reduce On-Street Parking	0	0	0	
LOCATIONS					
	a. Computer Drive, Wake Towne Drive	2	1	4	
	b. Bush Street	12	0	7	
	c. Hardimont	18	7	10	
	d. Quail Hollow	21	5	15	
ADDITIONAL LOCATIONS					
	e. Millbrook	3	0	0	
	f. Old Wake Forest	0	3	0	
	g. Anderson Drive @ Six Forks	1	0	0	
	h. Wolfpack	0	1	0	
	i. Navaho	3	8	0	All red dots located adjacent to hospital, east of Wake Forest
	j. St. Albans	2	0	4	
	k. Cedarhurst Dr.	5	0	1	
ADDITIONAL COMMENTS					
<p>Vegetation maintenance needed @ Anderson Bridge Crossing at Crabtree Creek and at Six Forks</p> <p>Proactively Work to limit cut-through traffic, look at what other cities are doing. Work with navigation apps (Waze, Google, ETC) to keep streets like Cedarhurst off of routes by designating "No Thru Traffic"</p> <p>Consider Parking on Bush Street</p> <p>At what point does someone say it's time to stop the and save some trees in Raleigh?</p> <p>I do not understand why the North Hills/St Albans developers cannot put a pedestrian bridge across Six Forks. When will we make them responsible for the improvements to traffic/pedestrian for developments that they are making money on.</p> <p>Consider the type of traffic signals that bring ALL to a stop for a brief period to allow pedestrians to safely cross.</p> <p>There are so many pedestrians and would be more cyclists if we felt safe. You need actual bike lanes, not a reduction of lane size for a "bike lane". Maybe dual use, wider walks for bikes and people. More pedestrian and bike friendly. Navigation Apps are routing drivers through neighborhood streets...Raleigh needs to address this.</p> <p>Green Streets endanger cyclists. The bumpouts, in my experience, don't really slow the cars. Do they really capture significant amounts of stormwater? Wider streets, unimpeded by bump out obstacles are better for cycling.</p> <p>Consider roundabout intersection at Quail Hollow/Hardimont</p>					



## Greenway and Pedestrian Network Concepts

### CONCEPTS

1. Greenway Extension	9	3	27
2. Green Streets Elements	15	0	2
3. I-440 Crossing	10	0	8
4. Improved On-Street Bicycle Facilities	11	1	7

### PROS

1. Shorter Connections	0	0	0
2. More Biking and Walking Options	1	0	5

### CONS

1. May Reduce On-Street Parking	0	0	0
2. Greenway Susceptible to Flooding	0	0	0

### LOCATIONS

a. South of I-440 near Anderson Drive	10	23	2
b. I-440 Crossing	6	0	7
c. St. Albans	4	2	11
d. Hardimont	5	1	0
e. Quail Hollow	7	1	2
f. Bush Street/Industrial Drive	5	1	11

### ADDITIONAL LOCATIONS

a. Anderson Drive @ Six Forks	1	0	15
b. Wolfpack to Highwoods (sidewalk connector)	1	1	2

This intersection is treacherous, need a crossing strategy. Also, School traffic (Lourdes) impacts this.

## Pedestrian Improvements

### CONCEPTS

1. Pedestrian Refuge Islands	13	3	7
2. Crosswalk & Visibility Enhancements	7	1	18
3. I-440 Crossing	0	0	23
4. Improved Ped Route Alternatives	1	1	13

### PROS

1. Improved Comfort	0	0	0
2. Shorter Connections	0	0	0
3. More Bike and Ped Options	0	0	5
4. Increased Safety	0	0	0
5. Traffic Calming	0	0	0

### CONS

1. May Reduce On-Street Parking	0	0	0
2. May Reduce Driveway Access	0	0	0

### LOCATIONS

a. Six Forks at North Hills	2	0	25
b. I-440 Crossing	11	1	6
c. St. Albans @ Wake Forest	1	5	2
d. Wake Forest @ Wegmans	1	0	1
e. Quail Hollow	10	3	3
f. Bush Street/Industrial Drive	6	0	11

### ADDITIONAL LOCATIONS

a. Millbrook from Wakeforest to Atlantic	5	0	5
b. Crabtree Creek	0	12	0
c. Wake Forest just South of Falls of Neuse	0	4	0
d. Cheswick Drive (Anderson Drive)	0	8	4

Dissatisfied with current maintenance of greenway and vegetation

Ped improvements needed at Six Forks intersection, Greenway connection Not desired, flooding a problem

### ADDITIONAL COMMENTS

Bush Street is often used for all-day parking

New Hope Church to Atlantic (and beyond) needs to be improved for pedestrian safety, sidewalks, crossings, etc.



## Bridge and Tunnel Concepts

### CONCEPTS

1. Six Forks at North Hills	31	3	46
2. I-440 Crossing	34	1	17
3. Wake Forest @ St. Albans	16	3	31
4. Bush	29	0	13
5. RR Crossing @ Wolfpack	3	0	4
6. RR Crossing @ Millbrook	9	0	10

### BRIDGE V TUNNEL

Bridge	1	0	5
Tunnel	0	0	0

### I-440 CROSSINGS

1. Multi-modal	2	0	4
2. Ped/Bike	2	0	17

### ADDITIONAL COMMENTS

Prefer Bridge to tunnel across Six Forks and Wake Forest Road.

Forget Six Forks Extension and focus on Hedges Road to move people to Atlantic/Capital/Wake Forest - NOW

## Connectivity and Access Management Concepts

### CONCEPTS

Wake Forest/Bland Pair	0	16	0
Atlantic	7	0	0
Navaho to Wolfpack Option A Traffic Circles	8	1	3
Navaho to Wolfpack Option B New Street	7	3	5
Six Forks Connection to Capital	4	2	4
Six Forks @ North Hills	0	5	13
South of I-440, east of Wake Forest	0	44	1
I-440 Bridge Connection @ Greenway	14	0	9

Love this idea, it will improve the area and help with stormwater

This will direct a lot of traffic through neighborhood/cut the neighborhood in two and make it more dangerous for pedestrians

Rowan too narrow for two-lane traffic

### ADDITIONAL COMMENTS

Put a camera in the tunnel for safety, bridge seems safer because people can see you

Turning left from Navaho onto Wake Forest can require sitting through multiple lights.

Six Forks & Diverging Diamond - need to stagger connection (access circulation)

## Local Transit Improvement Concepts

### CONCEPTS

1. Alternate BRT	4	0	2
2. Enhanced Bus Service	1	0	2
3. Blue Route	7	0	0

### PROS

Enhanced Transit	0	0	6
Improved Travel times and reliability	0	0	0
Supports Land Use Deals	0	0	0

### CONS

Modify Planned Routes	0	0	0
May Disrupt Vehicle Traffic Flow	0	0	0

## Potential BRT Connections to Downtown

### OPTIONS

Six Forks Transit Hub	9	1	4
Potential BRT Extension	0	0	15

## Potential BRT Connections to Downtown

### OPTIONS

Commuter Rail	10	1	20
BRT	3	9	11



## ADDITIONAL COMMENTS

Access to Transit - Dark at Night, safety at stops, lack of sidewalks  
 Suggest you look at the people movers at tamps airport and put that system around Raleigh - FREE  
 Extending frequency for longer operating hours +2  
 Like crosstown routes, not having to transfer downtown +2  
 Time point @ Millbrook affects traffic flow  
 Effect of aging population  
 Potential for BRT connection along Hodges Road  
 Excited for Rapid Transit  
 Micro-transit through neighborhoods  
 Lots of traffic make it hard to cross road to access bus route +2  
 Bus/HOV lane along Six Forks

### 2030 Comprehensive Land Use Plan

#### RESIDENTIAL

Rural	7	3	3
Low Density	11	2	10
Moderate Density	3	0	0
Medium Density	18	2	2
High Density	10	12	2

#### MIXED USE

Central Business District	4	1	1
Regional	3	0	0
Community	13	2	3
Office & Residential	3	4	2
Neighborhood	6	2	1

#### EMPLOYMENT

General Industrial	0	5	0
Business & Commercial Services	2	3	1
Office Research & Development	3	4	1

#### PUBLIC PARKS, OPEN SPACE & INSTITUTIONAL

Public Parks and Open Space	18	0	30
Public Facilities	11	3	10
Private Open Space	0	19	2
Institutional	1	0	1

### Six Forks Corridor Study

#### BUILDING HEIGHTS

Beltline to Rowan	16	70	7
Rowan to Cranbrook	2	6	3
Cranbrook to Millbrook	9	1	0
North of Millbrook	0	1	3

#### HEIGHTS

3 Stories			
4 Stories	1		
5 Stories		1	
7 Stories		2	
12 Stories		2	
20 Stories		2	

#### FRONTAGE TYPES

Urban Limited - Beltline to Rowan	0	3	0
Urban Limited - Rowan to Cranbrook	1	12	0
Urban Limited - Cranbrook to Millbrook	2	5	3

### Land Use Focus Area Concepts



## FOCUS AREAS

Wake Forest/Falls of Neuse	6	0	2
Atlantic/St. Albans	8	0	5
I-440 Crossing/Six Forks	8	0	2
Crabtree/Wake Forest	4	0	1
Community Enhancement/Higher Intensity Dev.	2	0	4
"Missing Middle" Housing	5	1	9

## ADDITIONAL COMMENTS

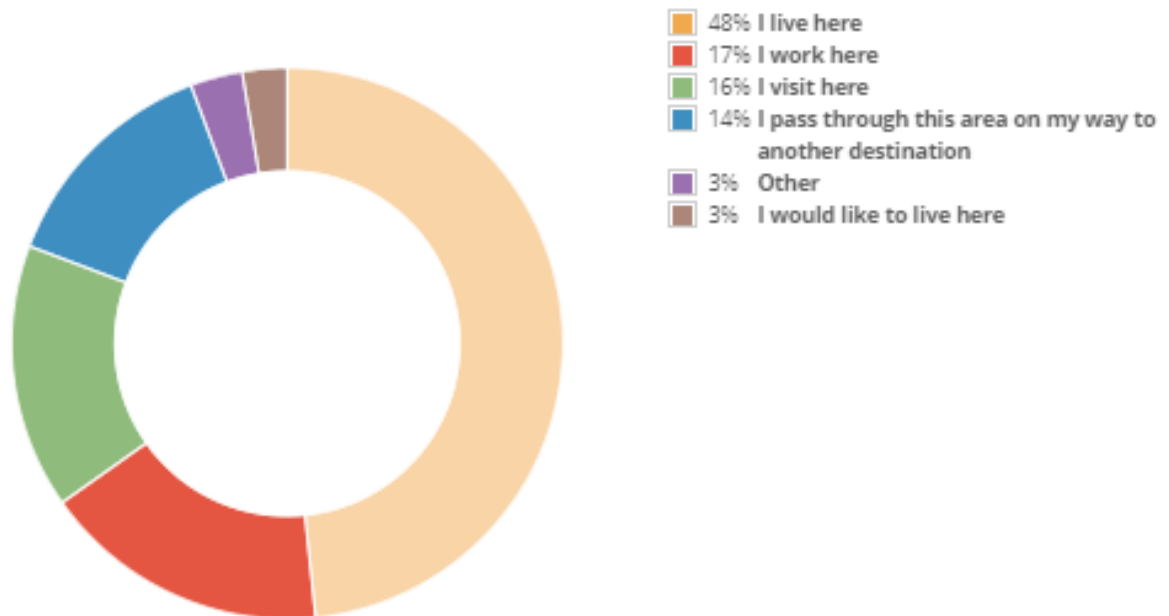
WE need to get more creative/flexible about mixed types of housing in single family zoned areas. The comments about restrictions on the poster about "Missing Middle" need to be reconsidered. Policy of city to keep single family areas devoid of alternative attractive housing get real about developing for the future - not the past.

Use caution in redeveloping Millbrook, Six Forks, Food Lion area - will be displacing affordable units of housing  
The proposed 20 story height limit at original North Hills and the proposed 12 story height limits on parcels at Lassiter Mills and Six Forks and on East Side of Six Forks are highly objectionable. The neighborhood contiguous to those parcels do not need such large tower looming over them - 20 and 12 stories are too high AND the traffic generated by those large buildings will overwhelm Lassiter Mill, Six Forks, and the interior neighborhood streets.

Misc.		
Do you live in Midtown?	5	
If you don't, why?		
Affordability	16	
Housing offered	5	
Traffic	8	
Other	4	



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.)

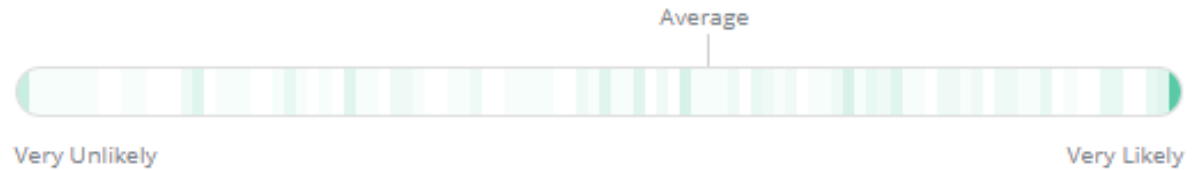




3. A “green street” includes features, such as planted areas that replace existing asphalt alongside the curb, and catch and clean storm runoff. Those planted areas can also be used to provide a green protective divider between people and vehicles – creating a greenway on a street. In addition to minimizing 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?

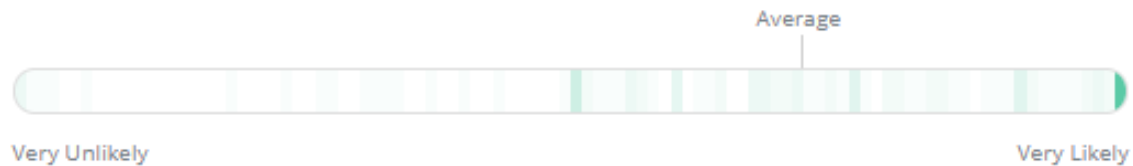


5. A proposal to improve travel options and is a new street and greenway connection across 440 between Six Forks Rd. and Wake Forest Rd. This crossing would add two lanes for cars and a safe, comfortable crossing for people walking or biking. Ultimately, this new crossing would connect the Crabtree Creek 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?

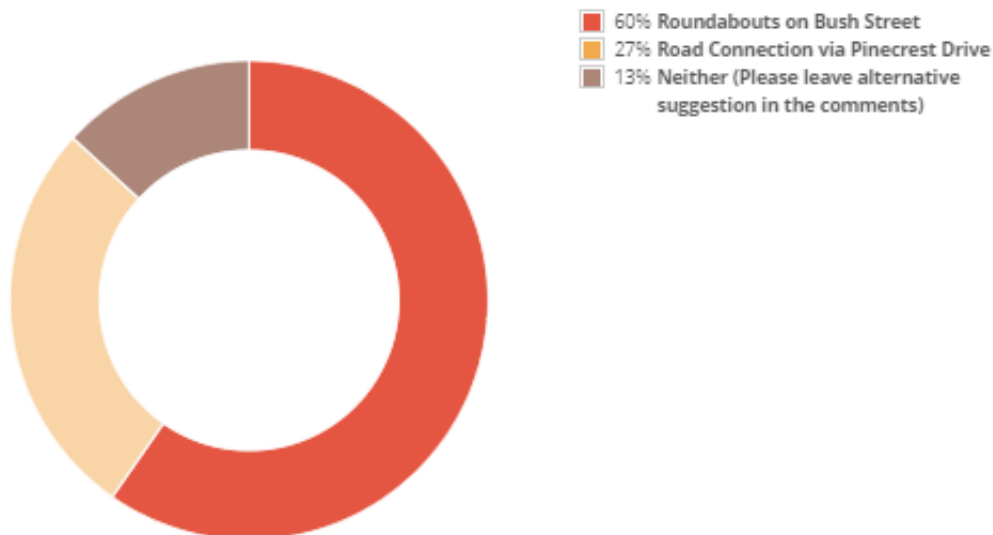




6. We know that traffic is an issue in Midtown, but we've also heard that widening main roads is not always the preferred solution. Another option is to connect more streets, particularly through existing commercial and mixed-use areas. This would include an extension of Six Forks Rd. to Capital Blvd. 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?



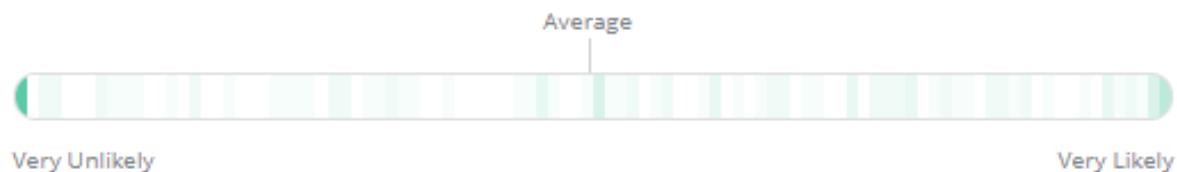
7. One connectivity issue involves limited and indirect east-west connections between Wake Forest Road and Atlantic Avenue north of 440. This adds travel time for buses and other vehicles, including those traveling to or from Duke Raleigh Hospital. An option to address that would add a few short segments 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?

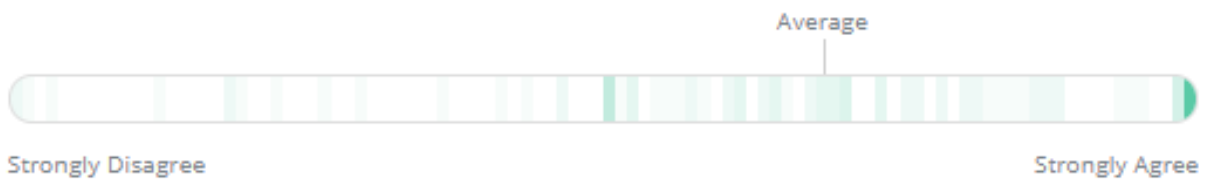




14. One way to provide additional housing options is with “gentle density” – duplexes, triplexes, fourplexes, or townhouses – that are the same scale as typical detached houses but are relatively more affordable. The plan proposes this approach in a few locations, including the properties directly along 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?

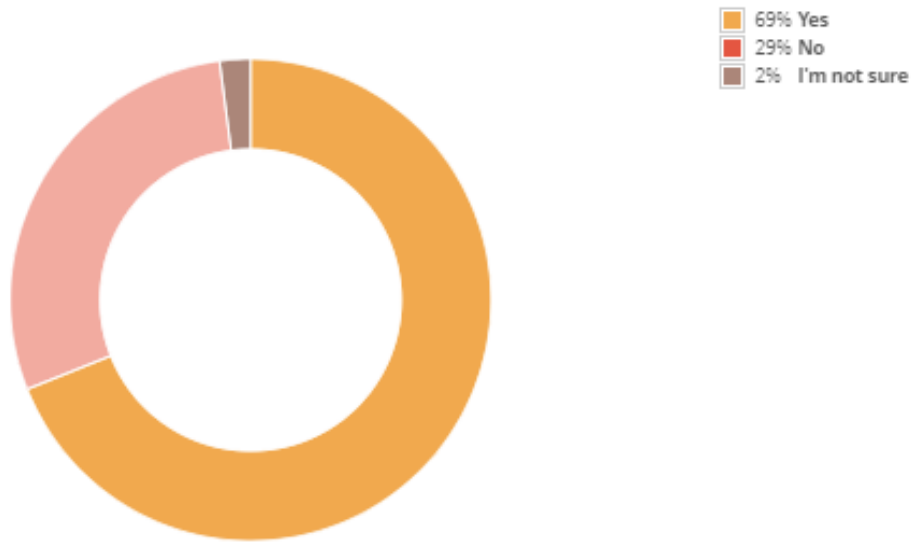




16. In that same area, the plan proposes specifying how height would transition from the center of the area to the neighborhoods along the edge. It suggests that seven stories at the center is reasonable, with height stepping down to five and then three stories as it touches lower-scale residential areas. 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?

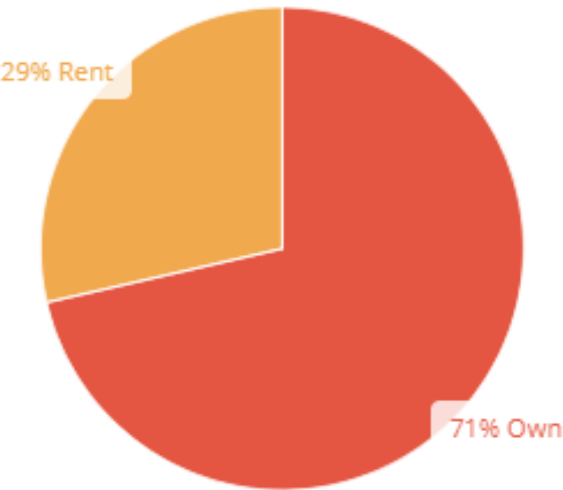


145 respondents

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)?

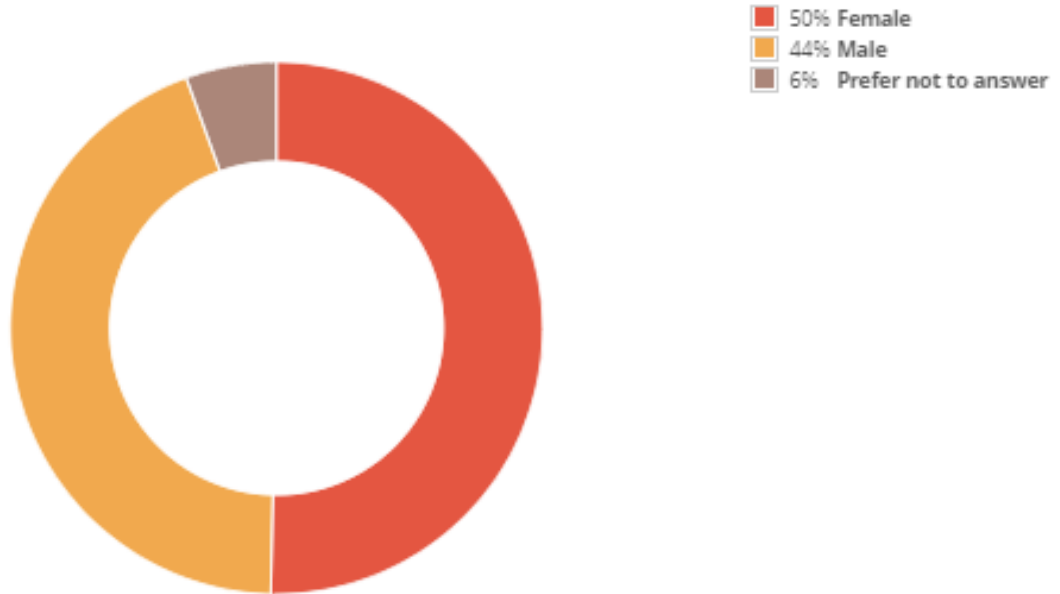


147 respondents



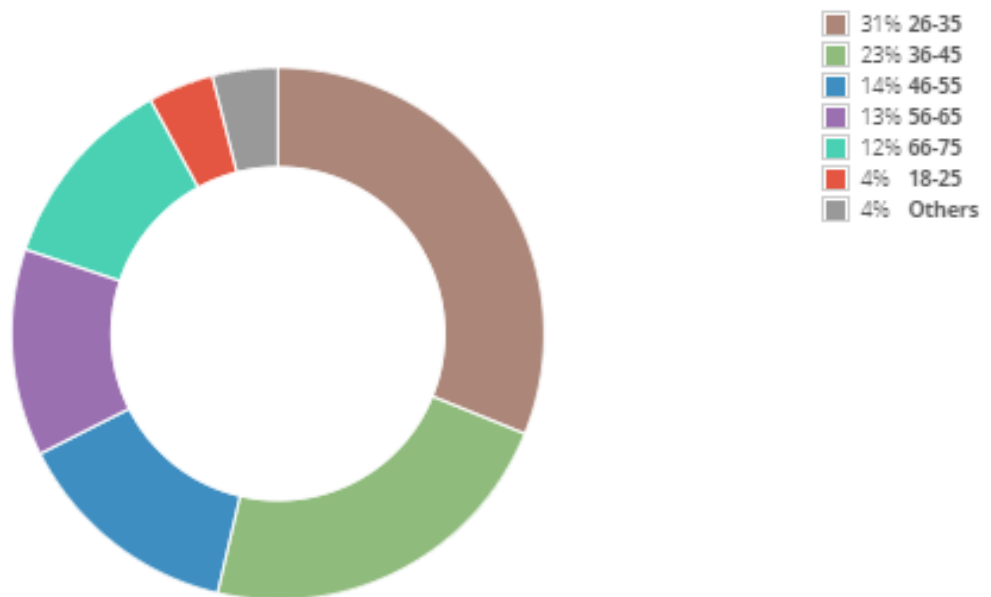
147 respondents

What is your gender?



145 respondents

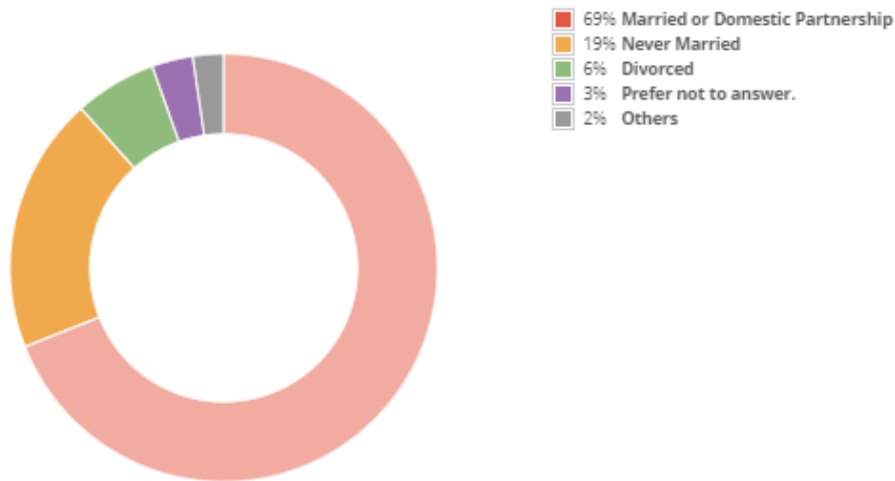
What is your age?



151 respondents

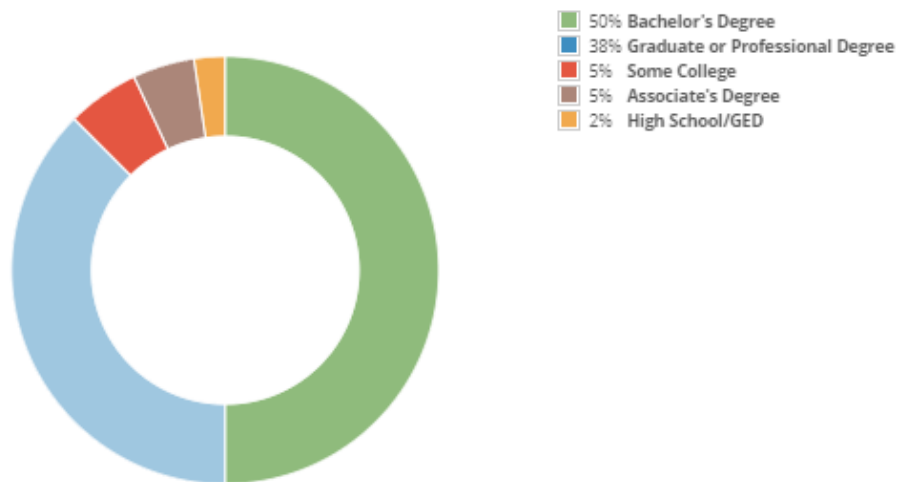


What is your marital status?



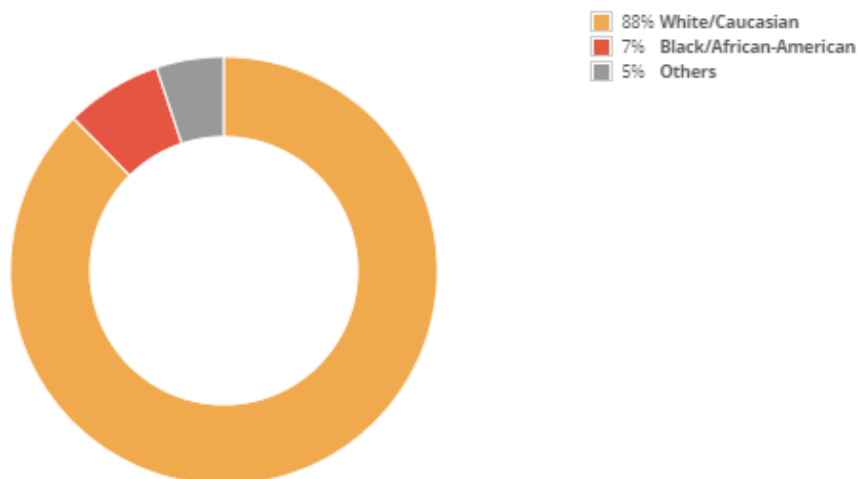
129 respondents

What is your highest formal education level?



128 respondents

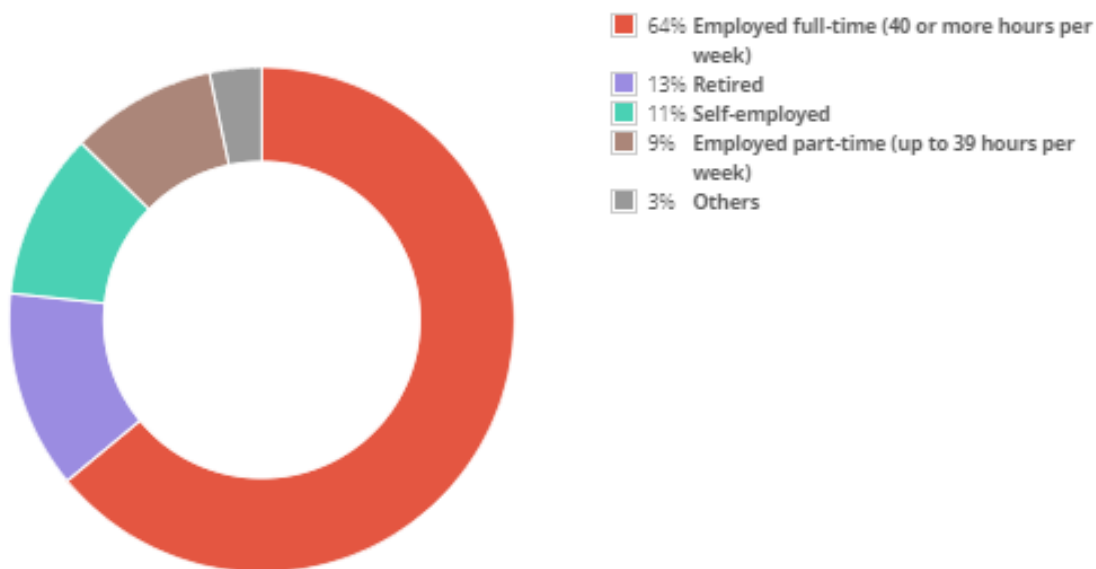
Which of the following best describe(s) your racial identity? (Choose all that apply.)



136 respondents

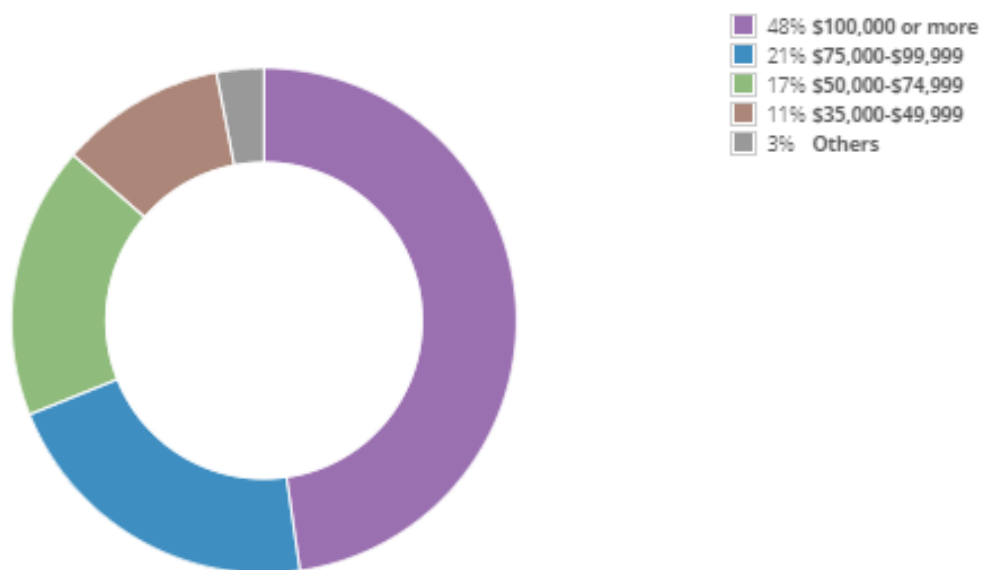


What is your current employment status? Please select all that apply.



141 respondents

What is your approximate household income, after taxes?



132 respondents



# Midtown-St. Albans - Choosing a Path

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
1,288	374	3,703	548



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

69%	I live here	221 ✓
24%	I work here	77 ✓
22%	I visit here	71 ✓
19%	I pass through this area on my way to another destination	62 ✓
4%	Other	14 ✓
4%	I would like to live here	12 ✓

☐ I'm usually in the Midtown area during low traffic times. Other times I avoid using Six Forks Road heading south if at all possible. For example, if I want to go downtown, I'll use Falls/Wake Forest Road rather than Six Forks, which is actually shorter for me; traffic moves better on Falls/Wake Forest Road, except in late afternoon. I could actually walk from my house to Midtown - it's only about 2.5 miles - but walking along Six Forks is not a pleasant experience - it's noisy and cars are too close for comfort. I would cross Six Forks probably at Rowan [Carroll Middle School] cause there's not so many cars to look out for.

7 months ago

☐ Don't cut Pinecrest in half .

7 months ago

☐ Midtown is good now and like every other place, it needs to prepare for the future.

7 months ago

☐ Great area to work, shop and meet friends for a meal.

7 months ago

☐ very congested and wake forest rd is dangerously narrow

7 months ago

☐ I feel light rail is the best option at this point. It minimizes neighborhood impact, moves the most people and benefits the whole city

7 months ago

☐ Change the 440 interchange to all right turns rather than lights and crossing traffic. Use flashing left turn lights. Change zoning to allow duplexes - quadplexes rather than dividing lots into single family homes. Require large developments to include open space similar to Fletcher Park.

7 months ago

☐ Rezone single family lots to Form Zoning so that the neighborhood appearance is maintained but allow duplex-quadplexes rather than divide lots. Use more right turn lanes and change the intersection to reduce lights and make entrances to 440 all right turns rather than cross traffic. Regarding condo and apartment developments required open space similar to Fletcher Park.

7 months ago

☐ I don't think putting a road through the Pinecrest community is the right answer. This is a neighborhood that is not set up for the increase of traffic and would make the area unsafe for the people that live here.

7 months ago

☐ With all the development, there is a lot of vehicle and pedestrian traffic. We really need a safe way to cross Six Forks at the intersection with Dartmouth. A pedestrian walkway or bridge is needed.

7 months ago

☐ I agree with Wade post

7 months ago





I work in public safety in this area, and our ability to assist the public is often hampered by the increase in traffic and unwillingness of the public to yield to emergency vehicles. The fact that the roads are not designed nor maintained for the increased traffic needs to be addressed.

7 months ago



From a biking/pedestrian perspective, the area around Wake Forest Rd and the beltline has become extremely dangerous. It's nearly impossible to cross the intersection there, and I have personally almost been hit several times. I believe the risk is greatest for residents on the east side of Wake Forest road because there are no other viable options. I believe this will become a greater issue as the Midtown East development opens and traffic continues to grow. This area needs a safe way for pedestrians/runners/bikers to get around and across the beltline.

7 months ago

👍 2 Agree



This is specifically for the harris teeter parking deck. Better signage needs to be put in to show stops signs and traffic flow. I would love for some more sidewalks along six forks that are a little safer or maybe a closer greenway access so that we are able to walk more places and feel safe.

7 months ago



Falls of Neuse traffic is ridiculous. Six Forks is close behind. Area in general needs to be more pedestrian friendly. I live in Fairfax Hills and rarely attempt to turn left onto Falls. a traffic light has been offered up as a solution for years. However, I worry that adding a traffic light would increase cut through traffic. Hardimont/Rowan is a mess - carpool traffic from Carroll is terrible. People drop kids in middle of Rowan or cul de sacs or make unsafe turns in middle of road. As far as development, too many people for current structure to support.

7 months ago



This is the worst area I've lived in including large cities. The traffic and parking is a mess and most do not obey the stop signs making it very to extremely dangerous to walk to the places that we pay so much to live near. There is little to no police presence and Kane seems useless for the most part. The roads are too narrow and there are no traffic lights. The area becomes more and more congested and people become more angry. It is not a safe area. People allow their dogs to run off leash in the same areas children play. In my building there may be two or three people as roommates who bring friends for the weekend and it becomes party central.

7 months ago



I love living here, however the traffic coming through here makes it difficult to walk around (even to walk your dog.) Drivers don't stop for pedestrians and are constantly speeding down St. Albans. There also needs to be more parking if more residential and commercial buildings are going to be built. It's hard enough to find parking as a resident.

Also if you're going to make parking garages one-way, make the signs noticeable! It's very frustrating to be in the Park and Market parking deck and have cars going the wrong way.

7 months ago



I would like to have a park with benches close to Park and Market apartments. We also need a good dog park with lots of space for the dogs to run and play. One thing I love about North Hills is easy access to many nearby grocery stores. Please don't do anything that would make it harder to go to the grocery stores.

7 months ago



I like it here!!

7 months ago



I live here & like it a lot!! Parking is by far the biggest problem but traffic is getting worse by the week. I do APPRECIATE the opportunity to allow Me to take part in this survey.

7 months ago



With added entertainment/events during the week and weekends it is sometimes very aggravating not to be able to park in my own apartment's parking deck at certain time.

7 months ago



Lots more construction than we anticipated. Is infrastructure keeping pace?

7 months ago



Grew up in Raleigh, love Quail Hollow area, want to enhance East Gate Park

7 months ago





I've lived in lakemont , hickory hills and quail hollow starting in 1974 , after growing up near five points . Quail hollow feels like five points to me with a sense of neighborliness and walkability , love east gate park and want it to be enhanced and restored to former loveliness.

7 months ago



The Trees are getting ripped out and the traffic is horrible. I live very close to North Hills/ Midtown and I try to avoid it as much as possible. Getting out of Midtown is getting worse and worse. There also should be an overpass pedestrian walk connecting Midtown 1 and North Hills over Six Forks Road

7 months ago



There is too much housing going up for the current road structure to support. Traffic is already horrific in this area and yet "Kane" continues to erect high rise apartment buildings. I am wondering when the COR will tell him enough is enough. There is truly no "walkability" in this corridor, or any possibility to use bikes or scooters. This is not in keeping with the future sustainable living in Raleigh. (And now, same thing happening on Peace Street.)

7 months ago

👍 4 Agree



Overbuilding by Kane on St Albans looks like it will create a flood problem in adjoining neighborhoods and East Six Forks/Wake Forest corridor. The strip mall at the west corner of East Six Forks and Wake Forest roads (old site of large Kroger) has had flooding problems for the last several decades. Based on present building projects, I expect this area to have the same flooding problems that plague Glenwood avenue near Crabtree Valley Mall in the near future. As others have noted, the pedestrian crossings at the Beltline interchanges on Six Forks are extremely dangerous.

7 months ago

👍 2 Agree



Pedestrian bridge over six forks should be a high priority. Traffic calming in surrounding neighborhoods should also be funded and addressed. We also need convenient and efficient transit options - don't waste money on planning like Orange County - just do it! Raleigh is great - let's be better by not turning into another Charlotte or Atlanta.

7 months ago



My family has been in Raleigh since 1955. An important part to Raleigh is the neighborhoods. Understanding the balance between letting neighborhoods be neighborhoods versus blending them with other zones is imperative.

7 months ago

👍 2 Agree



I live in the Hickory Hills neighborhood.

7 months ago



Understanding that development is part of urban life, and also living in a strongly communal neighborhood, it is VERY important to me that traffic through the Quail Hollow/Hickory Hills area not become dangerous, with delivery trucks and cut-through drivers. It would make sense that "No Thru Traffic" and "No Truck" signs be posted, and that speed limits be consistently enforced at 25 mph so as to discourage traffic in places where children, pets and their families play.

7 months ago



I really love living in this area. However, this area is not conducive for those of us living on a fixed income. It's like we are being quickly being pushed out, for those individuals who can afford paying the higher rent/home fees.

7 months ago

👍 2 Agree



I work at Duke Raleigh. I have often heard my patients family members commented that they need to leave by early afternoon in order to get home safely because they are older and are afraid of driving on the narrow lanes on wake forest road.

7 months ago



Fairfax Hills--need traffic light at Fairfax or Ivy to go left onto Falls due to heavy traffic. Current situation is dangerous. Also Ivy left onto Millbrook is unsafe and needs traffic light. These are the only ways out of our neighborhood. Also need bus lanes on Falls and other major roads to speed traffic. Need more cross walks on busy roads for safer pedestrian crossings. Zoning needs to be tightened to prevent even more tall buildings from making things worse and to keep neighborhoods like ours as is. Contractors are buying houses for sale, knocking them down and building huge homes not in character with our neighborhood. Questions below have maps too small to see, but in general current bike routes are confusing to drivers and disappear at intersections (where they are needed the most).

8 months ago

This part of Raleigh is becoming increasingly filled with high rise buildings, leading to heavier traffic on Six Forks. Also in our neighborhood, Fairfax Hills, developers are buying houses for sale and replacing them with huge mc-mansions that are destroying our neighborhood. This needs to be stopped. We also need a traffic light at Fairfax or Ivy. Because of increasing traffic on Falls of Neuse, it is nearly impossible to make a left turn from either street without pulling into the center turn lane and waiting for traffic to stop long enough to continue. This dangerous. It is also difficult to turn left onto Millbrook due to speeders and a curve in the road that makes it difficult to see approaching traffic. These are the only ways to get out of our neighborhood. It is too late to do anything about buildings already in Midtown, but proper zoning laws could help keep matters from getting worse. We also need affordable housing here. Stop runaway developers! Adding bus lanes to major streets would help traffic tie ups. Not enough cross walks on major roads, leading to jay walkers taking their lives into their hands.

8 months ago

👍 2 Agree

I live in Fairfax Hills, just north of the line. We really should be considered Midtown.

8 months ago

I'm against slicing through the Pinecrest neighborhood with unsafe traffic conditions that are ill suited for the layout and topography of the neighborhood. The curve on Pinecrest is already dangerous enough with the traffic that we get now and that would increase exponentially with this ill conceived plan. The plan to route the traffic around the neighborhood is far superior.

8 months ago

👍 7 Agree

Pedestrian overpasses would make the area a lot more walker friendly. It would also serve to connect more residents to local business in a manner that promotes less automobile traffic. At present, it is extremely risky to otherwise cross the major roads like Six Forks and Wake Forest which might be a deterrent to potential residents who are looking for a more pedestrian friendly environment.

8 months ago

👍 4 Agree

Agree with the message below that putting a road through Pinecrest neighborhood is not the solution as it would add more traffic . With cars coming to or from Duke Raleigh Hospital and cars rushing through to Wake Tech. We get enough fast cars that are more than likely on the wrong road. Now the neighbors feel free to walk their kids and dogs.

8 months ago

👍 5 Agree

Hi - I have had a chance to read through the materials and some of the proposals. The proposal which I am greatly concerned about is to extend Wake Towne Drive to Barrett Drive. I understand the logic, but as a homeowner on Wake Towne Dr (Townes of Cheswick), I would strongly urge against this making it to a recommendation. 1) The townhomes are so close to the street (literally within 15 or 20 feet) - even though traffic is currently limited to homeowners in the neighborhood, I can hear cars up and down the road from my bed. 2) I am concerned about my child's safety -- cars already fly up and down Wake Towne Dr even in just the Townes of Cheswick portion. Opening this up to alleviate traffic from Six Forks would be disastrous for us who live in the neighborhood.

8 months ago

The traffic gets worse and worse. I do not see any relief.

8 months ago

ride share encouraged

8 months ago



- I work on the south end of Wake Forest Road (before it merges to Capitol Blvd). I also live in the nearby Five Points neighborhood. it would be great if there was a pedestrian tie in from Wade Ave work up Capitol, to the Wake Forest Corridor. Currently there is NOT even a sidewalk on either side of Wake Forest Road from Capitol to about where the Car Dealerships start (heading North on Wake Forest). It would be nice to connect all these little nearby pockets of development. I also think the timing of the stop lights in these areas should be studied. The secondary road direction, that were less used 10 years ago, have unusually long wait times at intersections with larger roads - Whittaker Mill/Wake Forest and Anderson/Six Forks for example.
- 8 months ago 1 Agree
- I have lived in the area since 1989. At that time traffic was controlled and the standard of living was terrific. Since the development at North Hills (our side) we have experienced %200 percent increase of traffic, stops on St.Albans, Dangerous driving situation on Hardimont and it is only going to get worse. Obviously the developers have no concern for residents and have no plan on managing traffic as all these mega buildings are finished and increase the number of cars/trucks coming and going.
- 8 months ago 6 Agree
- Putting a road though Pinecrest sub is not the answer and it would make it very dangueous for the people that live in this subdivision. Also Dukeraleigh hHospital need to add more parking spaces for handicap and for people who can not park in a deck before they keep building onto the hospital. Taking our neibhood is not the answer for duke or midtown.. I have lived her 30 some years and it was a very safe area and it is becoming a great area again with the type of people moving in.
- 8 months ago 8 Agree
- I live on a border road, East Millbrook. Midtown CAC decisions affect me.
- 8 months ago 1 Agree
- Midtown is great--with the increased retail. However, the offices and condos dramatically increase the population density. And while there is much discussion of using mass transit and bikes, most adults still use cars. In prior meetings, I was told that citizens concerns about traffic rank highest on the concerns list. I ask if there was a forecast of traffic congestion by year, based on the approved and planned development. I am interested in the traffic congestion on not only St. Albans but Wake Forest Road and Six Forks. The population increase, especially with the northern expansion, creates an impact.
- The development of Midtown creates still more pressure.
- With a published traffic forecast (complete with planning assumptions), the planning department could then provide the steps necessary and a timeline. It is difficult/challenging to comment without more specifics.
- I am sure the planning department is doing its best and this survey is a significant way to gain more citizen inputs. Well done and thank you.
- 8 months ago
- I've lived here for almost 30 years. Some of the growth is good, some not so much. Six Forks is impossible to turn onto from my neighborhood. Housing has gone from reasonable to ridiculous and is becoming more so with protective zoning and lack of creative housing opportunities. Tear downs are threatening long standing residences with flooding, and no one will address it. I love the area for its convenience, but it is becoming a non-diverse ecomont.
- 8 months ago 3 Agree
- I live on Shelley Road
- 8 months ago
- Have been very disappointed with the communication level to the public about the Six Forks Corridor project. I live on Six Forks and house and at least part of my yard will be affected. I found out about the project 3 years ago only from the Midtown CAC newsletter. I hope the city will do a better job with these other Midtown projects on the books.
- 8 months ago
- I grew up on Six Forks in this area and visit frequently.
- 8 months ago





I love Midtown, I lived here when I first moved to Raleigh back in the early 80's and moved back here almost 3 years ago. While there are awesome pockets of Midtown that are very progressive, appealing and evolving rapidly (e.g., North Hills), there are other areas where that is not the case. For example, take an actual walk along Six Forks between Costco and the Beltline - it's a mixed bag along that path from trashy to nice with most being lowly mediocre in my opinion (I have walked along this path many times). Or try and walk across the Beltline overpass along Six Forks, even worse is trying to cross on foot under the Beltline along Wake Forest Road - in both cases you're taking a substantial person risk. I like to walk, but most of Midtown (with the exception of North Hills) is not conducive to walking with some areas actually dangerous. If you disagree, then I invite you to walk the path yourself.

8 months ago

👍 9 Agree



own business property in Midtown

8 months ago



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.)

Average

Very Unlikely
Very Likely

☐

Walk signals and left turn arrows should not flash at the same time. I came close to being hit while walking across Wake Forest Road [further north] in such a situation and I was pretty upset. THEN, one day, the situation was reversed - I was the driver and I came close to a pedestrian. It's a good thing she was paying attention! So, people are intent on their driving, their destinations, aren't paying full attention - whatever. Eliminate that simultaneous occurrence of signals.

7 months ago

☐

Six Forks crossing for pedestrians at North Hills at the shopping center.

7 months ago 👍 2 Agree

☐

There needs to be more emphasis placed on safer interaction between motorists, pedestrians and cyclists. The bridge across I-440 is a good step (as long as it is not meant for auto traffic). Bicycle lane markings alone are not a significant enough improvement since I have seen many drivers ignore the markings, even when cyclists are present. And there needs to be a safe way to cross Six Forks at North Hills.

7 months ago

☐

I am assuming you folks in the Planning Dept. came up with this plan and not the folks at Warby Parker. I hope it meets people's needs

7 months ago

☐

Please include the ring.

7 months ago

☐

YES! Currently getting to the greenway requires me to attach my bike rack to my car, drive, park and then begin a ride. Even with possible occasional flooding, some greenway connection and SEPARATED bikeways that do not interact with traffic and driver's side of parked cars would be an immense and much appreciated improvement. Personally, other than possible shortening of traffic cycles, I don't see the need for a walkway over Six Forks from one side of North Hills to the other. There are crosswalks that are within close proximity and all have markings and signals. Perhaps a pedestrian median at all intersections, but a bridge over or tunnel under Six Forks is a waste of money that could go toward other investments/improvements.

7 months ago

☐

A pedestrian bridge is needed bad on wake forest also at north hills on six forks.

7 months ago

☐

We need a safe way for pedestrians to cross Six Forks at North Hills

7 months ago 👍 1 Agree

☐

With the new mid-town east developments just south of the beltline on wake forest road, there really needs to be a safe way to cross the beltline near there. A pedestrian bridge or other idea would be an excellent solution






















7 months ago

☐

The most critical part of this plan would need to incorporate safe crossing of 440 on the east side of wake forest rd.

7 months ago



-  The midtown ring looks like a fantastic solution. To cross 440 at wake forest is extremely dangerous. This would be a great solution.  
7 months ago
-  Please plan for a pedestrian bridge across Six Forks road at Lassiter Mill. With the planned expansion of the Six Forks corridor, it will be impossible to cross and more dangerous than current. Intersection already has many near misses. Please look into extension of quail hollow drive as greenway extension across Spain Albans.  
7 months ago
-  I agree with the pedestrian walkway over Six Forks. The current crosswalks so dangerous-more & more cars coming out of the center onto Six Forks don't even bother to stop for pedestrians.  
7 months ago  2 Agree
-  Please provide better link to this project  
7 months ago
-  This seems to over complicate what I'd like to see, a tunnel or bridge for pedestrians is what I'd like to see connecting both sides of north hills across six forks  
7 months ago  1 Agree
-  It's hard to tell because you can't enlarge the map, even when you click on it. I agree that pedestrian walkway is needed and think it will help. Curious how much construction and time this will take - will it worsen the already congested roads and for how long while this is being developed?  
7 months ago
-  We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.
- Any construction projects have the potential to affect the flow of traffic, but none of the pedestrian-oriented projects would create significant, if any, restrictions on traffic flow during construction. Additionally, unlike road widening or similar projects, they typically can be completed in a much shorter time frame. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).
- 6 months ago
-  There needs to be a better way to walk across 440 along Six Forks road, especially at the off-ramp. Maybe even just greater visibility around the curve. Also, there should be a tunnel under Six Forks from one side of North Hills to the other side. The road is already raised, we just need a walking tunnel.  
7 months ago
-  Need a walkway over six forks.  
7 months ago  1 Agree
-  Pedestrian walkway over Six Forks needed  
7 months ago  1 Agree
-  I agree with Jeanne Marie!! However with this growing Metropolis it's NOT going to be an easy chore!!  
7 months ago  1 Agree
-  A pedestrian walkway over Six Forks @ North Hills would be wonderful. As we keep growing, many people are trying to cross Six Forks, especially at lunch.  
7 months ago  1 Agree
-  Any kind of over or underpass at Six Forks/NH area would be helpful.  
7 months ago  1 Agree
-  This doesn't take my comments  
7 months ago





A bicycle/pedestrian walkway is sorely needed, I cannot exactly tell from the map and depictions if this is soundly conceived, but at least it is being discussed.

7 months ago

1 Agree



The attached map does not enlarge enough to determine feasibility of this particular project. In general, green streets, as defined by the US EPA, should be mandatory in all new developments, including retail/commercial/industrial site. Most non-residential sites are wastelands of buildings and asphalt parking lots. Too many residential developments are comprised of large houses on undersized lots. The large houses block natural drainage and displace natural ecosystems. They also waste large amounts of energy, thus exacerbating climate change. Does protecting bikers from automobile traffic mean that pedestrians will be in danger from the bikers? This is already a common problem on heavily used sections of the greenway, like Shelley Lake. I do not want a "bicycle highway" going through any neighborhood. Even if pedestrian and bicycle paths are separated, someone will ignore this fact. Somebody's child will get hurt and the parents will sue.

7 months ago



We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.

Generally speaking, the plan envisions separate spaces for people walking and people riding a bicycle. Also, I'm not aware of any serious injuries created as a result of a bicycle-pedestrian collision, but in a typical year, a few dozen people walking or biking in Raleigh are killed or suffer life-altering injuries after being struck by cars. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).

6 months ago



It is challenging to respond to this question as map is barely visible & the 1-4 options are not well explained, so my comments are just my thoughts about what is needed. (1) I support greenways and greenway extensions. (2) A pedestrian walkway to connect North Hills East & West is a top priority; most people drive in order to avoid crossing this intersection which just increases car traffic and reduces parking spots. (3) Separating pedestrian walkways and bicycle lanes from traffic is critical to safety. (4) I like Green Street Elements to absorb storm water & slow traffic by creating appearance of a smaller road, but please allow a lane for bicyclists BEHIND the Green Street Element for safety; otherwise you are throwing bicyclists out into car traffic. (5) I like the idea of having separated pedestrian walkways & bicycle lanes over I 440.

7 months ago

2 Agree



Can't comment due to poor quality of picture.

7 months ago

1 Agree



We sincerely apologize for the visibility issues with the images, we have fixed them so you can click the image and it enlarges.

7 months ago



Is that what you've heard? Have you actually biked or walked the tough spots yourself?

7 months ago



biggest public response was the difficulty of crossing Six Forks on foot - this ring doesn't help that issue. unless those "on-street" bike facilities are separated physically from traffic, this will do little to increase biking utility in the area. Painted lines in an industrial zone will not provide any sense of safety. It would generate lots of bike traffic for the Crabtree Greenway, as it posits protected bike facilities from the neighborhood across 440.

7 months ago

1 Agree



Any streets with residences in the Midtown St Albans area, including St Albans drive should also be considered for green street elements for the safety of the residents and passing pedestrians. This includes St Albans Drive between Wake Forest Rd and Bush Street where there are single-family homes close to the street.

7 months ago

1 Agree



- xx  
7 months ago
- I agree with Jeanne, "I believe that any attempt to make Midtown more walkable is a worthy endeavor. However, it's difficult to discern the path of the proposed Midtown ring in the attached map. Could you please make this more readable or provide a link. It's hard to comment when there's not a method to enlarge the proposal."  
8 months ago 1 Agree
- Map is unreadable so I had no way to comment intelligently  
8 months ago
- We sincerely apologize for the visibility issues with the images, we have fixed them so you can click the image and it enlarges.  
7 months ago
- I love the idea of pedestrian walkways over 440.  
8 months ago 5 Agree
- Cannot read the map  
8 months ago
- cannot read the map  
8 months ago
- be able to cross Six Forks without intersecting with cars  
8 months ago 1 Agree
- This map is difficult to see...As mentioned earlier, a pedestrian connection looping from Wade Ave, North on Capitol to Wake Forest Road (there is not a sidewalk at this portion of Capitol Blvd or on Wake Forest Road)  
8 months ago
- Crossing I-440 on bike or foot is next to impossible currently. This ring would greatly improve the odds.  
8 months ago
- Any increase in the number of people on bikes will depend on the perceived safety of bike facilities. These images are too small to read, but I hope they're showing bike lanes that include some kind of physical separation (obviously, off-street paths are the best). If so, this is a great idea. I would also like to know how the ring would connect to other areas. At the moment, the Crabtree Creek Greenway is closed indefinitely at Capital, so it seems like the ring can't be accessed from the east at all. How should people outside Midtown get here?  
8 months ago 5 Agree
- We apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your great question.
- The plan indeed does envision that the facilities on the ring would include physical separation. The concept of the ring is that it would provide high-quality facilities that would be safe and comfortable for all users. Primary connections to the ring would include Six Forks Road and St. Albans Drive (plans for the future include separated bicycle facilities), the green street/on-street greenway along Quail Hollow Drive, and of course the Crabtree greenway. We're working to repair the damaged section of the trail, and it's become a bigger project that it first seemed, as the stream bank has significantly eroded, undermining the footers of the trail. Our Parks department is working on a design for that section, with bids for construction expected in fall. Longer-term, we're working on a new greenways plan that considers resiliency issues like this one. Please let us know if you would like more information, or you don't feel like your question was fully answered by emailing Sara Ellis at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov)  
6 months ago



- It is very hard to understand the details of this Midtown Ring. Please get serious about Separating the bike lanes from vehicle traffic. Forcing bikes to share the space with distracted drivers going any speed faster than 20 mph is dangerous and deadly for cyclists. Bike/Bus commutes to and from this area are possible but you MUST make bike facilities safe for ages 8 to 80.
- 8 months ago 👍 4 Agree
- The way the world is today people walking are asking for trouble.
- 8 months ago
- Linking the two sides of Six Forks is still the most pressing pedestrian issue. The rest of the streets in the district are tame by comparison. A well-constructed under or over pass is needed.
- 8 months ago 👍 1 Agree
- You think Wake Forest at the Beltline is bad now, wait until Wegmans opens.
- 8 months ago 👍 3 Agree
- I think this is a fantastic idea. The areas east of Wake Forest Road (St. Albans and New Hope Church) are currently the most dangerous for both cyclists and pedestrians, and this would certainly make things safer. I would encourage you to consider extending the Green Street farther east on NHC, as there are many people who walk from the Brentwood area to get to WalMart and other businesses who would benefit from something like this. NCDOT is planning to redo the NHC rail crossing anyway, so why not make the road more walkable and bikeable at the same time?
- 8 months ago 👍 1 Agree
- Doesn't help our area much. Might help some
- 8 months ago
- I would love to see a pedestrian walkway connecting Woodside Drive to St. Alban's Drive. It would provide easier access to North Hills (and this new Midtown Ring) for the Farrior Hills neighborhood.
- 8 months ago 👍 1 Agree
- It doesn't appear that these paths include North Hills?
- 8 months ago
- I believe that any attempt to make Midtown more walkable is a worthy endeavor. However, it's difficult to discern the path of the proposed Midtown ring in the attached map. Could you please make this more readable or provide a link. It's hard to comment when there's not a method to enlarge the proposal.
- 8 months ago 👍 11 Agree
- I live in the block bordering Six Forks and Rowan. Six Forks is a very dangerous road !! There is a weck almost everyday. People SPEED through the lights at Rowan and Lassiter with no penalty !! We need camera's at those lights and tickets should be given with large fines. The Ring may help but not crossing Lassiter or Six Forks.
- 8 months ago 👍 1 Agree
- I worry about cyclist regardless of whether they have lanes provided or not. So many vehicle drivers act like they own the roads, and I'm mostly referring to cars & pick up trucks, not commercial trucks.
- 8 months ago
- It was tough to see on the map but I would love to have an easy and safe way to bike from downtown Raleigh to Midtown.
- 8 months ago
- I like the pedestrian connection over I-440 to connect to Crabtree Creek Greenway. I don't think the pedestrian experience needs to be enhanced further on Quail Hollow, Hardimont, or St. Albans besides finishing sidewalks. I'd rather see that money spent on creating a pedestrian friendly crossing on Six Forks to access both sides of the North Hills development.
- 8 months ago 👍 3 Agree



- You guys desperately need a pedestrian walkway over Six Forks @ the North Hills Overlook!!!!  
With the new offices and apartments, there really needs to be a better way to cross!!!!!!!!!!

8 months ago

👍 21 Agree
- Yup! this would help a lot. A travel way that can accommodate cyclists and pedestrians  
would be a great improvement. If this walk way could tie into a greenway, event better.

7 months ago

👍 2 Agree
- Please do this "pedestrian walkway over Six Forks @ the North Hills "

7 months ago

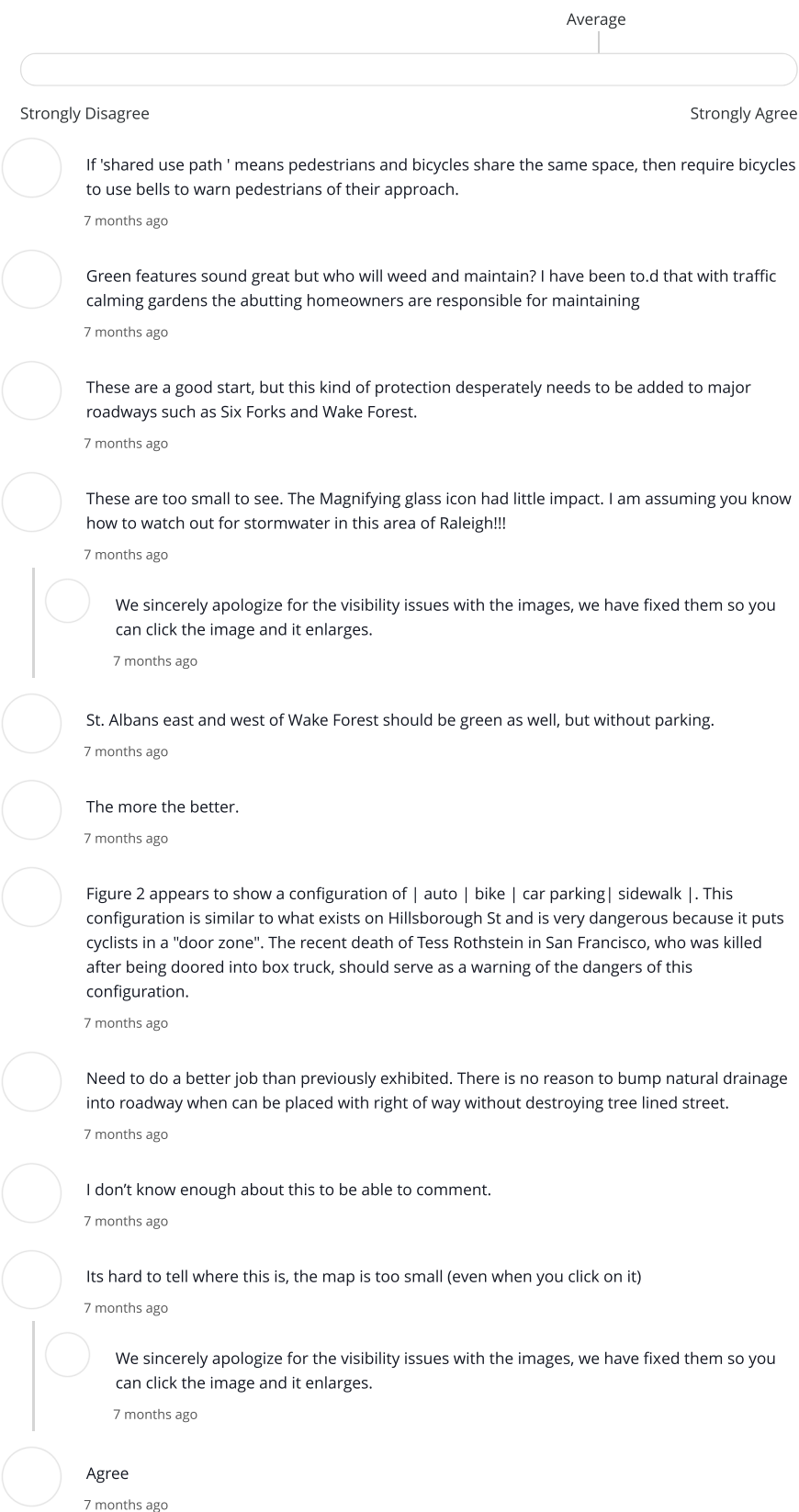
👍 3 Agree
- need walk-overs

8 months ago

👍 1 Agree



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?





- Plant trees that fit the space. In too many places, trees that reach 50-60 feet at maturity, like maples and oaks, are planted in areas where there is at most 25 feet of space under the utility lines. The result is that government tree crews hack the large trees into unnatural, ugly forms. If the trees survive, they are stressed and unhealthy. All plantings should be native species and sized to fit the available space.
- 7 months ago 👍 2 Agree
- Again, I like the concept of Green Street Elements to reduce stormwater runoff and slow traffic due to the perception of a smaller street, but please allow for bicycle lanes behind the Green Street Elements so you are not throwing bicyclists out into vehicular traffic. Mourning Dove Rd. is a good example of what we don't want.
- 7 months ago
- can't comment ue to poor quality of picture.
- 7 months ago
- I also feel that the residential portion of St Albans Drive between Wake Forest and Bush needs green street features for the safety of the residents. In my opinion, this is more important than having those features on Bush Street where there are no residential properties.
- 7 months ago 👍 4 Agree
- I am unable to comment on the proposal as the graphics are too small and it is impossible to see what streets you are talking about.
- 8 months ago
- I like the idea but it is hard to discern what the proposal is with the illustrations. I'd like to see more details.
- 8 months ago
- Latimer Road needs some traffice calming help, particularly from Lambeth to Compton.
- 8 months ago
- Very challenging to see/understand the map. I agree with the ideas, but don't know what this map really says.
- 8 months ago
- I can't see the proposal. We need the ability to expand it.
- 8 months ago 👍 6 Agree
- Robert, we sincerely apologize for the visibility issues with the images, we have fixed them so you can click the image and it enlarges.
- 7 months ago
- The areas highlited would benefit from these types of treatments, but I believe they are already reasonably safe for cyclists and pedestrians when compared to other roads in the area.
- 8 months ago
- I have a large screen, but am unable to see the map details.
- 8 months ago 👍 1 Agree
- John, we sincerely apologize for the visibility issues with the images, we have fixed them so you can click the image and it enlarges.
- 7 months ago
- I believe that any attempt to make Midtown more walkable is a worthy endeavor. However, it's difficult to discern the path of the proposed Midtown ring in the attached map. Could you please make this more readable or provide a link. It's hard to comment when there's not a method to enlarge the proposal.
- 8 months ago 👍 2 Agree





Would like to see another in-street infiltration set added at Hardimont and Wingate. That stop sign is routinely missed by drivers. Otherwise, looks great!

8 months ago

👍 5 Agree



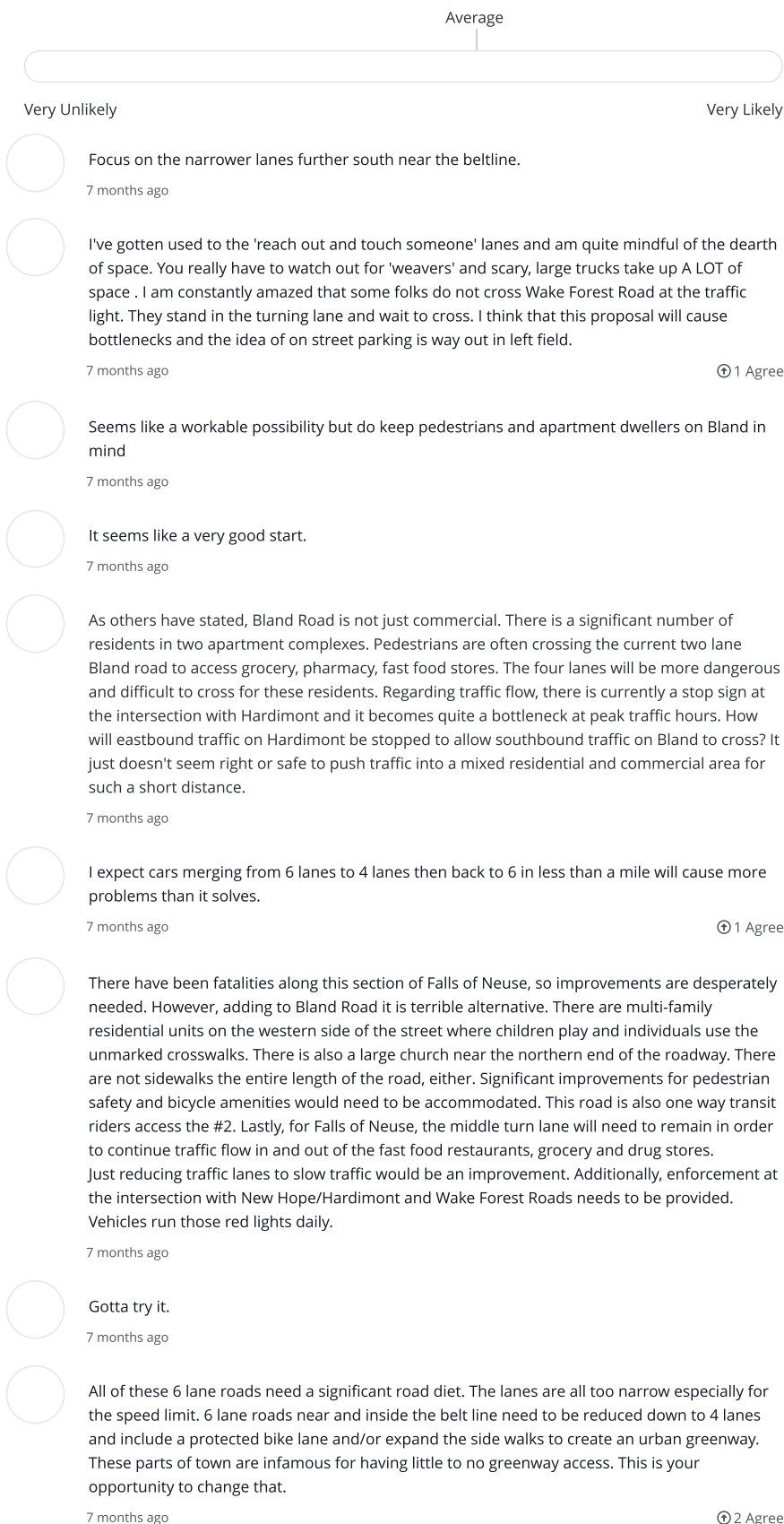
Small strips of plantings and stormwater bump-outs do little to 'minimize flooding'. These are more ideal for water quality improvements.

8 months ago

👍 1 Agree



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?







Please fix narrow lanes. Completely unsafe as is.

7 months ago



No one-way streets and on-street parking please. I really dislike going down Glenwood towards downtown because of the on-street parking. The lanes on Falls are definitely too small/narrow and need to be widen. I don't think making one-streets is the answer. Just makes the lanes normal size. And make the streets walkable. A lot of the sidewalks are overgrown and not cared for. It's dangerous to walk them.

7 months ago



Yes!!

7 months ago



Six lane roads are excessive here. Thank you for looking for solutions.

7 months ago



On-street parking on either Bland or Wake Forest/Falls of Neuse would be dangerous. Bland is already dangerous with the four-way stop mid-way down, near the apartment complex. Encouraging the residents to park on-street will reduce the available space and make vehicle travel more dangerous. Completing the sidewalk on Bland would be more useful. On-street parking on Wake Forest/Falls of Neuse guarantees a slew of casualties, if not fatalities.

7 months ago

👍 3 Agree



Yes! Everyone I know is afraid to drive on Wake Forest because of how skinny the lanes are.

7 months ago



I totally agree that the flawed concept of adding lanes by narrowing lanes was a bad idea and creates a frightening experience for drivers, pedestrians and bicyclists. I have not heard any discussion to date re: the Bland Road expansion to 4 lanes and it appears that it only relieves traffic congestion for a short distance and then the traffic is merged again??? Need a much better explanation/understanding of this proposal.

7 months ago

👍 1 Agree



We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.

The purpose of the Bland Road expansion is twofold: to address the narrow lanes on that section of Wake Forest/Falls of Neuse Road and to encourage a more walkable and attractive development pattern in the area. Because two lanes of Wake Forest/Falls of Neuse would be shifted to Bland, that would allow for a four-lane street with on-street parking. It would provide a much different feel than the rest of Wake Forest/Falls of Neuse, which tends to feel more like a place that people pass through on the way to somewhere else than a destination in its own right. Of course, that concept only addresses the narrower lanes on the portion of Wake Forest/Falls of Neuse that parallels Bland Road. The study is considering options for other sections that can improve the issue without necessarily requiring a full road reconstruction along the entire corridor. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).

6 months ago



- having wider lanes will induce higher speeds from motor vehicles which creates more dangerous situations. You'll get less fender-benders and more fatalities. If the actual footprint of the road is reduced, it could have some beneficial impact on pedestrian safety. What of the bikes?
- 7 months ago
- Dwight, we sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.
- Redesigning these streets would allow for additional space for bicycle facilities. Farther to the south, the plan envisions a "ring" of separated bicycle facilities that connects to multiple destinations in the area, including the Crabtree Creek greenway. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at sara.ellis@raleighnc.gov.
- 6 months ago
- I think it would provide pedestrian and driver safety IF you don't just add on-street parking, which would make it much worse (picture pedestrians now darting from behind a parked car). Unfortunately, getting rid of a lane of traffic would make the traffic through there infinitely worse.
- 8 months ago
- This idea is nuts and would provide very little benefit because the section is so short between New Hope Church and Bland.
- 8 months ago 👍 3 Agree
- I hate one-way streets and would rather see their use eliminated throughout the city. Instead, diet the road to a sensible 4 lanes with adequate spacing and room for bikes or wider sidewalks. A six-lane road is excessive outside of a freeway.
- 8 months ago 👍 4 Agree
- Having more space per lane will improve safety.
- The downside may be that peak traffic throughput (cars per hour during rush hour) may decline, leading to more delays.
- I definitely like making the road safer--even it creates more delay getting home during rush hour.
- 8 months ago
- Traffic is already bad there, I wonder how that would impact it.
- 8 months ago
- Ever since Wake Forest/Falls of Neuse became 6 lanes, it's been crazy and very dangerous because folks don't stay in their lanes. I'm not sure that I understand why only this section parallel to Bland would be reduced. I can't quite envision how this would help. If traveling North from the beltline, where would drivers be forced to reduce to 4 lanes? I'm thinking that would cause a bottleneck on both ends since people merge in such different ways. Am I missing something? Surely, this plan would benefit the businesses along Bland and the drivers/pedestrians along the reduced lane area of Wake Forest/Fall of Neuse, but would drivers have the option of taking Bland if heading North on down Falls of Neuse.....or will Bland's Southernmost end still be at Hardimont?
- 8 months ago 👍 1 Agree
- I suspect that this would help. However, I believe that Wake Forest Road between St. Albans and Six Forks, especially as it converges on the Beltline from both directions, are very unsafe for both drivers and most especially pedestrians.
- 8 months ago 👍 6 Agree





I would need to see specific detail on how these intersections would work but don't think this would reduce traffic load off Wake Forest Rd. Is Bland getting extended and re-aligned at its southern end to terminate at Wake Forest Rd. instead of Hardimont?

8 months ago

3 Agree



We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.

This connection is still under being studied. The plan's final draft recommendations, to be published in September, will address this concept more specifically. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at sara.ellis@raleighnc.gov.

6 months ago



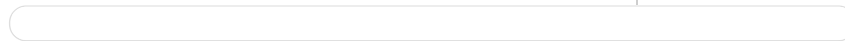
While Bland "largely" serves commercial areas, there are a significant number of apartments on the west side near Hardimont, and many individuals who live in those complexes (and residents nearby) cross Bland to access the Food Lion.

8 months ago

1 Agree

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?

Average



Very Unlikely

Very Likely



I would be easier to decipher these maps if some major businesses were labeled. Pedestrian bridges work - love the one from the art museum .

7 months ago



This seems like a very good idea, although it could backfire if people start using it as a shortcut. This could be controlled by adding significant traffic calming features to Barrett Street and the Bridge. I would also hope that the separation of pedestrians and motorists on the bridge would be substantial - a low wall or concrete posts. I especially like the idea of a pedestrian only bridge at Bush Street.

7 months ago

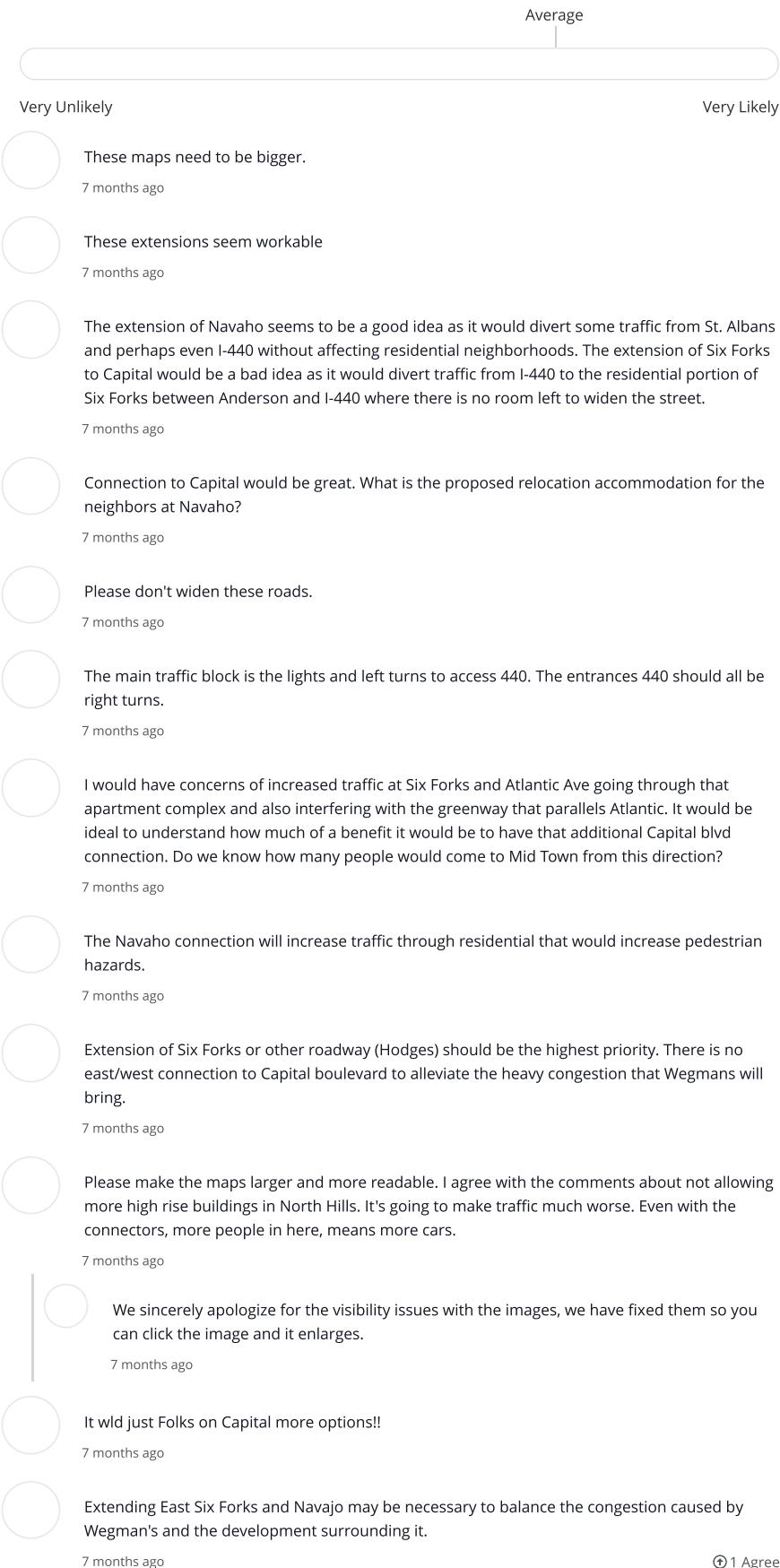


Great connections in some areas. Why is there a proposed connection from Hilton N. Raleigh to Duke Raleigh Hospital? There is a pedestrian crossing just north and south of there. If selected a project, the transit stops should be located for greatest convenience.

Show all 31 Comments



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?



1 Agree



- Particularly, the extension of Navaho Drive to North Hills would be a welcome addition.  
7 months ago 1 Agree
- I would like to see more streets connected through existing commercial & mixed use areas, but fully understanding the impact of where these streets will dump their traffic and impacts that creates is a discussion that needs to happen. We also need to be very careful that any of these solutions NOT dump more traffic into neighborhoods that are already being impacted by folks trying to escape our currently crowded roadways.  
7 months ago 1 Agree
- give cars more space to drive, more people will fill the space with cars.  
the big takeaways from the public input were: 1 Fix the pedestrian situation. 2 cut-through traffic in residential areas. From the results, the major concern was not congestion on the arterials. Make these connections ped/bike only. You won't add any cars to the neighborhoods, you'll induce bike and pedestrian trips and increase the safety of vulnerable road users who would then have protected access to reach more destinations. Save \$\$\$\$ too!  
7 months ago 3 Agree
- If these newly connected routes get too fast/busy it might be harder for cyclists to use them. So long as the two overlapping networks (car, bike) both remain safe and convenient for users, I think this is a good idea. I think Minneapolis is an example of a city that keeps some quiet streets designated as bike thoroughfares.  
8 months ago 2 Agree
- Agree with thoughts below. These maps are too small to be able to understand the plan. But without seeing it - hope you are considering the new Grubb Development on the Peden Steel site and how that connection from Capital through to Wake Forest Road may need to be considered as the Atlantic Ave corridor b/t 6 Forks and Wake Forest Road grows. I believe we need more High Rise buildings in this area to create density and curb sprawl. That said, Raleigh needs to consider that growth in these improvement plans, rather than ignore it.  
8 months ago 1 Agree
- To respond to some of the comments here -- increased density can be managed without a lot more traffic if people are given other options -- buses, walking and cycling. These areas can flourish, but we need orders of magnitude more options for alternative transportation. Why are we spending money on new and wider roads when we can put it towards improving the bus system?  
8 months ago 2 Agree
- We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.
- The community, with the 2016 passage of the transit sales tax, decided to commit significant resources to improving its transit system. Those improvements will include more frequent routes through much of the city, including Midtown. They also will include the creation of a bus rapid transit system, which this plan proposes to use as part of an improved transition connection between downtown and Midtown. The street projects proposed here would improve mobility for drivers, but as they focus much more on creating a connected network than on widening streets, they will have benefits for people walking or using transit as well.
- If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).
- 6 months ago
- The Navaho Drive extension to North Hills would make it easier to go from North Hills to the Costco/Wegman's area (or the reverse)--versus via I-440. Given the future traffic impact on the Wake Forest Road / I-440 ramps, a Navaho Drive extension may have benefits.
- I agree with the respondent that high-rise buildings, in selected areas, should be banned by City Council. I am confident that the planning department can provide traffic forecasts that show the worse future congestion.  
8 months ago 3 Agree





Easier yes also even more traffic at Six Forks and WFR where once the Wegman's area gets fully developed that will be a traffic nightmare. Would not connect Six Forks to Capital.

8 months ago



I am not sure how North Hills can handle too much more traffic! One answer is to quick allowing high-rise buildings! It appears there is no end in sight for buildings to travel all the way down St. Albans.

8 months ago

👍 2 Agree



Could you please make this more readable or provide a link. It's hard to comment when there's not a method to enlarge the proposal being presented.

8 months ago

👍 4 Agree



Try right clicking the image and choosing "open image in new tab". That will allow you to zoom in and see everything much clearer.

7 months ago

👍 1 Agree



These extensions could help but I'm guessing that extending Six Forks would take out some businesses at that intersection of Hodge & Capital.

8 months ago

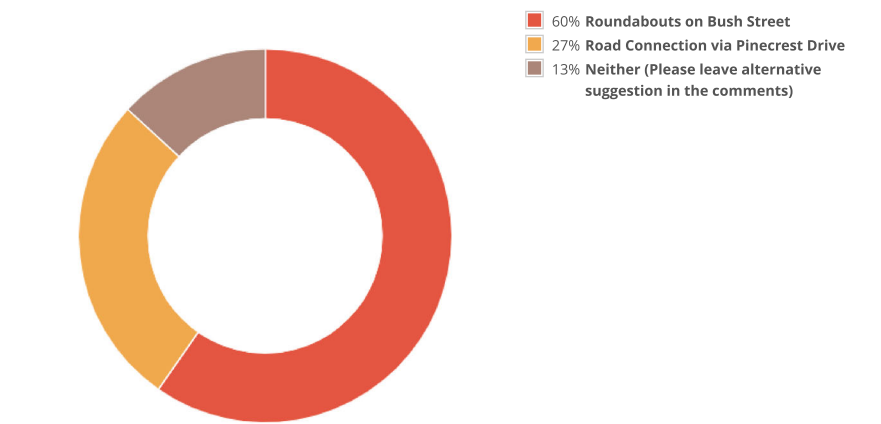
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7. One connectivity issue involves limited and indirect east-west connections between Wake Forest Road and Atlantic Avenue north of 440. This adds travel time for buses and other vehicles, including those traveling to or from Duke Raleigh Hospital.

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

- ☐

The roundabout option is not optimal, but is preferable as it minimizes disruption to neighborhoods.

7 months ago
- ☐

Add Bush Street roundabouts but also include bike/pedestrian connections to Pinecrest near Wolfpack and over the creek.

7 months ago
- ☐

I am not familiar enough with the traffic patterns, LOS, and neighborhoods to make a suggestion.

7 months ago
- ☐

Love roundabouts.

7 months ago
- ☐

Prefer not to have more round abouts to navigate at rush hour.

7 months ago
- ☐

I'm against routing traffic including ambulances through Pinecrest neighborhood.

7 months ago
- ☐

Please do not disturb the Pinecrest neighborhood. I live nearby and walk my dog through the neighborhood almost daily, along with many other residents who do the same. Adding an additional road through the neighborhood and taking property to do it is simply not a good solution. The neighborhood and its residents will suffer if a road connection is put via Pinecrest Drive.

7 months ago
- ☐

I live near Pinecrest. I am very against putting a road through this lovely neighborhood.












7 months ago
- ☐

You'll have a lot of conflict and delays with acquiring property to build a through road which may not be worth it.














If you decide to go that direction, however, it's imperative the city implements dedicated protected bike infrastructure either via on street bollards or building wider sidewalks which will be designated as multi use paths.

7 months ago



-  I agree with other Pinecrest residents. A road through the neighborhood will not help the traffic flow issue and negatively impact the residents and property values. Cutting through the neighborhood will not save enough time to justify this option.
- 7 months ago 👍 1 Agree
-  Pinecrest option impacts neighborhood far too much.
- 7 months ago 👍 1 Agree
-  Most people have trouble using roundabouts, based on my experience on Hillsborough Street. Roundabouts also create confusing intersections if poorly designed. I have seen roundabouts in one Wilmington neighborhood that are too small for emergency vehicles. Is there enough room to accommodate both the roundabouts and emergency vehicles?
- 7 months ago
-  We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.
- Roundabouts can be designed to accommodate emergency vehicles by using a low “mountable” roundabout that emergency vehicles can travel over if needed. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at sara.ellis@raleighnc.gov.
- 6 months ago
-  I live on Pinecrest and I agree with other comments that routing traffic through Pinecrest would be detrimental to our neighborhood without improving arterial traffic, or the congestion at 440/Wake Forest Road. Most drivers come through Wolfpack/Bush to reach 440 via Wake Forest Road, making a connection to 440 via Atlantic may be a much better approach for all.
- 7 months ago 👍 3 Agree
-  I agree with Patrick that I-440 accessibility from Atlantic Avenue would be a better way to impact the current traffic issues and avoid impacting residential neighborhoods.
- 7 months ago 👍 1 Agree
-  Roundabouts on Bush would also help to decrease the speed of traffic on Bush Street. There has been some racing there in the evenings.
- 7 months ago 👍 1 Agree
-  An alternative idea would be to add I-440 accessibility from Atlantic Ave. The majority of the East/West traffic through the Pinecrest neighborhood via St Albans or Navaho, Bush, and Wolfpack are drivers going between 440 and Atlantic Ave. This would eliminate the any concerns for direct residential impact and reduce vehicle traffic on side streets.
- 7 months ago 👍 2 Agree
-  I think the plan with the roundabouts is much better.
- 7 months ago 👍 1 Agree
-  I live on Pinecrest Dr. This would likely mean demolishing my home. If not, it would drastically decrease my property value and that of all homes near by. Please do not touch Pinecrest Dr. This is a neighborhood not a highway.
- 8 months ago 👍 8 Agree
-  Routing this traffic through the Pinecrest neighborhood is a horrible idea. Pinecrest drive is already dangerous as it is and is terrible location to funnel all this traffic. One of the folks that lives on Pinecrest has already had his mailbox knocked over 3 times by cars. People would have to reverse out of their driveways into traffic around a nearly blind corner. The lower portion of Seminole drive already has had issues in the past with flooding and this proposal would also make this problem worse. Also this idea would snarl up traffic from Navajo with a pinchpoint being at Bush/Wolfpack effectively slowing traffic in BOTH directions.
- 8 months ago 👍 5 Agree



-  Connecting via Pinecrest will make Pinecrest a heavily travelled road. It would increase traffic through our residential neighborhood and potentially be a safety issue for our families. Having busses and ambulances cutting through the center of our neighborhood will not only increase traffic but also noise. My elderly neighbor has voiced her concerns about being able to safely turn off Seminole onto Pinecrest. A roundabout on Bush to Navaho would be the preferred method to save our neighborhood.
- 8 months ago
-  Public streets are for everyone, not those who live on that particular street... do what is best for the public, not the individual.
- 8 months ago
-  I live on Pinecrest. More traffic would ruin our street and neighborhood.
- 8 months ago  4 Agree
-  I live on Pinecrest Drive. I am very much against more traffic being routed down Pinecrest.
- 8 months ago  7 Agree
-  Is this really a problem? I feel like we're talking about one left turn and one right turn on streets that have relatively little traffic anyway.
- 8 months ago  1 Agree
-  Could you please make this more readable or provide a link. It's hard to comment when there's not a method to enlarge the proposal being presented.
- 8 months ago  4 Agree
-  If you use Control + on your computer, you should be able to see the maps better.
- 7 months ago
-  I would prefer to not have another road come through my neighborhood. This would increase the number of non-residential vehicles coming through the neighborhood, and make it even less friendly to pedestrians who need to walk along the other roads in the neighborhood, which do not have sidewalks. I also would hate to see people lose their homes.
- 8 months ago  9 Agree



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?

Average

Very Unlikely Very Likely

You need to think very seriously about shelters at bus stops. Standing and waiting for a bus in ALL kinds of weather is NOT appealing. Show some respect for bus riders and put up shelters with seating. We could practice being a big city with these small additions. Really, by the time all these improvements, additions and corrections occur, I'll be calling someone for Senior Citizen transportation.

7 months ago
👍 1 Agree

Does not affect us since neither Midtown or Downtown are usual destinations for us.

7 months ago

I would be more likely to use BRT on Wake Forest Road and the connections there. The connections to N. Hills and downtown Raleigh would serve a much smaller population than Capital Blvd. service. N. Hills should enter a direct public/private partnership or pay for service for their tenants from downtown.

7 months ago

I think many would use it, just not me.

7 months ago

Now is the time to plan for the future. We need to have a light rail with stations in the high density areas like north, midtown, RTP, Briar Creek, universities and shopping with parking lots for rides her connecting across and into downtown. We can not completely rely on buses as they will not move as many people they don't attract daily riders with cars and they move at the pace of traffic in a lot of places. Please allow the citizens to vote on a transit plan that includes light rail

7 months ago
👍 1 Agree

How do we get light rail back on the table from 2013. This needs to be an option! The city is growing and we will be behind if we don't get ahead of the growth and buses is only a partial solution.

7 months ago

I am always down for more transit options but can we please look at light rail

7 months ago

LIGHT RAIL. A bus can not do a trains job. Please use light rail

7 months ago

One more reason to have connectivity easy/west between Six Forks and Capital boulevard.

7 months ago

Additional bus service would be a plus. I would love to see buses running on the half hour all day.

7 months ago
👍 1 Agree

Critical to increase options not completely dependent on cars

7 months ago

I probably wouldn't use it, but I think it's important to increase transportation options in Raleigh.

7 months ago



- My use would depend on the chosen routes. A lot of areas in Raleigh lack bus service of any kind. East-west routes that do not go into downtown are especially lacking. A north Raleigh station may be necessary, rather than trying to route everything through downtown. I-440 does not have enough shoulders of sufficient size to accommodate both buses and breakdowns/accidents.
- 7 months ago 3 Agree
- I would not use it, but I do see many bus riders along Wake Forest. I suggest that we create indentations at the curb along Wake Forest to accommodate waiting buses at bus stops so that we don't stop an entire lane of traffic while riders get on/off; it really creates a bottleneck!
- 7 months ago
- I think it is critical to increase access to all forms of transportation that reduce traffic by individuals driving individual cars on our roadways. I would include in that list of options better and safer walkability; safe bicycle lanes/options; BRT that is safe, efficient, clean and on time & light rail for more distant destinations in the triangle area. Charlotte has made going "uptown" a fun experience with the light rail they have implemented.
- 7 months ago 3 Agree
- Light Rail definable needs to be an options. I found a map on of the 2013 wake transit plan and the light rail that was then proposed went right thru midtown. That would be the best option. I think light rail brt and buses working together like you said but we need them all. Not just brt and buses and a commuter rail that runs infrequently
- 7 months ago
- not going to walk to north hills, catch a connector, catch the BRT, then figure out the last mile when I get wherever. Hard to imagine many Midtown residents going through that to get to work. But it would be useful to folks coming to work in Midtown from NE Raleigh, so I think this is a good place for BRT.
- 7 months ago 2 Agree
- Would only use if the BRT is well maintained and safe.
- 8 months ago 2 Agree
- Definitely need better bus service to downtown. BRT from n. Hill to downtown would be incredible
- 8 months ago 2 Agree
- Why not envision a BRT extension to "Midtown" via Six Forks rather than a limited use express on 440?
- 8 months ago 1 Agree
- David, we sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.
- The plan has looked at that question. Widening that section of Six Forks would be a very costly and difficult enterprise that is likely not warranted by existing transit demand. As BRT has longer distance between stations than standard bus service, using 440 would allow for faster travel while still allowing for key stops at North Hills and, depending on future routing, Wake Forest Road. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).
- 6 months ago





I would never use this service; I avoid downtown. Do we know how often is there a disabled vehicle on the 440 shoulders that will obstruct this 'fast and easy' way to get downtown?

8 months ago



We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question. Rarely, but vehicles can be moved quickly. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).

6 months ago



Could you please make this more readable or provide a link. It's hard to comment when there's not a method to enlarge the proposal being presented.

8 months ago

👍 1 Agree



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?

Average

Very Unlikely
Very Likely

Affordable housing is a must

7 months ago

Needs to be affordable housing. Maybe homes that appear to be Mc mansions but are quadplexes

7 months ago

The whole length of Bush should be allowed to go 4 stories.

7 months ago

Perhaps 4 stories is too high for immediately adjacent to single family homes. Additional consideration should be considered for cluster parking to maintain green space and tree cover, even if it means recovering some of the concrete surface now. This area is already prone to flooding some green streets or sustainable surfaces need to be considered.

7 months ago

What a great idea for affordable housing.

7 months ago

I would prefer to see this area be either zoned as low or moderate density rather than medium.

7 months ago

I don' think the question is worded well. Sure adding a residential zone would add more housing for people, but is this what we want? If you're adding more housing, what systems of transit support are also being implemented? This area is profoundly lacking in well connected biking, bus and pedestrian facilities. If further residential development is going to happen in this area, the city should to plan on making significant investment in multi modal transportation for the residents, lest they be required to own a vehicle to safely and conveniently get around.

7 months ago

More affordable single family housing would be better-that would give more options to single families and seniors.

7 months ago

We need low density affordable housing palatable to the people being pushed out. Add public trans and walkable options for entertainment and shopping. More medium density without solving affordability, walk ability, to traffic congestion is not good.

7 months ago

Buildings outside of downtown should have a strict limit of 5 stories. Single-family dwellings should be limited to 2 stories. The high rises that Kane built in North Hills do not belong in this area. They are out-sized and look like they were plucked from downtown and dropped into North Hills. Affordable housing should be a requirement of all residential developments, as well as size limits. Not everyone wants, needs or can afford a 3000-square foot mini-mansion.

7 months ago

👍 3 Agree

This is spot on, and now it is being replicated on Peace Street. I realize it is the edge of downtown, but has that same absurd look of high rise (from Kane) being plunked amid low rise AND will create massive traffic congestion. Sigh.

7 months ago

👍 1 Agree



It does seem to be an underused area, but what happens to the industry that is currently there? and if we add dense housing, can we create public transportation to support it?

7 months ago

We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.

A market study noted decreasing demand for industrial uses in the area. The plan would not force any changes of use, but would merely permit them. The area would receive a boost in transit frequency (every 15 minutes) that would better serve residential and mixed uses. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at sara.ellis@raleighnc.gov.

6 months ago

I agree with many of the comments by those espousing consideration for affordable housing options for families and seniors. I think all zoning/new housing alternatives MUST include affordable housing in the mix. The true measure of a city's compassion & heart is the way they embrace all members of our society.

7 months ago

I think this map is labeled incorrectly. What is labeled as Wake Forest is really Bush Street, right?

7 months ago

Susan, thank you very much for pointing that out, the map was in fact labeled incorrectly and Wake Forest is in fact Bush Street. We have corrected that error and re-uploaded the map.

7 months ago

As long as there is housing that accommodates the "senior" population, along with appropriate public transportation for non-drivers. At this current point in all the Midtown planning, there's seems to be no addressing the issues of the senior population, in this area.

7 months ago

1 Agree

If affordable housing for families and seniors, who desire to live in Midtown, also have access; along with the necessary public transportation connections for non-drivers.

7 months ago

mixed use please! If you're going to give us density, please give us the good things that go with it like more culture, businesses and entertainments, not just more traffic and pollution.

7 months ago

3 Agree

Yes, we need to have options and requirements for affordable housing so the development in MidTown is available to all of Raleigh's residents. The tear downs and large single family homes being built in Lakemount are decreasing affordability and limiting who can live in the neighborhood.

8 months ago

We need flexible density in our neighborhoods to accomodate a variety of housing styles and prices. More affordable options and more ethnic diversity are preferable.

8 months ago

2 Agree

Is the Wake Forest Road label on this figure correct ?

8 months ago

Lubin, we sincerely apologize the map was labeled incorrectly and this has since been fixed.

7 months ago

I think the roads on this map are mislabeled. Additional density in the area would be good, but we should be mindful of protecting the small minority owned businesses in the area.

8 months ago





Higher density residential is a great thing for this area, but why not zone this as mixed use like the adjacent parcels? A greater diversity of use will benefit this area. Also, I think Bush St. is labeled as Wake Forest Rd. on the map.

8 months ago

👍 2 Agree



Andrew, we sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.

The concept is that the area has a large amount of retail already, and that housing would make for a better mix, with less of the transportation demand that comes from a retail-only area. That said, some mix of uses, including office or some limited small-scale retail, could be a reasonable part of that mix. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).

6 months ago



I'd like to see a wider variety of housing for single family that are more affordable than those luxury things being built everywhere. Get creative with housing for families and for seniors who want to stay but downsize. Patio homes, townhouses with first floors, nice places for families that offer more options

8 months ago

👍 9 Agree



If any changes were made, I'd prefer to see space for single family homes vs apartments and townhomes.

8 months ago

👍 6 Agree



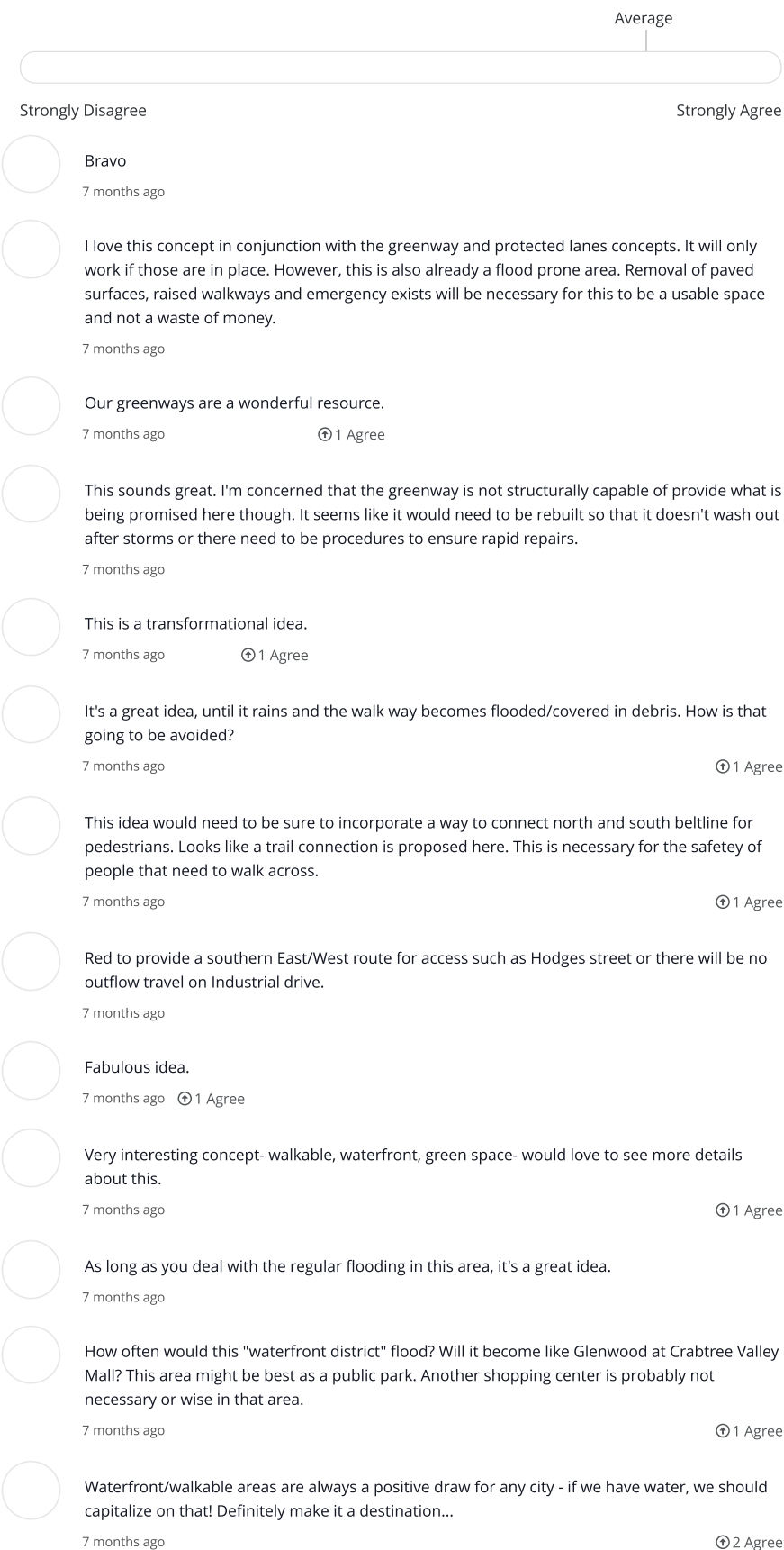
Many current residents in Midtown are retirees who would like to stay in the neighborhood, but downsize. There are virtually no suitable townhomes or condos in Midtown to serve these residents. Good idea!

8 months ago















👍 4 Agree



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?

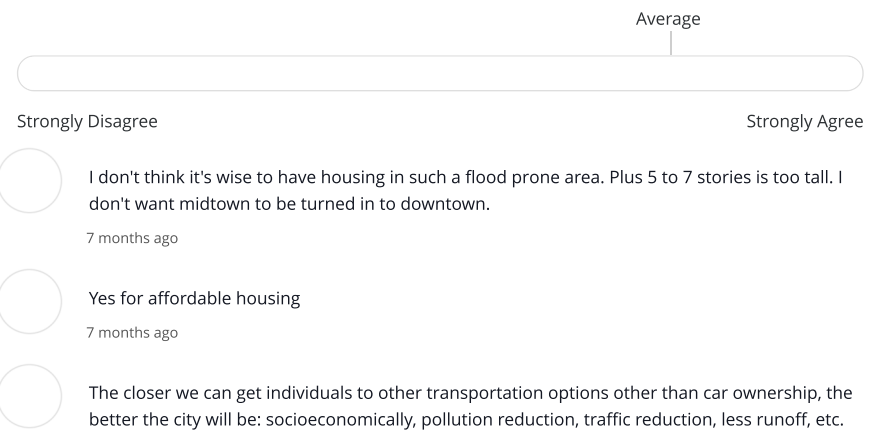




-  I love this concept! I am always going to support new, beautiful, green, public spaces and having it be a waterfront district adds to the possibilities. It especially makes sense given that businesses in this area are constantly flooded, so why not let mother nature do her thing and benefit from it. I think we need to plan carefully so that we end up with a public space that we are proud of.
- 7 months ago 👍 2 Agree
-  best idea in this plan.
- 7 months ago
-  Looks great!
- 7 months ago 👍 1 Agree
-  Yes, only if it ensures the area can manage stormwater flow, limits impervious surfaces and minimizes flooding after heavy rains or storms
- 8 months ago
-  Love it.
- 8 months ago 👍 1 Agree
-  Great idea!
- 8 months ago 👍 3 Agree
-  This is a great idea, as is the desire to create unique, inviting places in general. One thing that sucks the personality out of a place like this is if it is filled with big chain restaurants and shops. How can the city support local businesses to flourish here (and in other "great places")?
- 8 months ago 👍 1 Agree
- 
-  We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.
- Making sure customers can access business areas by different means creates a setting where all businesses, including local businesses, can flourish. Walkable areas in particular often provide a setting that encourages local businesses. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).
- 6 months ago
-  Yes, Yes, Yes
- 8 months ago 👍 4 Agree
-  We just need to remember that this area is already prone to flooding. Any redevelopment that is done needs to have an emphasis on treating stormwater and removing impervious surfaces.
- 8 months ago 👍 2 Agree
-  Does Crabtree Creek really have enough water to merit being called a 'waterfront' area?
- 8 months ago 👍 1 Agree
-  I love any idea that provides new, open public space for Raleigh particularly if it involves water. What a great new asset for the city!
- 8 months ago 👍 6 Agree
-  Seems like it would just create more traffic and hassle in areas that I currently use to avoid the traffic and hassle of horrible midtown
- 8 months ago 👍 2 Agree
-  Absolutely! There are few areas around here that offer a "waterfront" walk!
- 8 months ago 👍 9 Agree



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?



Show all 23 Comments



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?

Average

Average

Strongly Disagree
Strongly Agree

More mixed use should have already been developed in these areas when city-owned lots were sold and as big box stores and their lots are redeveloped.

7 months ago

Scale is critical.

7 months ago 👍 1 Agree

Yes, this is a core concept of New Urbanism.

7 months ago

Twelve stories? In Midtown? The Kane properties are monstrosities. Building more is short-sighted.

7 months ago

This area is a blank slate, I am ok with building up if it means affordable housing for the middle class folks, not just the deluxe penthouses at North Hills that only rich foks can afford.

7 months ago

I guess I am scratching my head over this map. High density housing right along the Crabtree Creek flood zone?

7 months ago 👍 3 Agree

Carolyn, we sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.

Any habitable portions of buildings would be required to be elevated above flood level. As the area is likely to redevelop, a shift toward housing would permit a more balanced mix of uses in the area. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).

6 months ago

Are labels here accurate? Colors and numbers do not match :)

7 months ago

Hi Susan, thank you for asking. Can you tell me what isn't matching? I would like to ensure all our information is accurate and provides the best opportunity for input possible. You are welcome to reply to my comment, or email me if that's easier at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).

7 months ago

Isn't this High Density area along Crabtree Creek in a floodplain ?

8 months ago 👍 1 Agree

Denser housing and more bike-able streets will be great for midtown businesses.

8 months ago 👍 3 Agree

Dense Multi-family housing with open space >>>> retail with parking lots. Tear it up and built it better!

8 months ago





As a homeowner who lives in an older, single-family home neighborhood nearby, I think there is too much concern over the preserving and respecting the neighborhood scale. I love where I live, but given Raleigh's growth, we can choose to either increase density and keep this area affordable, or we can choose to preserve the appearance of our neighborhoods while pushing out our neighbors. For the area displayed on the map, I support increasing density, but if there isn't serious, innovative stormwater management, building here would be disastrous. Crabtree Creek already overflows multiple times a year; this can't happen if we have hundreds or thousands of people living in this area.

8 months ago

👍 6 Agree



Isn't this an area that floods a lot? Isn't that why only industrial and warehousing have historically been there?

8 months ago

👍 1 Agree



This area is pretty flood prone already. How will stormwater be addressed with increased density and presumably increased impervious surface?

8 months ago

👍 3 Agree



No more over 3 stories please. We have enough already as evidenced by COR's scrambling to accommodate these development projects.

8 months ago

👍 2 Agree



I agree with previous respondent: "keep high density buildings (red) closer to current north hills; do not extend to millbrook and six forks due to amount of cut through traffic in surrounding neighborhoods"

8 months ago

👍 2 Agree



keep high density buildings (red) closer to current north hills; do not extend to millbrook and six forks due to amount of cut through traffic in surrounding neighborhoods

8 months ago

👍 2 Agree



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?

Average

Strongly Disagree

Average

Strongly Agree

20 stories along st. albans is only going to create more runoff into Big Bear Creek. 20 stories or 12 - 20 stories doesn't matter. The space is already impeding line of sight for single story homes. The fact that you had to add "Keep your comments civil" tells you what is actually desired by the neighbors other than the majority of land owned by a single developer.

7 months ago

Sounds reasonable to me.

7 months ago

No need for increased population from 20 story buildings. Please maintain current 12 story limit with one story along highway as in current plan.

7 months ago

i would prefer not to have more towers in the area. how can we handle the traffic?

7 months ago 👍 2 Agree

But more 20-story buildings? how about a 10 story limit?

7 months ago

All buildings over five stories should be restricted to downtown. Capital Towers and North Hills shopping center are out of sync with with the surrounding neighborhood. We do not need more of that.

7 months ago 👍 1 Agree

I cannot believe that we continue to discuss plans for 20 story+ buildings in the Midtown Area. How much more density and traffic can we inflict on those who live here?

7 months ago 👍 1 Agree

doesn't this reduce heights along the southern edge of the area shown? There are currently 5 & 6 story buildings were this image is proposing 3? Build it up!

7 months ago

I f mix use is planned correctly, it will not increase traffic as much as suspected. As there are people that will live & work all in the same area and not need their cars that often.

8 months ago

I disagree that 20 story anything in that area should be an option. Those should all be downtown. I think the scale of going from 20 to 7 would be jarring.

8 months ago 👍 1 Agree

No more over 3 stories please, the population and traffic density is already too high.

8 months ago 👍 1 Agree

Easy to see that I-440 will become an urban canyon -- with 20 story buildings, creating more traffic issues for the surrounding areas. How about a max of 5 stories with a step-down to 3 stories.

8 months ago 👍 3 Agree





It is hard to imagine this area handling any more traffic than it already has. The idea that there are more 20 story office buildings being planned is crazy.

8 months ago

👍 1 Agree



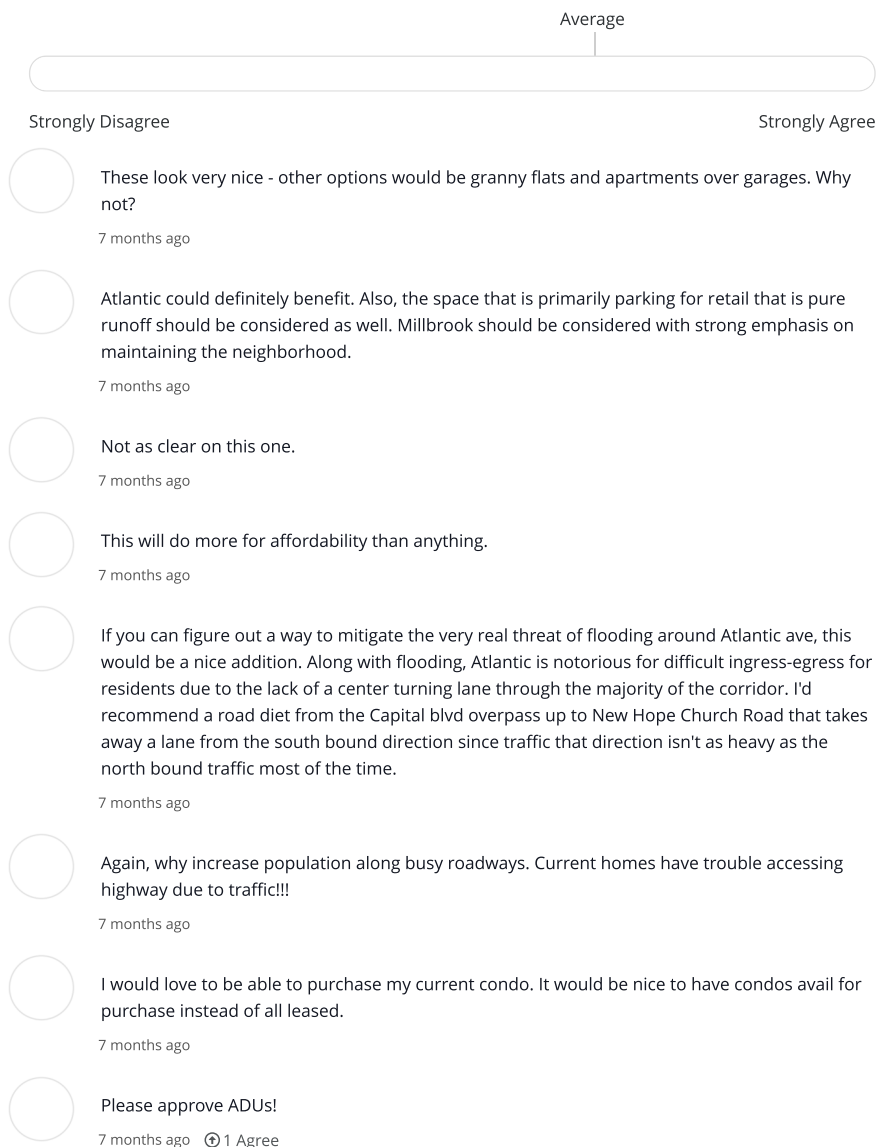
I think Midtown should have increased density and taller buildings and prevent the spread of 3-5 apartment sprawl that is occurring in every corner of Raleigh!

8 months ago

👍 9 Agree



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?





Where on Millbrook and Atlantic? These roads are commercial zones. Is the plan to raze old buildings and replace them with small multi-family homes in subdivision-style developments. Raleigh does not need more apartments or condominiums that front directly on the sidewalks. I agree with Sue O'Neill that there is a risk that these multi-families will become rentals owned by only a few people. This kind of development could be concentrated in the hands of non-resident investor landlords.

7 months ago 👍 1 Agree

We sincerely apologize for the delay in answering your question. We are so glad you asked, this is a great question. The concept here applies only to the residential portions of Millbrook and Atlantic. All of Millbrook Road between Falls of Neuse Road and Six Forks Road is characterized by detached houses, except for a few properties at the intersections. Atlantic Avenue is generally more commercial, but the portion on the east side south of New Hope Church Road does consist of residential uses and zoning. As streets get busier or wider, uses along those streets often evolve. That's what this proposal would do, to allow those existing houses to evolve in a modest way that would preserve the existing scale but permit some additional housing types such as townhouses or small apartments.

If you would like more information, or feel like your question was not adequately answered please do not hesitate to reach out to Sara Ellis in Raleigh City Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).

6 months ago

I think your "gentle density" has merit, especially if it makes housing more affordable and offers a pleasant place to live and call home.

7 months ago

The greatest effect of this gentle densing approach is if the properties turn into rentals rather than owned multi-family residences.

7 months ago

this is a great idea. We need to start allowing organic by-right upzoning to the next level of density city wide. Gentle and widespread. I'd like to see this idea generalized to the whole area.

7 months ago

Super strongly agree.

8 months ago

Seems like baby-steps. This would be more appropriate outside the Beltline, but ITB needs to be much higher density than duplex or quadplex

8 months ago

The neighborhoods will no longer be quiet and peaceful but be over crowded with residents vying for parking spaces. And if these housing options are anywhere convenient, they certainly won't be affordable to seniors.

8 months ago 👍 3 Agree

Are you sure these are multi family homes? They all look like SFH. I think that anytime you take down what is already there it is going to be replaced with something that is not affordable. Because, you know, the development community cannot afford to build if it isn't big and they can't achieve instant wealth. All that talk of multi family being affordable is so far completely inaccurate.

8 months ago 👍 2 Agree

Yes we are, these are some examples of multi family homes that look more similar to single family homes, but are different types of duplexes, or they have extra units in the back of the home with a shared driveway.

7 months ago

I favor more affordable housing, but not the more affordable apartment/townhouse "complexes" that have been approved in the past. The photos show properties that do not appear to disturb the "feel" of our neighborhoods, which I believe is important.

8 months ago 👍 7 Agree





Yes, yes, yes! Please be more creative, these types of housing can fit in many places if people would quit being so zoning protective! Make room for every economic strata!

8 months ago

👍 1 Agree



I just don't believe that these places would be any more affordable than the houses around midtown

8 months ago

👍 1 Agree



Also granny flats and apartments over garages.

8 months ago

👍 6 Agree



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?

Average

Strongly Disagree
Strongly Agree

The City of Oaks is allowing a lot of trees to come down. I sure hope that all these 'improvements' do not result in a concrete jungle.

7 months ago

Visit Atlanta area and you will see that Raleigh will in fact need several "downtowns" to remain livable and accommodate growth

7 months ago

This section should be adjusted to mixed use. Right now it looks like the sections of Capital Blvd that the city has worked so hard to make plans to change. Over the past few years as more development has occurred there is no reason that couldn't have been used for mixed use with retail below. Increased transit service should be available to connect these residents to N Hills and downtown.

7 months ago

Yes!

7 months ago

I concert with making an area more walkable, it should also include improvements to infrastructure. I see no mention of such improvements. If residential and retail are planned, they city should make sure urban and greenways and multi use paths are the way people commute to these areas. Let's put pedestrians and cyclists at the top of the priority list, after all its a pedestrian walking into a store or a cyclists locking up their bike feet away from a restaurant that are the people how will really be spending their money vs someone driving in their car.

7 months ago

Again, keep housing off major roadways.

7 months ago

No, instead put more affordable housing opportunities here.

7 months ago

We have vacant office, restaurant and retail space that is not being used right now. Some of it has been vacant for a decade or more. Why create more on speculation in a misbegotten "If we build it, they will come" belief?

7 months ago

We sincerely apologize for the delay in answering your question. This proposal is based on the understanding that areas evolve. It acknowledges that there is a decreasing demand for industrial or warehouse uses that are currently envisioned in long-range plans for this area, and a growing demand for office employment and housing uses. It also is based on the concept that improving the walkability of Wake Forest and Bland roads could lead to a different range of uses in the future.

If you would like more information, or feel like your question was not adequately answered please do not hesitate to reach out to Sara Ellis in Raleigh City Planning at sara.ellis@raleighnc.gov.

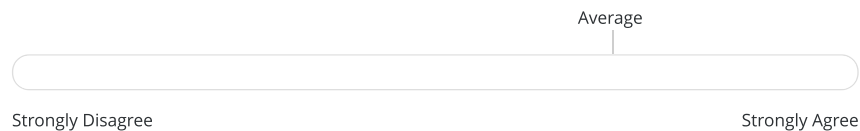
6 months ago

2 Agree



- ☐ You start off talking about a more walkable place, but there is little here that explains how that will happen. All I see is more density without a vision for enhancing the area or managing the traffic that this further development brings with it. As always, I would ask that affordable housing options be considered & mixed use makes walkable access more convenient, but in the end more density is being proposed in an area that is already way overdeveloped.  
7 months ago 👍 2 Agree
- ☐ Why must everything be developed? Why does it seem that COR is trying to turn the North Hills area into another urban downtown area? Why can't we leave downtown downtown?  
8 months ago 👍 4 Agree

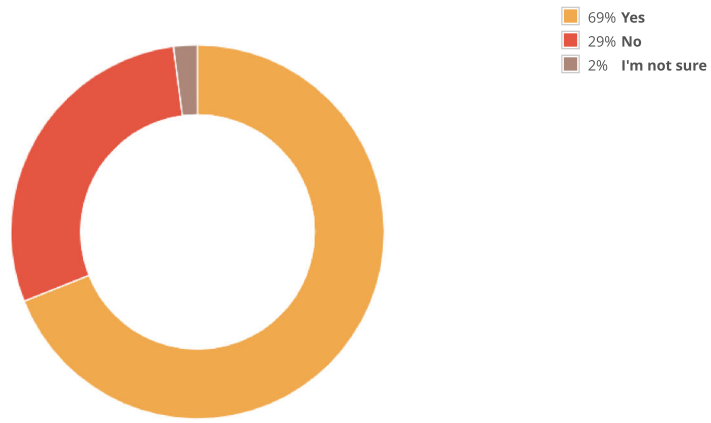
16. In that same area, the plan proposes specifying how height would transition from the center of the area to the neighborhoods along the edge. It suggests that seven stories at the center is reasonable, with height stepping down to five and then three stories as it touches lower-scale residential areas. 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 not think that the roads can accomodate the traffic from so many 5 to 7 story buildings - too high!  
7 months ago
- ☐ Reasonable, but some of the proposed building are too big for the scale you're trying to create.  
7 months ago
- ☐ Keep it 4 to 5 stories-no higher  
7 months ago
- ☐ Nothing taller than five stories. This is not downtown.  
7 months ago
- ☐ 7 stories in that area of town is just too high. 5 should be enough.  
8 months ago 👍 5 Agree
- ☐ No more than 3 stories please.  
8 months ago
- ☐ With all due respect, who wrote this survey, planning or the marketing (we're # 1) department?  
8 months ago
- ☐ Yes, I agree with a max of 5-7 stories--and wish this approach had been adapted for North Hills  
8 months ago
- ☐ 7 stories is too high.  
8 months ago 👍 1 Agree
- ☐ But how are the roads going to accommodate all these new residents?  
8 months ago 👍 2 Agree
- ☐ If we had light rail this wouldn't be an issue. We could build light rail stations in the middle of the dense areas and have direct connections to downtown and the airport and RTP  
7 months ago



Do you currently live in the study area?



145 respondents



Approximately how long have you lived in your current residence?

☐

Forty one years.

7 months ago

☐

44 years

7 months ago

☐

4 years

7 months ago

☐

14 years

7 months ago

☐

15 years

7 months ago

☐

6 years

7 months ago

☐

18 months

7 months ago

☐

33 years

7 months ago

☐

14 years

7 months ago

☐

2.5 years

7 months ago

☐

4 years

7 months ago

☐

2 years

7 months ago

☐

17 years

7 months ago

☐

3 years

7 months ago

☐

32 years

7 months ago

☐

4 years

7 months ago

☐

5 years

7 months ago

☐

26 years

7 months ago

☐

Since April 2013





















7 months ago

☐





















26 years

7 months ago



-  6 years  
7 months ago
-  2 years  
7 months ago
-  2 years  
7 months ago
-  12 years  
7 months ago
-  40 years  
7 months ago
-  1+ years  
7 months ago
-  5 years  
7 months ago
-  3 Years  
7 months ago
-  9 months  
7 months ago
-  We've been here for 3 years and love the area very much. I would hate to see it turn into an urban jungle with more and more high-rises. I like the idea of more greenways and safer walking areas.  
7 months ago
-  2 years  
7 months ago
-  8 years  
7 months ago
-  6 years  
7 months ago
-  4 years  
7 months ago
-  2.5 years.  
7 months ago
-  4 months  
7 months ago
-  6 years  
7 months ago
-  2 months  
7 months ago
-  2 months  
7 months ago
-  8 years  
7 months ago



-  **3 years**  
7 months ago
-  **4yrs**  
7 months ago
-  **13 years**  
7 months ago
-  **1 1/2 years**  
7 months ago
-  **15 yrs.**  
7 months ago
-  **I've lived here for 7 months.**  
7 months ago
-  **23 years**  
7 months ago
-  **3 years**  
7 months ago
-  **11 Years**  
7 months ago
-  **one year and a half**  
7 months ago
-  **26 years**  
7 months ago
-  **27 years**  
7 months ago
-  **Have watched to area go from woodsy to urban, with the development of retail and businesses coming in. However, the new housing choices seem to favor a particular segment of Raleigh's population, which discriminatory! When I look at the residential apartments that have sprung up around North Hills, they are priced out of my what I can afford. Thus, forcing me to have to move out of this area for affordable senior housing..**  
7 months ago
-  **23 yrs**  
7 months ago
-  **40yrs**  
7 months ago
-  **2 years**  
7 months ago
-  **little over a year, lived in Raleigh for 14 years.**  
7 months ago
-  **2 years**  
7 months ago
-  **3 years**  
8 months ago
-  **26 yrs**  
8 months ago



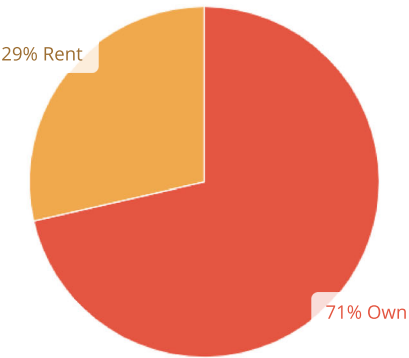
- ☐ since 2003  
8 months ago
- ☐ 4 years  
8 months ago
- ☐ 12 years  
8 months ago
- ☐ 20 years  
8 months ago
- ☐ 3 years  
8 months ago
- ☐ 2.5 years  
8 months ago
- ☐ 29 years  
8 months ago
- ☐ 31 years  
8 months ago
- ☐ 8 months  
8 months ago
- ☐ 12 years, but I have lived in the Pinecrest neighborhood for a total of 21 years, even going back to the age of 6.  
8 months ago
- ☐ 30 +  
8 months ago
- ☐ 12 years  
8 months ago
- ☐ 6 years  
8 months ago
- ☐ 11 years  
8 months ago
- ☐ 12 years  
8 months ago
- ☐ 3 years  
8 months ago
- ☐ 1 month  
8 months ago
- ☐ 8 years  
8 months ago
- ☐ Six years.  
8 months ago
- ☐ 5 years  
8 months ago
- ☐ 4.5 years  
8 months ago



- ☐ 4 years.  
8 months ago
- ☐ 9 years  
8 months ago
- ☐ 20 years  
8 months ago
- ☐ 20 years  
8 months ago
- ☐ 3 months  
8 months ago
- ☐ 29+ years  
8 months ago
- ☐ 6 years  
8 months ago
- ☐ 2 years  
8 months ago
- ☐ 10 years  
8 months ago
- ☐ 2 years  
8 months ago
- ☐ 2 1/2 years  
8 months ago
- ☐ 1 year  
8 months ago
- ☐ 5 years  
8 months ago
- ☐ 19 years  
8 months ago
- ☐ 3  
8 months ago
- ☐ 12 years near this area  
8 months ago
- ☐ 6 years  
8 months ago
- ☐ 8 months  
8 months ago

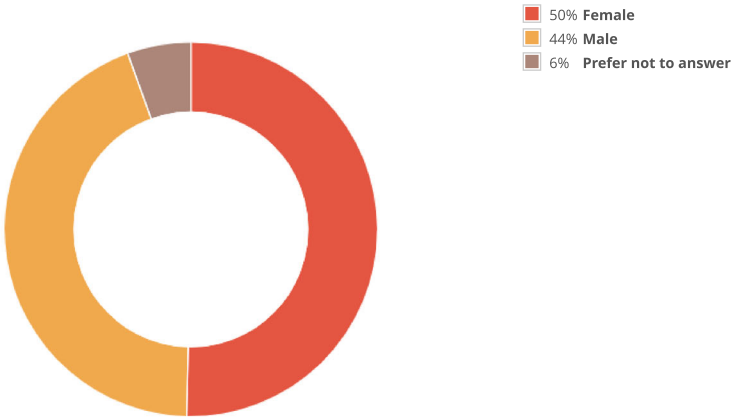


Do you rent or own your current residence (whether in the study area or not)?



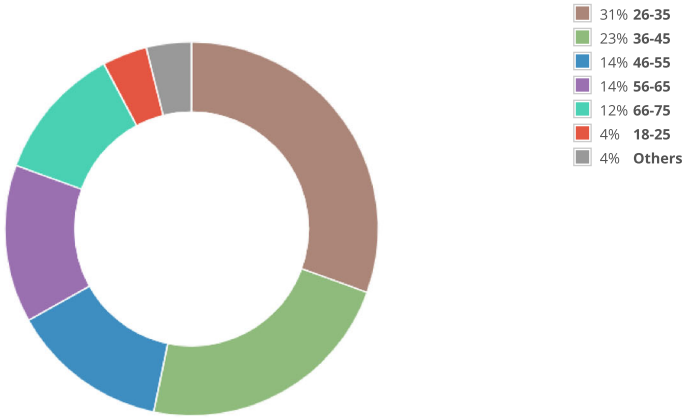
147 respondents

What is your gender?



145 respondents

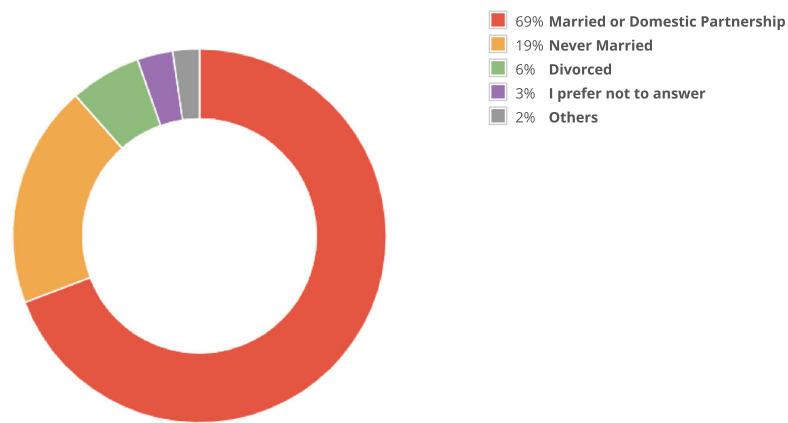
What is your age?



153 respondents

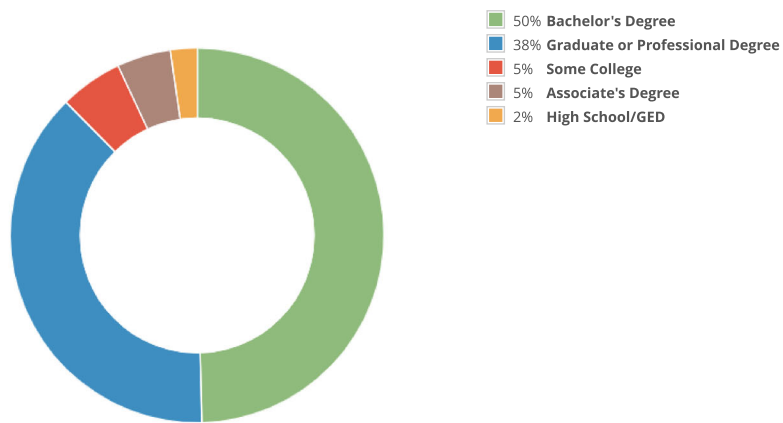


What is your marital status?



130 respondents

What is your highest formal education level?



129 respondents



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

88%	White/Caucasian	121 ✓
7%	Black/African-American	10 ✓
3%	Other (feel free to self-identify in the comments box)	4 ✓
2%	Asian	3 ✓
0%	Hispanic or Latino/a	0 ✓

I'm all for safety but OVERDEVELOPMENT causes concern. For example,wouldnt traffic lights be a possible solution? A good old yellow or flashing at PEDESTRIAN CROSSINGS,walkways,footbridges or heavy duty traffic areas and intersections should be investigated or looked into by THE DEPARTMENT OF HIGHWAYS FROM THE STATE OF NORTH CAROLINA and Wake County Road Crews&Director of operations or RALEIGH CITY MANAGER's Office. i would like to see more input from area residents and a WRAL survey of drivers,pedestrains,and city of raleigh or wake county government officials?  
KathrynAnneGardnerRaleighNC@gmail.com

7 months ago

Correct

8 months ago

Why does my racial identity matter?

8 months ago

One additional response - it's a way for us to track how well we are meeting our goals for inclusive engagement.

6 months ago

We sincerely apologize for the delay in responding to your question, and want to say thank you for asking - Demographic questions provide us a sense of the population we have reached and who have engaged in our survey processes. Demographics often correlate with circumstances and perspectives, so having that data allows us to make sense of results. It also allows us the opportunity to shape our engagement processes to better reach demographic groups that are underrepresented in our surveys.

If you have any additional questions, or thoughts please do not hesitate to reach out to Sara Ellis in Raleigh City Planning at sara.ellis@raleighnc.gov, we're happy to discuss.

6 months ago

Why do these demographics - esp the ones about marital status - even matter?

8 months ago

One additional response - it's a way for us to track how well we are meeting our goals for inclusive engagement.

6 months ago

We sincerely apologize for the delay in responding to your question, and want to say thank you for asking - Demographic questions provide us a sense of the population we have reached and who have engaged in our survey processes. Demographics often correlate with circumstances and perspectives, so having that data allows us to make sense of results. It also allows us the opportunity to shape our engagement processes to better reach demographic groups that are underrepresented in our surveys.

If you have any additional questions, or thoughts please do not hesitate to reach out to Sara Ellis in Raleigh City Planning at sara.ellis@raleighnc.gov, we're happy to discuss.

6 months ago

Provide more density in Mid Town

8 months ago



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

68%	Employed full-time (40 or more hours per week)	96 ✓
14%	Retired	20 ✓
11%	Self-employed	16 ✓
10%	Employed part-time (up to 39 hours per week)	14 ✓
2%	Homemaker	3 ✓
1%	Student	2 ✓
0%	Unemployed and currently looking for work	0 ✓
0%	Unemployed and not currently looking for work	0 ✓
0%	Unable to work	0 ✓



Volunteer

8 months ago



# Midtown-St. Albans - Choosing a Path

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
1,288	374	3,703	548



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

69%	I live here	221 ✓
24%	I work here	77 ✓
22%	I visit here	71 ✓
19%	I pass through this area on my way to another destination	62 ✓
4%	Other	14 ✓
4%	I would like to live here	12 ✓

☐ I'm usually in the Midtown area during low traffic times. Other times I avoid using Six Forks Road heading south if at all possible. For example, if I want to go downtown, I'll use Falls/Wake Forest Road rather than Six Forks, which is actually shorter for me; traffic moves better on Falls/Wake Forest Road, except in late afternoon. I could actually walk from my house to Midtown - it's only about 2.5 miles - but walking along Six Forks is not a pleasant experience - it's noisy and cars are too close for comfort. I would cross Six Forks probably at Rowan [Carroll Middle School] cause there's not so many cars to look out for.

7 months ago

☐ Don't cut Pinecrest in half .

7 months ago

☐ Midtown is good now and like every other place, it needs to prepare for the future.

7 months ago

☐ Great area to work, shop and meet friends for a meal.

7 months ago

☐ very congested and wake forest rd is dangerously narrow

7 months ago

☐ I feel light rail is the best option at this point. It minimizes neighborhood impact, moves the most people and benefits the whole city

7 months ago

☐ Change the 440 interchange to all right turns rather than lights and crossing traffic. Use flashing left turn lights. Change zoning to allow duplexes - quadplexes rather than dividing lots into single family homes. Require large developments to include open space similar to Fletcher Park.

7 months ago

☐ Rezone single family lots to Form Zoning so that the neighborhood appearance is maintained but allow duplex-quadplexes rather than divide lots. Use more right turn lanes and change the intersection to reduce lights and make entrances to 440 all right turns rather than cross traffic. Regarding condo and apartment developments required open space similar to Fletcher Park.

7 months ago

☐ I don't think putting a road through the Pinecrest community is the right answer. This is a neighborhood that is not set up for the increase of traffic and would make the area unsafe for the people that live here.

7 months ago

☐ With all the development, there is a lot of vehicle and pedestrian traffic. We really need a safe way to cross Six Forks at the intersection with Dartmouth. A pedestrian walkway or bridge is needed.

7 months ago

☐ I agree with Wade post

7 months ago





I work in public safety in this area, and our ability to assist the public is often hampered by the increase in traffic and unwillingness of the public to yield to emergency vehicles. The fact that the roads are not designed nor maintained for the increased traffic needs to be addressed.

7 months ago



From a biking/pedestrian perspective, the area around Wake Forest Rd and the beltline has become extremely dangerous. It's nearly impossible to cross the intersection there, and I have personally almost been hit several times. I believe the risk is greatest for residents on the east side of Wake Forest road because there are no other viable options. I believe this will become a greater issue as the Midtown East development opens and traffic continues to grow. This area needs a safe way for pedestrians/runners/bikers to get around and across the beltline.

7 months ago

👍 2 Agree



This is specifically for the harris teeter parking deck. Better signage needs to be put in to show stops signs and traffic flow. I would love for some more sidewalks along six forks that are a little safer or maybe a closer greenway access so that we are able to walk more places and feel safe.

7 months ago



Falls of Neuse traffic is ridiculous. Six Forks is close behind. Area in general needs to be more pedestrian friendly. I live in Fairfax Hills and rarely attempt to turn left onto Falls. a traffic light has been offered up as a solution for years. However, I worry that adding a traffic light would increase cut through traffic. Hardimont/Rowan is a mess - carpool traffic from Carroll is terrible. People drop kids in middle of Rowan or cul de sacs or make unsafe turns in middle of road. As far as development, too many people for current structure to support.

7 months ago



This is the worst area I've lived in including large cities. The traffic and parking is a mess and most do not obey the stop signs making it very to extremely dangerous to walk to the places that we pay so much to live near. There is little to no police presence and Kane seems useless for the most part. The roads are too narrow and there are no traffic lights. The area becomes more and more congested and people become more angry. It is not a safe area. People allow their dogs to run off leash in the same areas children play. In my building there may be two or three people as roommates who bring friends for the weekend and it becomes party central.

7 months ago



I love living here, however the traffic coming through here makes it difficult to walk around (even to walk your dog.) Drivers don't stop for pedestrians and are constantly speeding down St. Albans. There also needs to be more parking if more residential and commercial buildings are going to be built. It's hard enough to find parking as a resident.

Also if you're going to make parking garages one-way, make the signs noticeable! It's very frustrating to be in the Park and Market parking deck and have cars going the wrong way.

7 months ago



I would like to have a park with benches close to Park and Market apartments. We also need a good dog park with lots of space for the dogs to run and play. One thing I love about North Hills is easy access to many nearby grocery stores. Please don't do anything that would make it harder to go to the grocery stores.

7 months ago



I like it here!!

7 months ago



I live here & like it a lot!! Parking is by far the biggest problem but traffic is getting worse by the week. I do APPRECIATE the opportunity to allow Me to take part in this survey.

7 months ago



With added entertainment/events during the week and weekends it is sometimes very aggravating not to be able to park in my own apartment's parking deck at certain time.

7 months ago



Lots more construction than we anticipated. Is infrastructure keeping pace?

7 months ago



Grew up in Raleigh, love Quail Hollow area, want to enhance East Gate Park

7 months ago





I've lived in lakemont , hickory hills and quail hollow starting in 1974 , after growing up near five points . Quail hollow feels like five points to me with a sense of neighborliness and walkability , love east gate park and want it to be enhanced and restored to former loveliness.

7 months ago



The Trees are getting ripped out and the traffic is horrible. I live very close to North Hills/ Midtown and I try to avoid it as much as possible. Getting out of Midtown is getting worse and worse. There also should be an overpass pedestrian walk connecting Midtown 1 and North Hills over Six Forks Road

7 months ago



There is too much housing going up for the current road structure to support. Traffic is already horrific in this area and yet "Kane" continues to erect high rise apartment buildings. I am wondering when the COR will tell him enough is enough. There is truly no "walkability" in this corridor, or any possibility to use bikes or scooters. This is not in keeping with the future sustainable living in Raleigh. (And now, same thing happening on Peace Street.)

7 months ago

👍 4 Agree



Overbuilding by Kane on St Albans looks like it will create a flood problem in adjoining neighborhoods and East Six Forks/Wake Forest corridor. The strip mall at the west corner of East Six Forks and Wake Forest roads (old site of large Kroger) has had flooding problems for the last several decades. Based on present building projects, I expect this area to have the same flooding problems that plague Glenwood avenue near Crabtree Valley Mall in the near future. As others have noted, the pedestrian crossings at the Beltline interchanges on Six Forks are extremely dangerous.

7 months ago

👍 2 Agree



Pedestrian bridge over six forks should be a high priority. Traffic calming in surrounding neighborhoods should also be funded and addressed. We also need convenient and efficient transit options - don't waste money on planning like Orange County - just do it! Raleigh is great - let's be better by not turning into another Charlotte or Atlanta.

7 months ago



My family has been in Raleigh since 1955. An important part to Raleigh is the neighborhoods. Understanding the balance between letting neighborhoods be neighborhoods versus blending them with other zones is imperative.

7 months ago

👍 2 Agree



I live in the Hickory Hills neighborhood.

7 months ago



Understanding that development is part of urban life, and also living in a strongly communal neighborhood, it is VERY important to me that traffic through the Quail Hollow/Hickory Hills area not become dangerous, with delivery trucks and cut-through drivers. It would make sense that "No Thru Traffic" and "No Truck" signs be posted, and that speed limits be consistently enforced at 25 mph so as to discourage traffic in places where children, pets and their families play.

7 months ago



I really love living in this area. However, this area is not conducive for those of us living on a fixed income. It's like we are being quickly being pushed out, for those individuals who can afford paying the higher rent/home fees.

7 months ago

👍 2 Agree



I work at Duke Raleigh. I have often heard my patients family members commented that they need to leave by early afternoon in order to get home safely because they are older and are afraid of driving on the narrow lanes on wake forest road.

7 months ago





Fairfax Hills--need traffic light at Fairfax or Ivy to go left onto Falls due to heavy traffic. Current situation is dangerous. Also Ivy left onto Millbrook is unsafe and needs traffic light. These are the only ways out of our neighborhood. Also need bus lanes on Falls and other major roads to speed traffic. Need more cross walks on busy roads for safer pedestrian crossings. Zoning needs to be tightened to prevent even more tall buildings from making things worse and to keep neighborhoods like ours as is. Contractors are buying houses for sale, knocking them down and building huge homes not in character with our neighborhood. Questions below have maps too small to see, but in general current bike routes are confusing to drivers and disappear at intersections (where they are needed the most).

8 months ago



This part of Raleigh is becoming increasingly filled with high rise buildings, leading to heavier traffic on Six Forks. Also in our neighborhood, Fairfax Hills, developers are buying houses for sale and replacing them with huge mc-mansions that are destroying our neighborhood. This needs to be stopped. We also need a traffic light at Fairfax or Ivy. Because of increasing traffic on Falls of Neuse, it is nearly impossible to make a left turn from either street without pulling into the center turn lane and waiting for traffic to stop long enough to continue. This dangerous. It is also difficult to turn left onto Millbrook due to speeders and a curve in the road that makes it difficult to see approaching traffic. These are the only ways to get out of our neighborhood. It is too late to do anything about buildings already in Midtown, but proper zoning laws could help keep matters from getting worse. We also need affordable housing here. Stop runaway developers! Adding bus lanes to major streets would help traffic tie ups. Not enough cross walks on major roads, leading to jay walkers taking their lives into their hands.

8 months ago

👍 2 Agree



I live in Fairfax Hills, just north of the line. We really should be considered Midtown.

8 months ago



I'm against slicing through the Pinecrest neighborhood with unsafe traffic conditions that are ill suited for the layout and topography of the neighborhood. The curve on Pinecrest is already dangerous enough with the traffic that we get now and that would increase exponentially with this ill conceived plan. The plan to route the traffic around the neighborhood is far superior.

8 months ago

👍 7 Agree



Pedestrian overpasses would make the area a lot more walker friendly. It would also serve to connect more residents to local business in a manner that promotes less automobile traffic. At present, it is extremely risky to otherwise cross the major roads like Six Forks and Wake Forest which might be a deterrent to potential residents who are looking for a more pedestrian friendly environment.

8 months ago

👍 4 Agree



Agree with the message below that putting a road through Pinecrest neighborhood is not the solution as it would add more traffic . With cars coming to or from Duke Raleigh Hospital and cars rushing through to Wake Tech. We get enough fast cars that are more than likely on the wrong road. Now the neighbors feel free to walk their kids and dogs.

8 months ago

👍 5 Agree



Hi - I have had a chance to read through the materials and some of the proposals. The proposal which I am greatly concerned about is to extend Wake Towne Drive to Barrett Drive. I understand the logic, but as a homeowner on Wake Towne Dr (Townes of Cheswick), I would strongly urge against this making it to a recommendation. 1) The townhomes are so close to the street (literally within 15 or 20 feet) - even though traffic is currently limited to homeowners in the neighborhood, I can hear cars up and down the road from my bed. 2) I am concerned about my child's safety -- cars already fly up and down Wake Towne Dr even in just the Townes of Cheswick portion. Opening this up to alleviate traffic from Six Forks would be disastrous for us who live in the neighborhood.

8 months ago



The traffic gets worse and worse. I do not see any relief.

8 months ago



ride share encouraged

8 months ago



- I work on the south end of Wake Forest Road (before it merges to Capitol Blvd). I also live in the nearby Five Points neighborhood. it would be great if there was a pedestrian tie in from Wade Ave work up Capitol, to the Wake Forest Corridor. Currently there is NOT even a sidewalk on either side of Wake Forest Road from Capitol to about where the Car Dealerships start (heading North on Wake Forest). It would be nice to connect all these little nearby pockets of development. I also think the timing of the stop lights in these areas should be studied. The secondary road direction, that were less used 10 years ago, have unusually long wait times at intersections with larger roads - Whittaker Mill/Wake Forest and Anderson/Six Forks for example.
- 8 months ago 👍 1 Agree
- I have lived in the area since 1989. At that time traffic was controlled and the standard of living was terrific. Since the development at North Hills (our side) we have experienced %200 percent increase of traffic, stops on St.Albans, Dangerous driving situation on Hardimont and it is only going to get worse. Obviously the developers have no concern for residents and have no plan on managing traffic as all these mega buildings are finished and increase the number of cars/trucks coming and going.
- 8 months ago 👍 6 Agree
- Putting a road though Pinecrest sub is not the answer and it would make it very dangueous for the people that live in this subdivision. Also Dukeraleigh hHospital need to add more parking spaces for handicap and for people who can not park in a deck before they keep building onto the hospital. Taking our neibhood is not the answer for duke or midtown.. I have lived her 30 some years and it was a very safe area and it is becoming a great area again with the type of people moving in.
- 8 months ago 👍 8 Agree
- I live on a border road, East Millbrook. Midtown CAC decisions affect me.
- 8 months ago 👍 1 Agree
- Midtown is great--with the increased retail. However, the offices and condos dramatically increase the population density. And while there is much discussion of using mass transit and bikes, most adults still use cars. In prior meetings, I was told that citizens concerns about traffic rank highest on the concerns list. I ask if there was a forecast of traffic congestion by year, based on the approved and planned development. I am interested in the traffic congestion on not only St. Albans but Wake Forest Road and Six Forks. The population increase, especially with the northern expansion, creates an impact.
- The development of Midtown creates still more pressure.
- With a published traffic forecast (complete with planning assumptions), the planning department could then provide the steps necessary and a timeline. It is difficult/challenging to comment without more specifics.
- I am sure the planning department is doing its best and this survey is a significant way to gain more citizen inputs. Well done and thank you.
- 8 months ago
- I've lived here for almost 30 years. Some of the growth is good, some not so much. Six Forks is impossible to turn onto from my neighborhood. Housing has gone from reasonable to ridiculous and is becoming more so with protective zoning and lack of creative housing opportunities. Tear downs are threatening long standing residences with flooding, and no one will address it. I love the area for its convenience, but it is becoming a non-diverse ecomont.
- 8 months ago 👍 3 Agree
- I live on Shelley Road
- 8 months ago
- Have been very disappointed with the communication level to the public about the Six Forks Corridor project. I live on Six Forks and house and at least part of my yard will be affected. I found out about the project 3 years ago only from the Midtown CAC newsletter. I hope the city will do a better job with these other Midtown projects on the books.
- 8 months ago
- I grew up on Six Forks in this area and visit frequently.
- 8 months ago





I love Midtown, I lived here when I first moved to Raleigh back in the early 80's and moved back here almost 3 years ago. While there are awesome pockets of Midtown that are very progressive, appealing and evolving rapidly (e.g., North Hills), there are other areas where that is not the case. For example, take an actual walk along Six Forks between Costco and the Beltline - it's a mixed bag along that path from trashy to nice with most being lowly mediocre in my opinion (I have walked along this path many times). Or try and walk across the Beltline overpass along Six Forks, even worse is trying to cross on foot under the Beltline along Wake Forest Road - in both cases you're taking a substantial person risk. I like to walk, but most of Midtown (with the exception of North Hills) is not conducive to walking with some areas actually dangerous. If you disagree, then I invite you to walk the path yourself.

8 months ago

👍 9 Agree



own business property in Midtown

8 months ago



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.)

Average

Very Unlikely
Very Likely

☐

Walk signals and left turn arrows should not flash at the same time. I came close to being hit while walking across Wake Forest Road [further north] in such a situation and I was pretty upset. THEN, one day, the situation was reversed - I was the driver and I came close to a pedestrian. It's a good thing she was paying attention! So, people are intent on their driving, their destinations, aren't paying full attention - whatever. Eliminate that simultaneous occurrence of signals.

7 months ago

☐

Six Forks crossing for pedestrians at North Hills at the shopping center.

7 months ago

👍 2 Agree

☐

There needs to be more emphasis placed on safer interaction between motorists, pedestrians and cyclists. The bridge across I-440 is a good step (as long as it is not meant for auto traffic). Bicycle lane markings alone are not a significant enough improvement since I have seen many drivers ignore the markings, even when cyclists are present. And there needs to be a safe way to cross Six Forks at North Hills.

7 months ago

☐

I am assuming you folks in the Planning Dept. came up with this plan and not the folks at Warby Parker. I hope it meets people's needs

7 months ago

☐

Please include the ring.

7 months ago

☐

YES! Currently getting to the greenway requires me to attach my bike rack to my car, drive, park and then begin a ride. Even with possible occasional flooding, some greenway connection and SEPARATED bikeways that do not interact with traffic and driver's side of parked cars would be an immense and much appreciated improvement.

Personally, other than possible shortening of traffic cycles, I don't see the need for a walkway over Six Forks from one side of North Hills to the other. There are crosswalks that are within close proximity and all have markings and signals. Perhaps a pedestrian median at all intersections, but a bridge over or tunnel under Six Forks is a waste of money that could go toward other investments/improvements.

7 months ago

☐

A pedestrian bridge is needed bad on wake forest also at north hills on six forks.

7 months ago

☐

We need a safe way for pedestrians to cross Six Forks at North Hills

7 months ago

👍 1 Agree

☐

With the new mid-town east developments just south of the beltline on wake forest road, there really needs to be a safe way to cross the beltline near there. A pedestrian bridge or other idea would be an excellent solution















7 months ago

☐

The most critical part of this plan would need to incorporate safe crossing of 440 on the east side of wake forest rd.

7 months ago



-  The midtown ring looks like a fantastic solution. To cross 440 at wake forest is extremely dangerous. This would be a great solution.  
7 months ago
-  Please plan for a pedestrian bridge across Six Forks road at Lassiter Mill. With the planned expansion of the Six Forks corridor, it will be impossible to cross and more dangerous than current. Intersection already has many near misses. Please look into extension of quail hollow drive as greenway extension across Spain Albans.  
7 months ago
-  I agree with the pedestrian walkway over Six Forks. The current crosswalks so dangerous-more & more cars coming out of the center onto Six Forks don't even bother to stop for pedestrians.  
7 months ago 👍 2 Agree
-  Please provide better link to this project  
7 months ago
-  This seems to over complicate what I'd like to see, a tunnel or bridge for pedestrians is what I'd like to see connecting both sides of north hills across six forks  
7 months ago 👍 1 Agree
-  It's hard to tell because you can't enlarge the map, even when you click on it. I agree that pedestrian walkway is needed and think it will help. Curious how much construction and time this will take - will it worsen the already congested roads and for how long while this is being developed?  
7 months ago
-  We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.
- Any construction projects have the potential to affect the flow of traffic, but none of the pedestrian-oriented projects would create significant, if any, restrictions on traffic flow during construction. Additionally, unlike road widening or similar projects, they typically can be completed in a much shorter time frame. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).
- 6 months ago
-  There needs to be a better way to walk across 440 along Six Forks road, especially at the off-ramp. Maybe even just greater visibility around the curve. Also, there should be a tunnel under Six Forks from one side of North Hills to the other side. The road is already raised, we just need a walking tunnel.  
7 months ago
-  Need a walkway over six forks.  
7 months ago 👍 1 Agree
-  Pedestrian walkway over Six Forks needed  
7 months ago 👍 1 Agree
-  I agree with Jeanne Marie!! However with this growing Metropolis it's NOT going to be an easy chore!!  
7 months ago 👍 1 Agree
-  A pedestrian walkway over Six Forks @ North Hills would be wonderful. As we keep growing, many people are trying to cross Six Forks, especially at lunch.  
7 months ago 👍 1 Agree
-  Any kind of over or underpass at Six Forks/NH area would be helpful.  
7 months ago 👍 1 Agree
-  This doesn't take my comments  
7 months ago





A bicycle/pedestrian walkway is sorely needed, I cannot exactly tell from the map and depictions if this is soundly conceived, but at least it is being discussed.

7 months ago

👍 1 Agree



The attached map does not enlarge enough to determine feasibility of this particular project. In general, green streets, as defined by the US EPA, should be mandatory in all new developments, including retail/commercial/industrial site. Most non-residential sites are wastelands of buildings and asphalt parking lots. Too many residential developments are comprised of large houses on undersized lots. The large houses block natural drainage and displace natural ecosystems. They also waste large amounts of energy, thus exacerbating climate change. Does protecting bikers from automobile traffic mean that pedestrians will be in danger from the bikers? This is already a common problem on heavily used sections of the greenway, like Shelley Lake. I do not want a "bicycle highway" going through any neighborhood. Even if pedestrian and bicycle paths are separated, someone will ignore this fact. Somebody's child will get hurt and the parents will sue.

7 months ago



We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.

Generally speaking, the plan envisions separate spaces for people walking and people riding a bicycle. Also, I'm not aware of any serious injuries created as a result of a bicycle-pedestrian collision, but in a typical year, a few dozen people walking or biking in Raleigh are killed or suffer life-altering injuries after being struck by cars. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).

6 months ago



It is challenging to respond to this question as map is barely visible & the 1-4 options are not well explained, so my comments are just my thoughts about what is needed. (1) I support greenways and greenway extensions. (2) A pedestrian walkway to connect North Hills East & West is a top priority; most people drive in order to avoid crossing this intersection which just increases car traffic and reduces parking spots. (3) Separating pedestrian walkways and bicycle lanes from traffic is critical to safety. (4) I like Green Street Elements to absorb storm water & slow traffic by creating appearance of a smaller road, but please allow a lane for bicyclists BEHIND the Green Street Element for safety; otherwise you are throwing bicyclists out into car traffic. (5) I like the idea of having separated pedestrian walkways & bicycle lanes over I 440.

7 months ago

👍 2 Agree



Can't comment due to poor quality of picture.

7 months ago

👍 1 Agree



We sincerely apologize for the visibility issues with the images, we have fixed them so you can click the image and it enlarges.

7 months ago



Is that what you've heard? Have you actually biked or walked the tough spots yourself?

7 months ago



biggest public response was the difficulty of crossing Six Forks on foot - this ring doesn't help that issue. unless those "on-street" bike facilities are separated physically from traffic, this will do little to increase biking utility in the area. Painted lines in an industrial zone will not provide any sense of safety. It would generate lots of bike traffic for the Crabtree Greenway, as it posits protected bike facilities from the neighborhood across 440.

7 months ago

👍 1 Agree



Any streets with residences in the Midtown St Albans area, including St Albans drive should also be considered for green street elements for the safety of the residents and passing pedestrians. This includes St Albans Drive between Wake Forest Rd and Bush Street where there are single-family homes close to the street.

7 months ago

👍 1 Agree



- xx  
7 months ago
- I agree with Jeanne, "I believe that any attempt to make Midtown more walkable is a worthy endeavor. However, it's difficult to discern the path of the proposed Midtown ring in the attached map. Could you please make this more readable or provide a link. It's hard to comment when there's not a method to enlarge the proposal."  
8 months ago 1 Agree
- Map is unreadable so I had no way to comment intelligently  
8 months ago
- We sincerely apologize for the visibility issues with the images, we have fixed them so you can click the image and it enlarges.  
7 months ago
- I love the idea of pedestrian walkways over 440.  
8 months ago 5 Agree
- Cannot read the map  
8 months ago
- cannot read the map  
8 months ago
- be able to cross Six Forks without intersecting with cars  
8 months ago 1 Agree
- This map is difficult to see...As mentioned earlier, a pedestrian connection looping from Wade Ave, North on Capitol to Wake Forest Road (there is not a sidewalk at this portion of Capitol Blvd or on Wake Forest Road)  
8 months ago
- Crossing I-440 on bike or foot is next to impossible currently. This ring would greatly improve the odds.  
8 months ago
- Any increase in the number of people on bikes will depend on the perceived safety of bike facilities. These images are too small to read, but I hope they're showing bike lanes that include some kind of physical separation (obviously, off-street paths are the best). If so, this is a great idea. I would also like to know how the ring would connect to other areas. At the moment, the Crabtree Creek Greenway is closed indefinitely at Capital, so it seems like the ring can't be accessed from the east at all. How should people outside Midtown get here?  
8 months ago 5 Agree
- We apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your great question.
- The plan indeed does envision that the facilities on the ring would include physical separation. The concept of the ring is that it would provide high-quality facilities that would be safe and comfortable for all users. Primary connections to the ring would include Six Forks Road and St. Albans Drive (plans for the future include separated bicycle facilities), the green street/on-street greenway along Quail Hollow Drive, and of course the Crabtree greenway. We're working to repair the damaged section of the trail, and it's become a bigger project that it first seemed, as the stream bank has significantly eroded, undermining the footers of the trail. Our Parks department is working on a design for that section, with bids for construction expected in fall. Longer-term, we're working on a new greenways plan that considers resiliency issues like this one. Please let us know if you would like more information, or you don't feel like your question was fully answered by emailing Sara Ellis at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov)  
6 months ago





It is very hard to understand the details of this Midtown Ring. Please get serious about Separating the bike lanes from vehicle traffic. Forcing bikes to share the space with distracted drivers going any speed faster than 20 mph is dangerous and deadly for cyclists. Bike/Bus commutes to and from this area are possible but you MUST make bike facilities safe for ages 8 to 80.

8 months ago

4 Agree



The way the world is today people walking are asking for trouble.

8 months ago



Linking the two sides of Six Forks is still the most pressing pedestrian issue. The rest of the streets in the district are tame by comparison. A well-constructed under or over pass is needed.

8 months ago

1 Agree



You think Wake Forest at the Beltline is bad now, wait until Wegmans opens.

8 months ago

3 Agree



I think this is a fantastic idea. The areas east of Wake Forest Road (St. Albans and New Hope Church) are currently the most dangerous for both cyclists and pedestrians, and this would certainly make things safer. I would encourage you to consider extending the Green Street farther east on NHC, as there are many people who walk from the Brentwood area to get to WalMart and other businesses who would benefit from something like this. NCDOT is planning to redo the NHC rail crossing anyway, so why not make the road more walkable and bikeable at the same time?

8 months ago

1 Agree



Doesn't help our area much. Might help some

8 months ago



I would love to see a pedestrian walkway connecting Woodside Drive to St. Alban's Drive. It would provide easier access to North Hills (and this new Midtown Ring) for the Farrior Hills neighborhood.

8 months ago

1 Agree



It doesn't appear that these paths include North Hills?

8 months ago



I believe that any attempt to make Midtown more walkable is a worthy endeavor. However, it's difficult to discern the path of the proposed Midtown ring in the attached map. Could you please make this more readable or provide a link. It's hard to comment when there's not a method to enlarge the proposal.

8 months ago

11 Agree



I live in the block bordering Six Forks and Rowan. Six Forks is a very dangerous road !! There is a weck almost everyday. People SPEED through the lights at Rowan and Lassiter with no penalty !! We need camera's at those lights and tickets should be given with large fines. The Ring may help but not crossing Lassiter or Six Forks.

8 months ago

1 Agree



I worry about cyclist regardless of whether they have lanes provided or not. So many vehicle drivers act like they own the roads, and I'm mostly referring to cars & pick up trucks, not commercial trucks.

8 months ago



It was tough to see on the map but I would love to have an easy and safe way to bike from downtown Raleigh to Midtown.

8 months ago



I like the pedestrian connection over I-440 to connect to Crabtree Creek Greenway. I don't think the pedestrian experience needs to be enhanced further on Quail Hollow, Hardimont, or St. Albans besides finishing sidewalks. I'd rather see that money spent on creating a pedestrian friendly crossing on Six Forks to access both sides of the North Hills development.

8 months ago

3 Agree





You guys desperately need a pedestrian walkway over Six Forks @ the North Hills Overlook!!!!  
With the new offices and apartments, there really needs to be a better way to cross!!!!!!!!!!

8 months ago

👍 21 Agree



Yup! this would help a lot. A travel way that can accommodate cyclists and pedestrians  
would be a great improvement. If this walk way could tie into a greenway, event better.

7 months ago

👍 2 Agree



Please do this "pedestrian walkway over Six Forks @ the North Hills "

7 months ago

👍 3 Agree

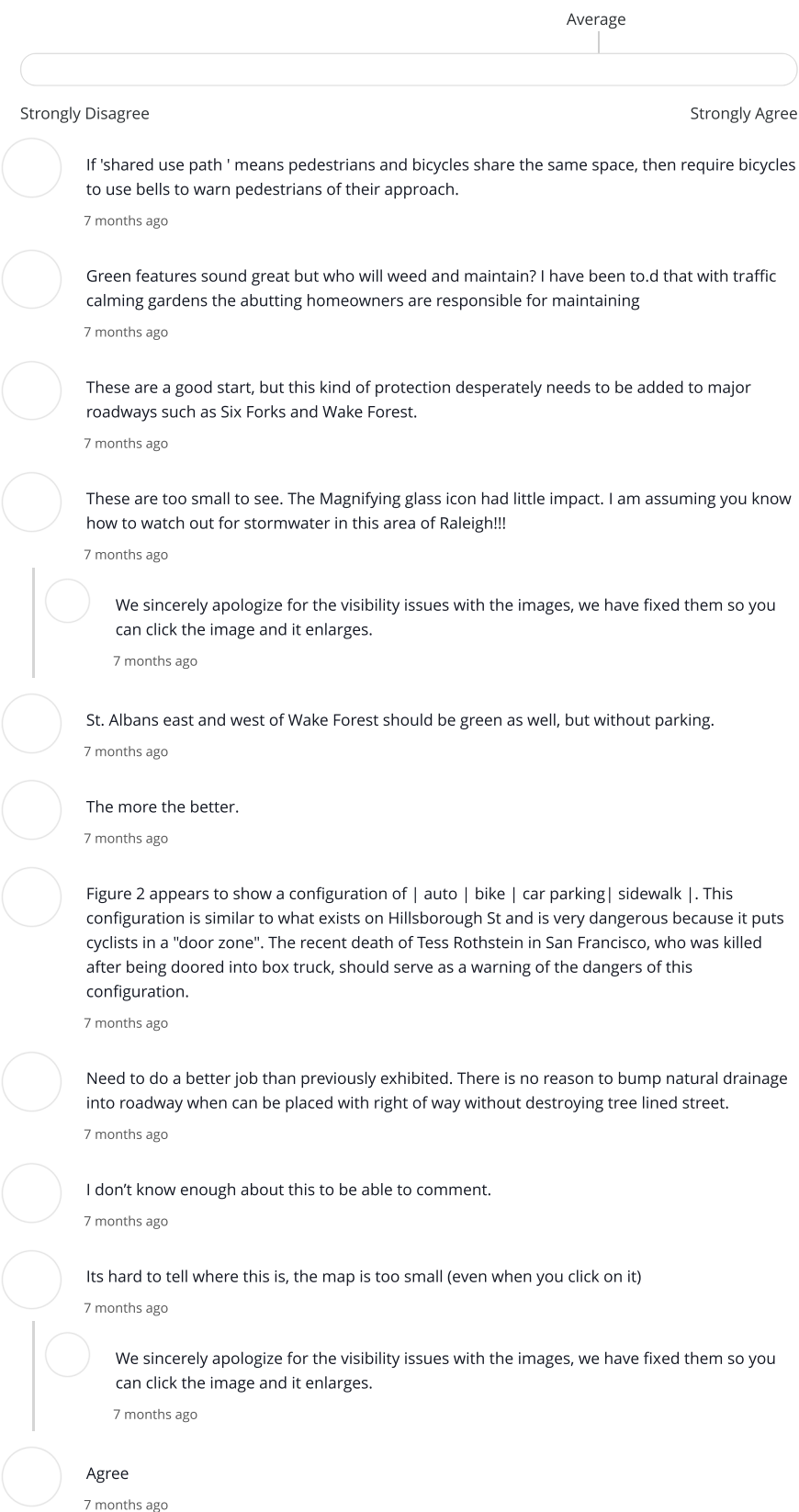


need walk-overs

8 months ago 👍 1 Agree



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?





- Plant trees that fit the space. In too many places, trees that reach 50-60 feet at maturity, like maples and oaks, are planted in areas where there is at most 25 feet of space under the utility lines. The result is that government tree crews hack the large trees into unnatural, ugly forms. If the trees survive, they are stressed and unhealthy. All plantings should be native species and sized to fit the available space.
- 7 months ago 👍 2 Agree
- Again, I like the concept of Green Street Elements to reduce stormwater runoff and slow traffic due to the perception of a smaller street, but please allow for bicycle lanes behind the Green Street Elements so you are not throwing bicyclists out into vehicular traffic. Mourning Dove Rd. is a good example of what we don't want.
- 7 months ago
- can't comment ue to poor quality of picture.
- 7 months ago
- I also feel that the residential portion of St Albans Drive between Wake Forest and Bush needs green street features for the safety of the residents. In my opinion, this is more important than having those features on Bush Street where there are no residential properties.
- 7 months ago 👍 4 Agree
- I am unable to comment on the proposal as the graphics are too small and it is impossible to see what streets you are talking about.
- 8 months ago
- I like the idea but it is hard to discern what the proposal is with the illustrations. I'd like to see more details.
- 8 months ago
- Latimer Road needs some traffice calming help, particularly from Lambeth to Compton.
- 8 months ago
- Very challenging to see/understand the map. I agree with the ideas, but don't know what this map really says.
- 8 months ago
- I can't see the proposal. We need the ability to expand it.
- 8 months ago 👍 6 Agree
- Robert, we sincerely apologize for the visibility issues with the images, we have fixed them so you can click the image and it enlarges.
- 7 months ago
- The areas highlited would benefit from these types of treatments, but I believe they are already reasonably safe for cyclists and pedestrians when compared to other roads in the area.
- 8 months ago
- I have a large screen, but am unable to see the map details.
- 8 months ago 👍 1 Agree
- John, we sincerely apologize for the visibility issues with the images, we have fixed them so you can click the image and it enlarges.
- 7 months ago
- I believe that any attempt to make Midtown more walkable is a worthy endeavor. However, it's difficult to discern the path of the proposed Midtown ring in the attached map. Could you please make this more readable or provide a link. It's hard to comment when there's not a method to enlarge the proposal.
- 8 months ago 👍 2 Agree





Would like to see another in-street infiltration set added at Hardimont and Wingate. That stop sign is routinely missed by drivers. Otherwise, looks great!

8 months ago

👍 5 Agree



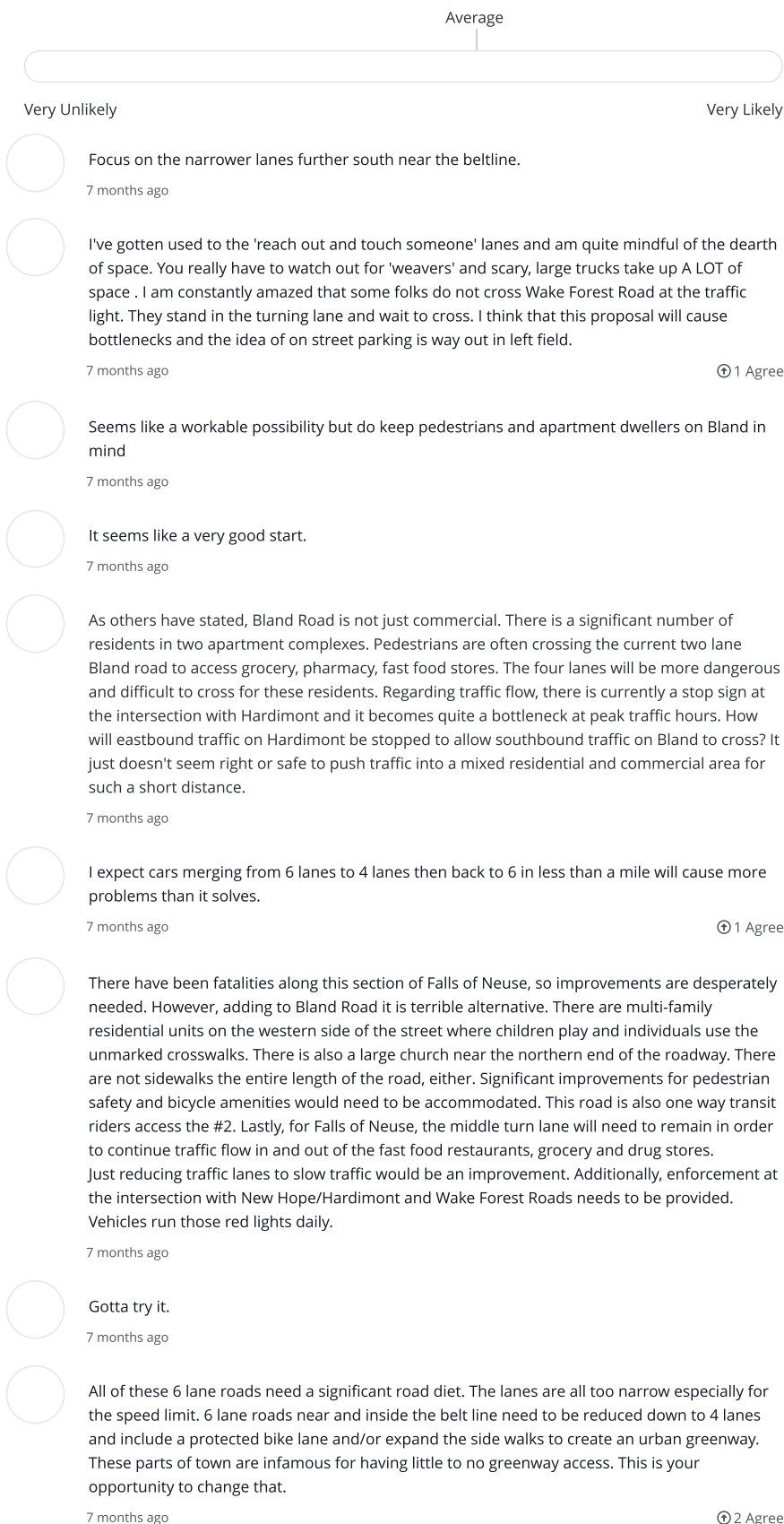
Small strips of plantings and stormwater bump-outs do little to 'minimize flooding'. These are more ideal for water quality improvements.

8 months ago

👍 1 Agree



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?







Please fix narrow lanes. Completely unsafe as is.

7 months ago



No one-way streets and on-street parking please. I really dislike going down Glenwood towards downtown because of the on-street parking. The lanes on Falls are definitely too small/narrow and need to be widen. I don't think making one-streets is the answer. Just makes the lanes normal size. And make the streets walkable. A lot of the sidewalks are overgrown and not cared for. It's dangerous to walk them.

7 months ago



Yes!!

7 months ago



Six lane roads are excessive here. Thank you for looking for solutions.

7 months ago



On-street parking on either Bland or Wake Forest/Falls of Neuse would be dangerous. Bland is already dangerous with the four-way stop mid-way down, near the apartment complex. Encouraging the residents to park on-street will reduce the available space and make vehicle travel more dangerous. Completing the sidewalk on Bland would be more useful. On-street parking on Wake Forest/Falls of Neuse guarantees a slew of casualties, if not fatalities.

7 months ago

👍 3 Agree



Yes! Everyone I know is afraid to drive on Wake Forest because of how skinny the lanes are.

7 months ago



I totally agree that the flawed concept of adding lanes by narrowing lanes was a bad idea and creates a frightening experience for drivers, pedestrians and bicyclists. I have not heard any discussion to date re: the Bland Road expansion to 4 lanes and it appears that it only relieves traffic congestion for a short distance and then the traffic is merged again??? Need a much better explanation/understanding of this proposal.

7 months ago

👍 1 Agree



We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.

The purpose of the Bland Road expansion is twofold: to address the narrow lanes on that section of Wake Forest/Falls of Neuse Road and to encourage a more walkable and attractive development pattern in the area. Because two lanes of Wake Forest/Falls of Neuse would be shifted to Bland, that would allow for a four-lane street with on-street parking. It would provide a much different feel than the rest of Wake Forest/Falls of Neuse, which tends to feel more like a place that people pass through on the way to somewhere else than a destination in its own right. Of course, that concept only addresses the narrower lanes on the portion of Wake Forest/Falls of Neuse that parallels Bland Road. The study is considering options for other sections that can improve the issue without necessarily requiring a full road reconstruction along the entire corridor. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).

6 months ago



- having wider lanes will induce higher speeds from motor vehicles which creates more dangerous situations. You'll get less fender-benders and more fatalities. If the actual footprint of the road is reduced, it could have some beneficial impact on pedestrian safety. What of the bikes?
- 7 months ago
- Dwight, we sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.
- Redesigning these streets would allow for additional space for bicycle facilities. Farther to the south, the plan envisions a "ring" of separated bicycle facilities that connects to multiple destinations in the area, including the Crabtree Creek greenway. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at sara.ellis@raleighnc.gov.
- 6 months ago
- I think it would provide pedestrian and driver safety IF you don't just add on-street parking, which would make it much worse (picture pedestrians now darting from behind a parked car). Unfortunately, getting rid of a lane of traffic would make the traffic through there infinitely worse.
- 8 months ago
- This idea is nuts and would provide very little benefit because the section is so short between New Hope Church and Bland.
- 8 months ago 👍 3 Agree
- I hate one-way streets and would rather see their use eliminated throughout the city. Instead, diet the road to a sensible 4 lanes with adequate spacing and room for bikes or wider sidewalks. A six-lane road is excessive outside of a freeway.
- 8 months ago 👍 4 Agree
- Having more space per lane will improve safety.
- The downside may be that peak traffic throughput (cars per hour during rush hour) may decline, leading to more delays.
- I definitely like making the road safer--even it creates more delay getting home during rush hour.
- 8 months ago
- Traffic is already bad there, I wonder how that would impact it.
- 8 months ago
- Ever since Wake Forest/Falls of Neuse became 6 lanes, it's been crazy and very dangerous because folks don't stay in their lanes. I'm not sure that I understand why only this section parallel to Bland would be reduced. I can't quite envision how this would help. If traveling North from the beltline, where would drivers be forced to reduce to 4 lanes? I'm thinking that would cause a bottleneck on both ends since people merge in such different ways. Am I missing something? Surely, this plan would benefit the businesses along Bland and the drivers/pedestrians along the reduced lane area of Wake Forest/Fall of Neuse, but would drivers have the option of taking Bland if heading North on down Falls of Neuse.....or will Bland's Southernmost end still be at Hardimont?
- 8 months ago 👍 1 Agree
- I suspect that this would help. However, I believe that Wake Forest Road between St. Albans and Six Forks, especially as it converges on the Beltline from both directions, are very unsafe for both drivers and most especially pedestrians.
- 8 months ago 👍 6 Agree





I would need to see specific detail on how these intersections would work but don't think this would reduce traffic load off Wake Forest Rd. Is Bland getting extended and re-aligned at its southern end to terminate at Wake Forest Rd. instead of Hardimont?

8 months ago

3 Agree



We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.

This connection is still under being studied. The plan's final draft recommendations, to be published in September, will address this concept more specifically. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at sara.ellis@raleighnc.gov.

6 months ago



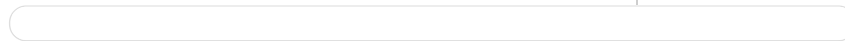
While Bland "largely" serves commercial areas, there are a significant number of apartments on the west side near Hardimont, and many individuals who live in those complexes (and residents nearby) cross Bland to access the Food Lion.

8 months ago

1 Agree

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?

Average



Very Unlikely

Very Likely



I would be easier to decipher these maps if some major businesses were labeled. Pedestrian bridges work - love the one from the art museum .

7 months ago



This seems like a very good idea, although it could backfire if people start using it as a shortcut. This could be controlled by adding significant traffic calming features to Barrett Street and the Bridge. I would also hope that the separation of pedestrians and motorists on the bridge would be substantial - a low wall or concrete posts. I especially like the idea of a pedestrian only bridge at Bush Street.

7 months ago

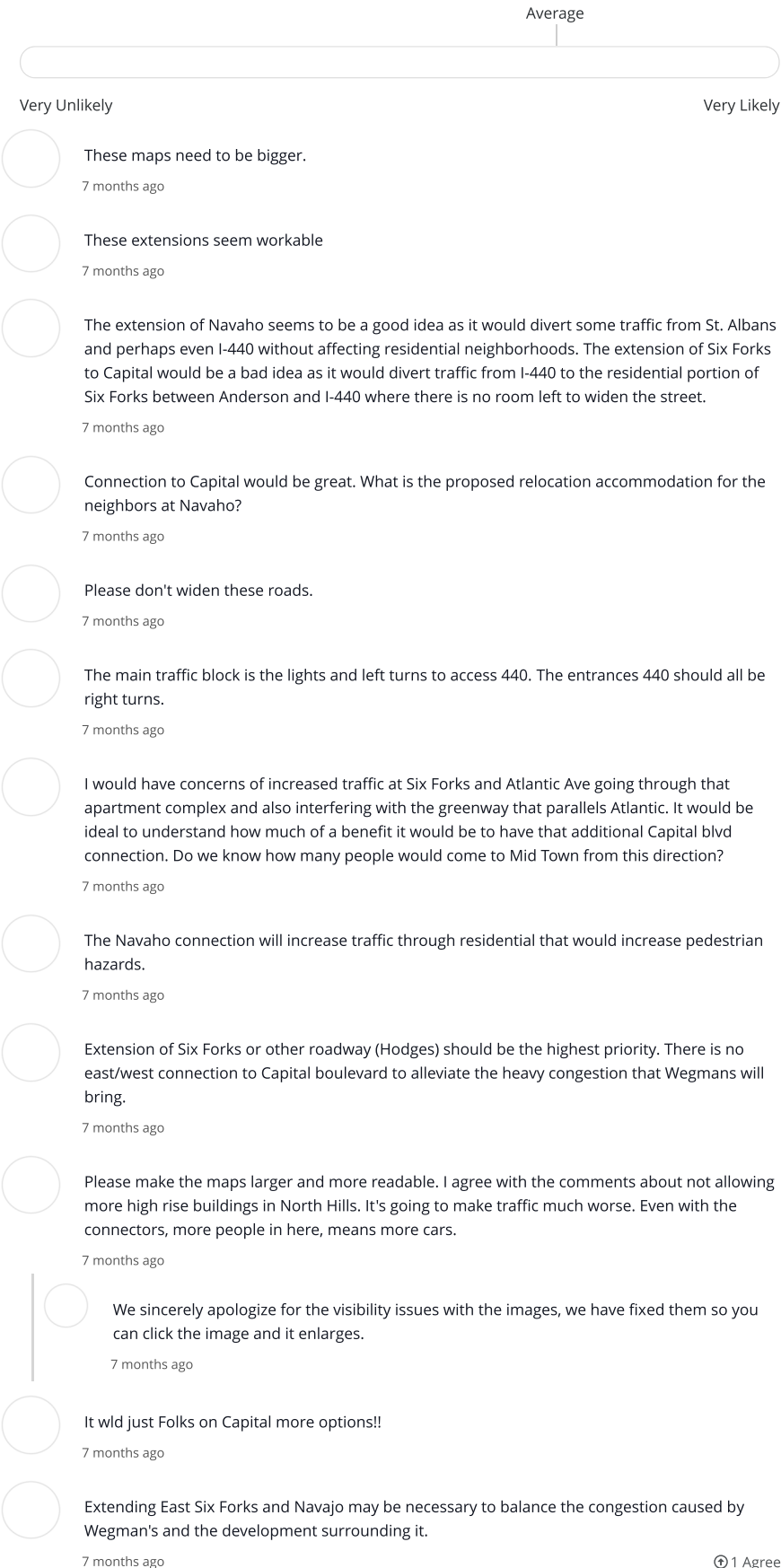


Great connections in some areas. Why is there a proposed connection from Hilton N. Raleigh to Duke Raleigh Hospital? There is a pedestrian crossing just north and south of there. If selected a project, the transit stops should be located for greatest convenience.

Show all 31 Comments



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?



1 Agree



- Particularly, the extension of Navaho Drive to North Hills would be a welcome addition.
- 7 months ago 👍 1 Agree
- I would like to see more streets connected through existing commercial & mixed use areas, but fully understanding the impact of where these streets will dump their traffic and impacts that creates is a discussion that needs to happen. We also need to be very careful that any of these solutions NOT dump more traffic into neighborhoods that are already being impacted by folks trying to escape our currently crowded roadways.
- 7 months ago 👍 1 Agree
- give cars more space to drive, more people will fill the space with cars.  
the big takeaways from the public input were: 1 Fix the pedestrian situation. 2 cut-through traffic in residential areas. From the results, the major concern was not congestion on the arterials. Make these connections ped/bike only. You won't add any cars to the neighborhoods, you'll induce bike and pedestrian trips and increase the safety of vulnerable road users who would then have protected access to reach more destinations. Save \$\$\$\$ too!
- 7 months ago 👍 3 Agree
- If these newly connected routes get too fast/busy it might be harder for cyclists to use them. So long as the two overlapping networks (car, bike) both remain safe and convenient for users, I think this is a good idea. I think Minneapolis is an example of a city that keeps some quiet streets designated as bike thoroughfares.
- 8 months ago 👍 2 Agree
- Agree with thoughts below. These maps are too small to be able to understand the plan. But without seeing it - hope you are considering the new Grubb Development on the Peden Steel site and how that connection from Capital through to Wake Forest Road may need to be considered as the Atlantic Ave corridor b/t 6 Forks and Wake Forest Road grows. I believe we need more High Rise buildings in this area to create density and curb sprawl. That said, Raleigh needs to consider that growth in these improvement plans, rather than ignore it.
- 8 months ago 👍 1 Agree
- To respond to some of the comments here -- increased density can be managed without a lot more traffic if people are given other options -- buses, walking and cycling. These areas can flourish, but we need orders of magnitude more options for alternative transportation. Why are we spending money on new and wider roads when we can put it towards improving the bus system?
- 8 months ago 👍 2 Agree
- We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.
- The community, with the 2016 passage of the transit sales tax, decided to commit significant resources to improving its transit system. Those improvements will include more frequent routes through much of the city, including Midtown. They also will include the creation of a bus rapid transit system, which this plan proposes to use as part of an improved transition connection between downtown and Midtown. The street projects proposed here would improve mobility for drivers, but as they focus much more on creating a connected network than on widening streets, they will have benefits for people walking or using transit as well.
- If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).
- 6 months ago
- The Navaho Drive extension to North Hills would make it easier to go from North Hills to the Costco/Wegman's area (or the reverse)--versus via I-440. Given the future traffic impact on the Wake Forest Road / I-440 ramps, a Navaho Drive extension may have benefits.
- I agree with the respondent that high-rise buildings, in selected areas, should be banned by City Council. I am confident that the planning department can provide traffic forecasts that show the worse future congestion.
- 8 months ago 👍 3 Agree





Easier yes also even more traffic at Six Forks and WFR where once the Wegman's area gets fully developed that will be a traffic nightmare. Would not connect Six Forks to Capital.

8 months ago



I am not sure how North Hills can handle too much more traffic! One answer is to quick allowing high-rise buildings! It appears there is no end in sight for buildings to travel all the way down St. Albans.

8 months ago

👍 2 Agree



Could you please make this more readable or provide a link. It's hard to comment when there's not a method to enlarge the proposal being presented.

8 months ago

👍 4 Agree



Try right clicking the image and choosing "open image in new tab". That will allow you to zoom in and see everything much clearer.

7 months ago

👍 1 Agree



These extensions could help but I'm guessing that extending Six Forks would take out some businesses at that intersection of Hodge & Capital.

8 months ago

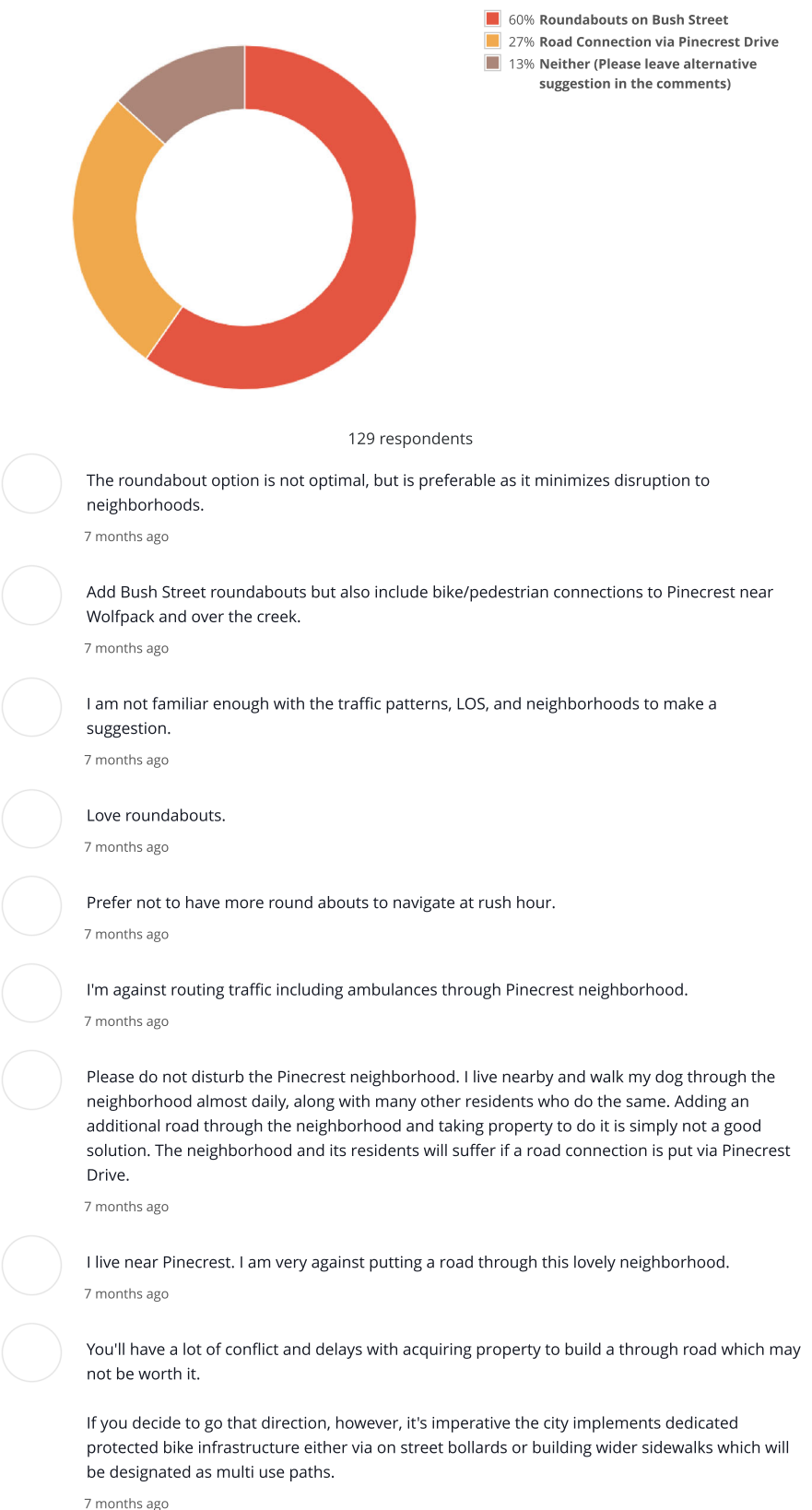
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7. One connectivity issue involves limited and indirect east-west connections between Wake Forest Road and Atlantic Avenue north of 440. This adds travel time for buses and other vehicles, including those traveling to or from Duke Raleigh Hospital.

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?





-  I agree with other Pinecrest residents. A road through the neighborhood will not help the traffic flow issue and negatively impact the residents and property values. Cutting through the neighborhood will not save enough time to justify this option.
- 7 months ago 👍 1 Agree
-  Pinecrest option impacts neighborhood far too much.
- 7 months ago 👍 1 Agree
-  Most people have trouble using roundabouts, based on my experience on Hillsborough Street. Roundabouts also create confusing intersections if poorly designed. I have seen roundabouts in one Wilmington neighborhood that are too small for emergency vehicles. Is there enough room to accommodate both the roundabouts and emergency vehicles?
- 7 months ago
-  We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.
- Roundabouts can be designed to accommodate emergency vehicles by using a low “mountable” roundabout that emergency vehicles can travel over if needed. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at sara.ellis@raleighnc.gov.
- 6 months ago
-  I live on Pinecrest and I agree with other comments that routing traffic through Pinecrest would be detrimental to our neighborhood without improving arterial traffic, or the congestion at 440/Wake Forest Road. Most drivers come through Wolfpack/Bush to reach 440 via Wake Forest Road, making a connection to 440 via Atlantic may be a much better approach for all.
- 7 months ago 👍 3 Agree
-  I agree with Patrick that I-440 accessibility from Atlantic Avenue would be a better way to impact the current traffic issues and avoid impacting residential neighborhoods.
- 7 months ago 👍 1 Agree
-  Roundabouts on Bush would also help to decrease the speed of traffic on Bush Street. There has been some racing there in the evenings.
- 7 months ago 👍 1 Agree
-  An alternative idea would be to add I-440 accessibility from Atlantic Ave. The majority of the East/West traffic through the Pinecrest neighborhood via St Albans or Navaho, Bush, and Wolfpack are drivers going between 440 and Atlantic Ave. This would eliminate the any concerns for direct residential impact and reduce vehicle traffic on side streets.
- 7 months ago 👍 2 Agree
-  I think the plan with the roundabouts is much better.
- 7 months ago 👍 1 Agree
-  I live on Pinecrest Dr. This would likely mean demolishing my home. If not, it would drastically decrease my property value and that of all homes near by. Please do not touch Pinecrest Dr. This is a neighborhood not a highway.
- 8 months ago 👍 8 Agree
-  Routing this traffic through the Pinecrest neighborhood is a horrible idea. Pinecrest drive is already dangerous as it is and is terrible location to funnel all this traffic. One of the folks that lives on Pinecrest has already had his mailbox knocked over 3 times by cars. People would have to reverse out of their driveways into traffic around a nearly blind corner. The lower portion of Seminole drive already has had issues in the past with flooding and this proposal would also make this problem worse. Also this idea would snarl up traffic from Navajo with a pinchpoint being at Bush/Wolfpack effectively slowing traffic in BOTH directions.
- 8 months ago 👍 5 Agree





Connecting via Pinecrest will make Pinecrest a heavily travelled road. It would increase traffic through our residential neighborhood and potentially be a safety issue for our families. Having busses and ambulances cutting through the center of our neighborhood will not only increase traffic but also noise. My elderly neighbor has voiced her concerns about being able to safely turn off Seminole onto Pinecrest. A roundabout on Bush to Navaho would be the preferred method to save our neighborhood.

8 months ago



Public streets are for everyone, not those who live on that particular street... do what is best for the public, not the individual.

8 months ago



I live on Pinecrest. More traffic would ruin our street and neighborhood.

8 months ago

👍 4 Agree



I live on Pinecrest Drive. I am very much against more traffic being routed down Pinecrest.

8 months ago

👍 7 Agree



Is this really a problem? I feel like we're talking about one left turn and one right turn on streets that have relatively little traffic anyway.

8 months ago

👍 1 Agree



Could you please make this more readable or provide a link. It's hard to comment when there's not a method to enlarge the proposal being presented.

8 months ago

👍 4 Agree



If you use Control + on your computer, you should be able to see the maps better.

7 months ago



I would prefer to not have another road come through my neighborhood. This would increase the number of non-residential vehicles coming through the neighborhood, and make it even less friendly to pedestrians who need to walk along the other roads in the neighborhood, which do not have sidewalks. I also would hate to see people lose their homes.

8 months ago

👍 9 Agree



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?

Average

Very Unlikely
Very Likely

☐

You need to think very seriously about shelters at bus stops. Standing and waiting for a bus in ALL kinds of weather is NOT appealing. Show some respect for bus riders and put up shelters with seating. We could practice being a big city with these small additions. Really, by the time all these improvements, additions and corrections occur, I'll be calling someone for Senior Citizen transportation.

7 months ago 👍 1 Agree

☐

Does not affect us since neither Midtown or Downtown are usual destinations for us.

7 months ago

☐

I would be more likely to use BRT on Wake Forest Road and the connections there. The connections to N. Hills and downtown Raleigh would serve a much smaller population than Capital Blvd. service. N. Hills should enter a direct public/private partnership or pay for service for their tenants from downtown.

7 months ago

☐

I think many would use it, just not me.

7 months ago

☐

Now is the time to plan for the future. We need to have a light rail with stations in the high density areas like north, midtown, RTP, Briar Creek, universities and shopping with parking lots for rides her connecting across and into downtown. We can not completely rely on buses as they will not move as many people they don't attract daily riders with cars and they move at the pace of traffic in a lot of places. Please allow the citizens to vote on a transit plan that includes light rail

7 months ago 👍 1 Agree

☐

How do we get light rail back on the table from 2013. This needs to be an option! The city is growing and we will be behind if we don't get ahead of the growth and buses is only a partial solution.

7 months ago

☐

I am always down for more transit options but can we please look at light rail

7 months ago

☐

LIGHT RAIL. A bus can not do a trains job. Please use light rail

7 months ago

☐

One more reason to have connectivity easy/west between Six Forks and Capital boulevard.

7 months ago

☐

Additional bus service would be a plus. I would love to see buses running on the half hour all day.

7 months ago 👍 1 Agree

☐

Critical to increase options not completely dependent on cars

7 months ago

☐

I probably wouldn't use it, but I think it's important to increase transportation options in Raleigh.

7 months ago



- My use would depend on the chosen routes. A lot of areas in Raleigh lack bus service of any kind. East-west routes that do not go into downtown are especially lacking. A north Raleigh station may be necessary, rather than trying to route everything through downtown. I-440 does not have enough shoulders of sufficient size to accommodate both buses and breakdowns/accidents.
- 7 months ago 3 Agree
- I would not use it, but I do see many bus riders along Wake Forest. I suggest that we create indentations at the curb along Wake Forest to accommodate waiting buses at bus stops so that we don't stop an entire lane of traffic while riders get on/off; it really creates a bottleneck!
- 7 months ago
- I think it is critical to increase access to all forms of transportation that reduce traffic by individuals driving individual cars on our roadways. I would include in that list of options better and safer walkability; safe bicycle lanes/options; BRT that is safe, efficient, clean and on time & light rail for more distant destinations in the triangle area. Charlotte has made going "uptown" a fun experience with the light rail they have implemented.
- 7 months ago 3 Agree
- Light Rail definable needs to be an options. I found a map on of the 2013 wake transit plan and the light rail that was then proposed went right thru midtown. That would be the best option. I think light rail brt and buses working together like you said but we need them all. Not just brt and buses and a commuter rail that runs infrequently
- 7 months ago
- not going to walk to north hills, catch a connector, catch the BRT, then figure out the last mile when I get wherever. Hard to imagine many Midtown residents going through that to get to work. But it would be useful to folks coming to work in Midtown from NE Raleigh, so I think this is a good place for BRT.
- 7 months ago 2 Agree
- Would only use if the BRT is well maintained and safe.
- 8 months ago 2 Agree
- Definitely need better bus service to downtown. BRT from n. Hill to downtown would be incredible
- 8 months ago 2 Agree
- Why not envision a BRT extension to "Midtown" via Six Forks rather than a limited use express on 440?
- 8 months ago 1 Agree
- David, we sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.
- The plan has looked at that question. Widening that section of Six Forks would be a very costly and difficult enterprise that is likely not warranted by existing transit demand. As BRT has longer distance between stations than standard bus service, using 440 would allow for faster travel while still allowing for key stops at North Hills and, depending on future routing, Wake Forest Road. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).
- 6 months ago





I would never use this service; I avoid downtown. Do we know how often is there a disabled vehicle on the 440 shoulders that will obstruct this 'fast and easy' way to get downtown?

8 months ago



We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question. Rarely, but vehicles can be moved quickly. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).

6 months ago



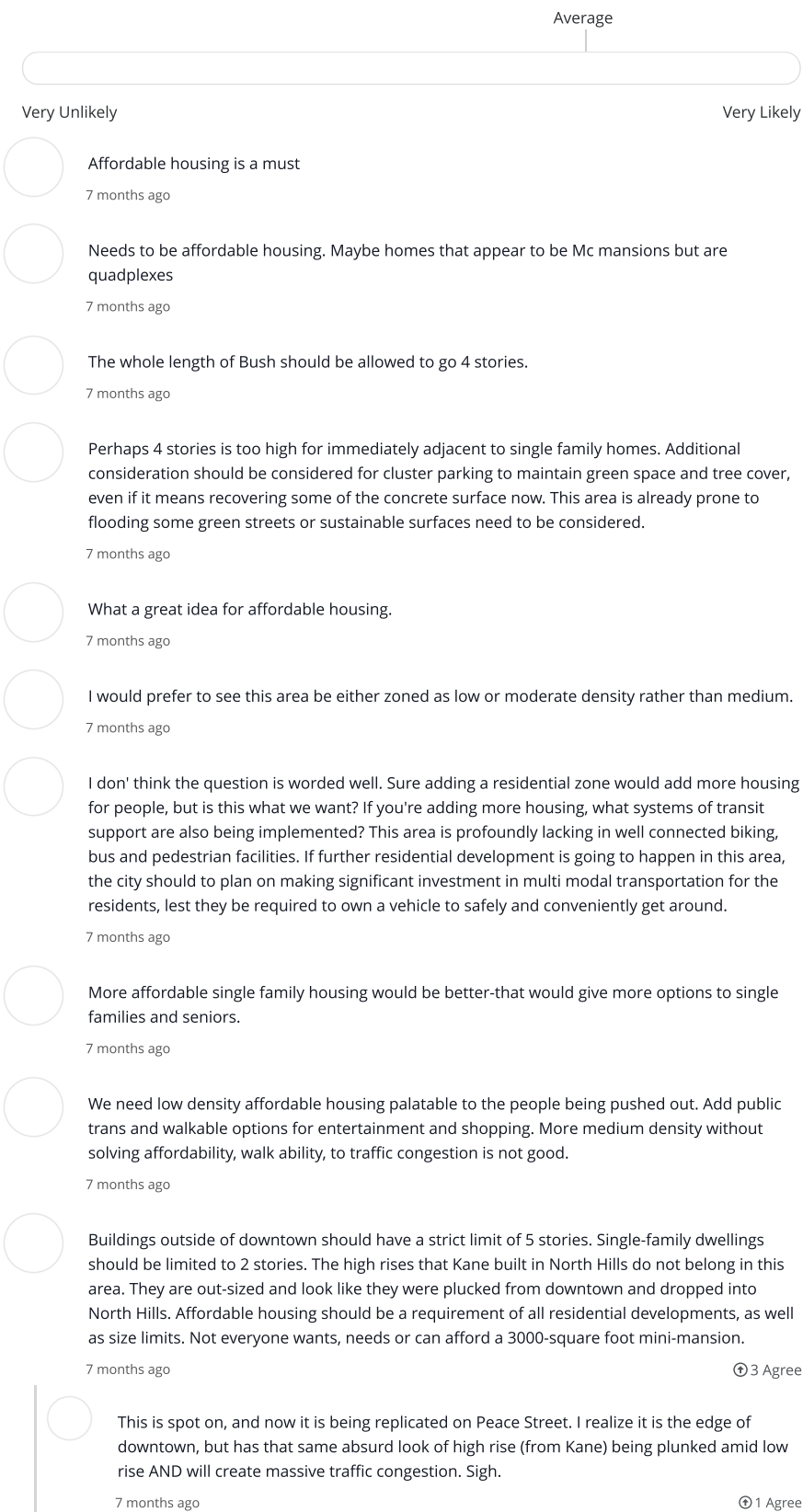
Could you please make this more readable or provide a link. It's hard to comment when there's not a method to enlarge the proposal being presented.

8 months ago

👍 1 Agree



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?





- It does seem to be an underused area, but what happens to the industry that is currently there? and if we add dense housing, can we create public transportation to support it?
- 7 months ago
- We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.
- A market study noted decreasing demand for industrial uses in the area. The plan would not force any changes of use, but would merely permit them. The area would receive a boost in transit frequency (every 15 minutes) that would better serve residential and mixed uses. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at sara.ellis@raleighnc.gov.
- 6 months ago
- I agree with many of the comments by those espousing consideration for affordable housing options for families and seniors. I think all zoning/new housing alternatives MUST include affordable housing in the mix. The true measure of a city's compassion & heart is the way they embrace all members of our society.
- 7 months ago
- I think this map is labeled incorrectly. What is labeled as Wake Forest is really Bush Street, right?
- 7 months ago
- Susan, thank you very much for pointing that out, the map was in fact labeled incorrectly and Wake Forest is in fact Bush Street. We have corrected that error and re-uploaded the map.
- 7 months ago
- As long as there is housing that accommodates the "senior" population, along with appropriate public transportation for non-drivers. At this current point in all the Midtown planning, there's seems to be no addressing the issues of the senior population, in this area.
- 7 months ago 👍 1 Agree
- If affordable housing for families and seniors, who desire to live in Midtown, also have access; along with the necessary public transportation connections for non-drivers.
- 7 months ago
- mixed use please! If you're going to give us density, please give us the good things that go with it like more culture, businesses and entertainments, not just more traffic and pollution.
- 7 months ago 👍 3 Agree
- Yes, we need to have options and requirements for affordable housing so the development in MidTown is available to all of Raleigh's residents. The tear downs and large single family homes being built in Lakemount are decreasing affordability and limiting who can live in the neighborhood.
- 8 months ago
- We need flexible density in our neighborhoods to accomodate a variety of housing styles and prices. More affordable options and more ethnic diversity are preferable.
- 8 months ago 👍 2 Agree
- Is the Wake Forest Road label on this figure correct ?
- 8 months ago
- Lubin, we sincerely apologize the map was labeled incorrectly and this has since been fixed.
- 7 months ago
- I think the roads on this map are mislabeled. Additional density in the area would be good, but we should be mindful of protecting the small minority owned businesses in the area.
- 8 months ago





Higher density residential is a great thing for this area, but why not zone this as mixed use like the adjacent parcels? A greater diversity of use will benefit this area. Also, I think Bush St. is labeled as Wake Forest Rd. on the map.

8 months ago

👍 2 Agree



Andrew, we sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.

The concept is that the area has a large amount of retail already, and that housing would make for a better mix, with less of the transportation demand that comes from a retail-only area. That said, some mix of uses, including office or some limited small-scale retail, could be a reasonable part of that mix. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).

6 months ago



I'd like to see a wider variety of housing for single family that are more affordable than those luxury things being built everywhere. Get creative with housing for families and for seniors who want to stay but downsize. Patio homes, townhouses with first floors, nice places for families that offer more options

8 months ago

👍 9 Agree



If any changes were made, I'd prefer to see space for single family homes vs apartments and townhomes.

8 months ago

👍 6 Agree



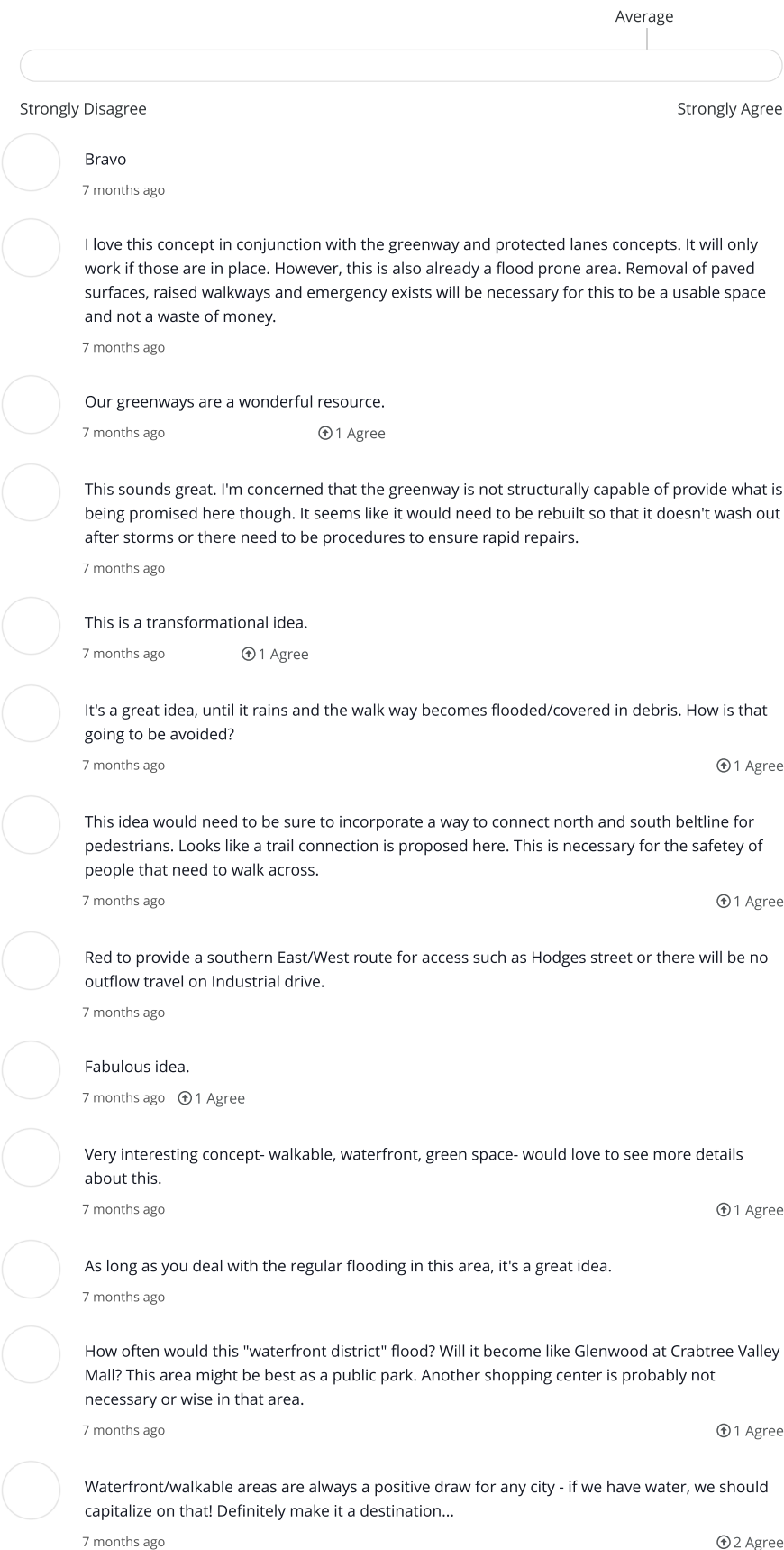
Many current residents in Midtown are retirees who would like to stay in the neighborhood, but downsize. There are virtually no suitable townhomes or condos in Midtown to serve these residents. Good idea!

8 months ago















👍 4 Agree



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?

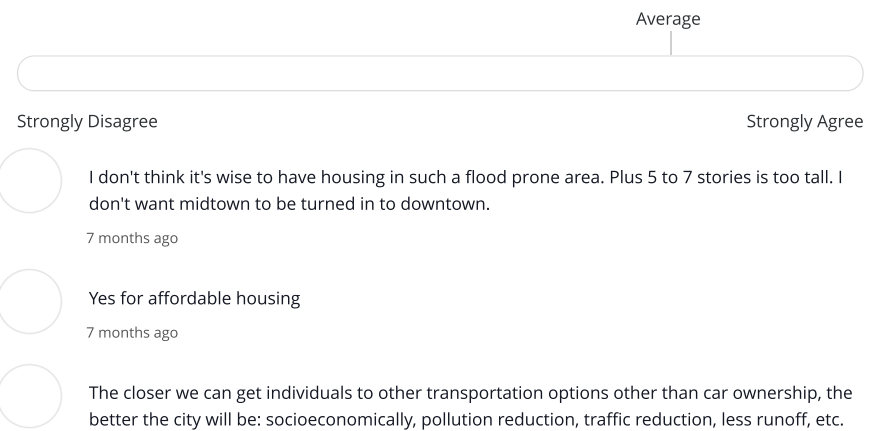




-  I love this concept! I am always going to support new, beautiful, green, public spaces and having it be a waterfront district adds to the possibilities. It especially makes sense given that businesses in this area are constantly flooded, so why not let mother nature do her thing and benefit from it. I think we need to plan carefully so that we end up with a public space that we are proud of.
- 7 months ago 👍 2 Agree
-  best idea in this plan.
- 7 months ago
-  Looks great!
- 7 months ago 👍 1 Agree
-  Yes, only if it ensures the area can manage stormwater flow, limits impervious surfaces and minimizes flooding after heavy rains or storms
- 8 months ago
-  Love it.
- 8 months ago 👍 1 Agree
-  Great idea!
- 8 months ago 👍 3 Agree
-  This is a great idea, as is the desire to create unique, inviting places in general. One thing that sucks the personality out of a place like this is if it is filled with big chain restaurants and shops. How can the city support local businesses to flourish here (and in other "great places")?
- 8 months ago 👍 1 Agree
- 
-  We sincerely apologize for the delay in responding, but wanted to ensure we provide you with a detailed answer to your question.
- Making sure customers can access business areas by different means creates a setting where all businesses, including local businesses, can flourish. Walkable areas in particular often provide a setting that encourages local businesses. If you would like additional information, or feel like your question wasn't fully answered please reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).
- 6 months ago
-  Yes, Yes, Yes
- 8 months ago 👍 4 Agree
-  We just need to remember that this area is already prone to flooding. Any redevelopment that is done needs to have an emphasis on treating stormwater and removing impervious surfaces.
- 8 months ago 👍 2 Agree
-  Does Crabtree Creek really have enough water to merit being called a 'waterfront' area?
- 8 months ago 👍 1 Agree
-  I love any idea that provides new, open public space for Raleigh particularly if it involves water. What a great new asset for the city!
- 8 months ago 👍 6 Agree
-  Seems like it would just create more traffic and hassle in areas that I currently use to avoid the traffic and hassle of horrible midtown
- 8 months ago 👍 2 Agree
-  Absolutely! There are few areas around here that offer a "waterfront" walk!
- 8 months ago 👍 9 Agree



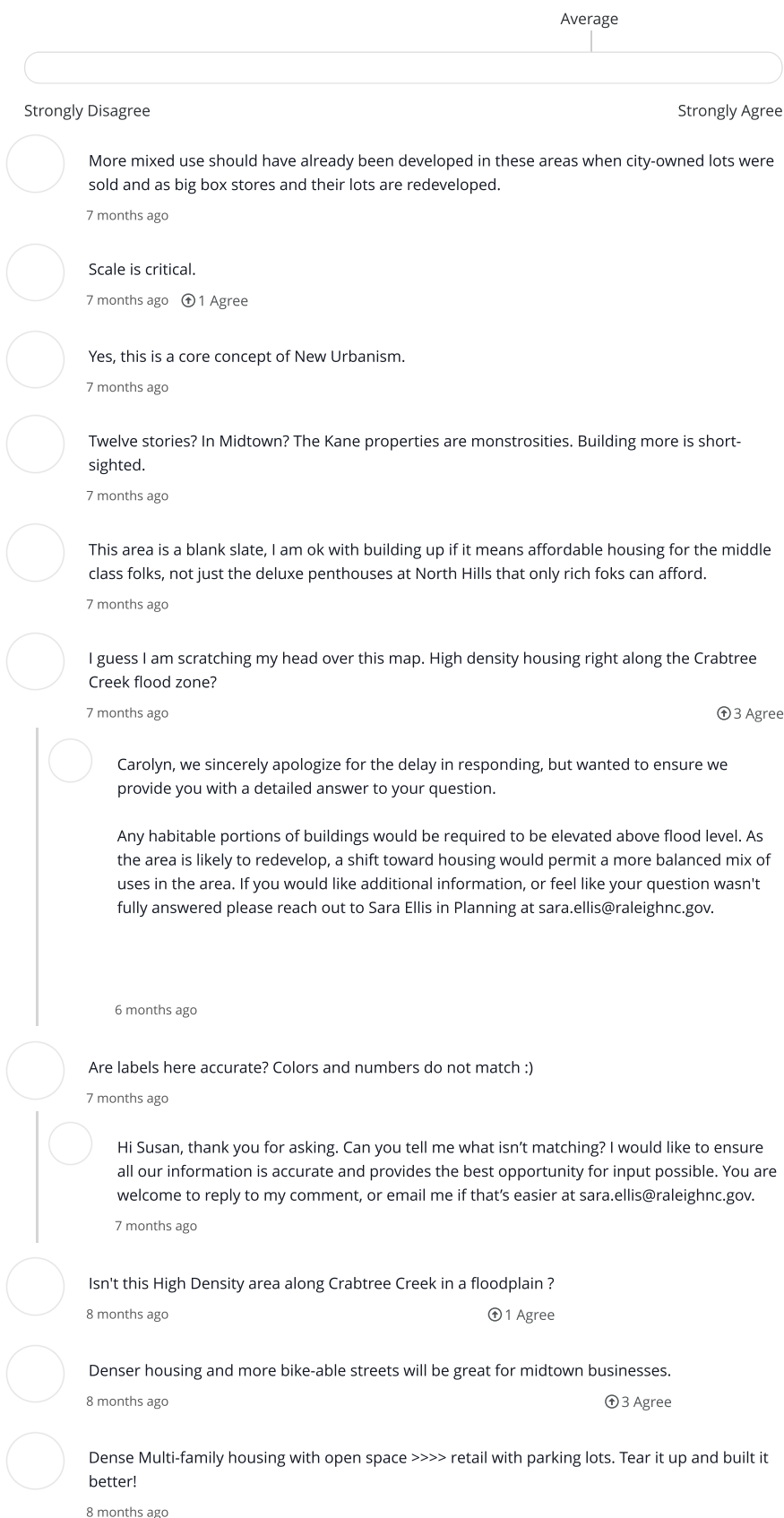
11. To support the concept from the previous question, the plan proposes reducing the overall amount of future commercial uses in the area along Wake Forest Road south of 440 and encouraging more housing. Because the area already has a lot of retail space, the goal is to provide a better balance of uses 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?



Show all 23 Comments



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?







As a homeowner who lives in an older, single-family home neighborhood nearby, I think there is too much concern over the preserving and respecting the neighborhood scale. I love where I live, but given Raleigh's growth, we can choose to either increase density and keep this area affordable, or we can choose to preserve the appearance of our neighborhoods while pushing out our neighbors. For the area displayed on the map, I support increasing density, but if there isn't serious, innovative stormwater management, building here would be disastrous. Crabtree Creek already overflows multiple times a year; this can't happen if we have hundreds or thousands of people living in this area.

8 months ago

👍 6 Agree



Isn't this an area that floods a lot? Isn't that why only industrial and warehousing have historically been there?

8 months ago

👍 1 Agree



This area is pretty flood prone already. How will stormwater be addressed with increased density and presumably increased impervious surface?

8 months ago

👍 3 Agree



No more over 3 stories please. We have enough already as evidenced by COR's scrambling to accommodate these development projects.

8 months ago

👍 2 Agree



I agree with previous respondent: "keep high density buildings (red) closer to current north hills; do not extend to millbrook and six forks due to amount of cut through traffic in surrounding neighborhoods"

8 months ago

👍 2 Agree



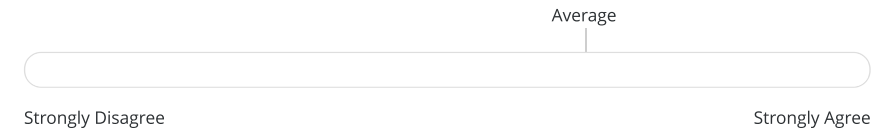
keep high density buildings (red) closer to current north hills; do not extend to millbrook and six forks due to amount of cut through traffic in surrounding neighborhoods

8 months ago

👍 2 Agree



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?



- ☐

20 stories along st. albans is only going to create more runoff into Big Bear Creek. 20 stories or 12 - 20 stories doesn't matter. The space is already impeding line of sight for single story homes. The fact that you had to add "Keep your comments civil" tells you what is actually desired by the neighbors other than the majority of land owned by a single developer.

7 months ago
- ☐

Sounds reasonable to me.

7 months ago
- ☐

No need for increased population from 20 story buildings. Please maintain current 12 story limit with one story along highway as in current plan.

7 months ago
- ☐

i would prefer not to have more towers in the area. how can we handle the traffic?

7 months ago 👍 2 Agree
- ☐

But more 20-story buildings? how about a 10 story limit?

7 months ago
- ☐

All buildings over five stories should be restricted to downtown. Capital Towers and North Hills shopping center are out of sync with with the surrounding neighborhood. We do not need more of that.

7 months ago 👍 1 Agree
- ☐

I cannot believe that we continue to discuss plans for 20 story+ buildings in the Midtown Area. How much more density and traffic can we inflict on those who live here?

7 months ago 👍 1 Agree
- ☐

doesn't this reduce heights along the southern edge of the area shown? There are currently 5 & 6 story buildings were this image is proposing 3? Build it up!

7 months ago
- ☐

I f mix use is planned correctly, it will not increase traffic as much as suspected. As there are people that will live & work all in the same area and not need their cars that often.

8 months ago
- ☐

I disagree that 20 story anything in that area should be an option. Those should all be downtown. I think the scale of going from 20 to 7 would be jarring.

8 months ago 👍 1 Agree
- ☐

No more over 3 stories please, the population and traffic density is already too high.

8 months ago 👍 1 Agree
- ☐

Easy to see that I-440 will become an urban canyon -- with 20 story buildings, creating more traffic issues for the surrounding areas. How about a max of 5 stories with a step-down to 3 stories.

8 months ago 👍 3 Agree





It is hard to imagine this area handling any more traffic than it already has. The idea that there are more 20 story office buildings being planned is crazy.

8 months ago

👍 1 Agree



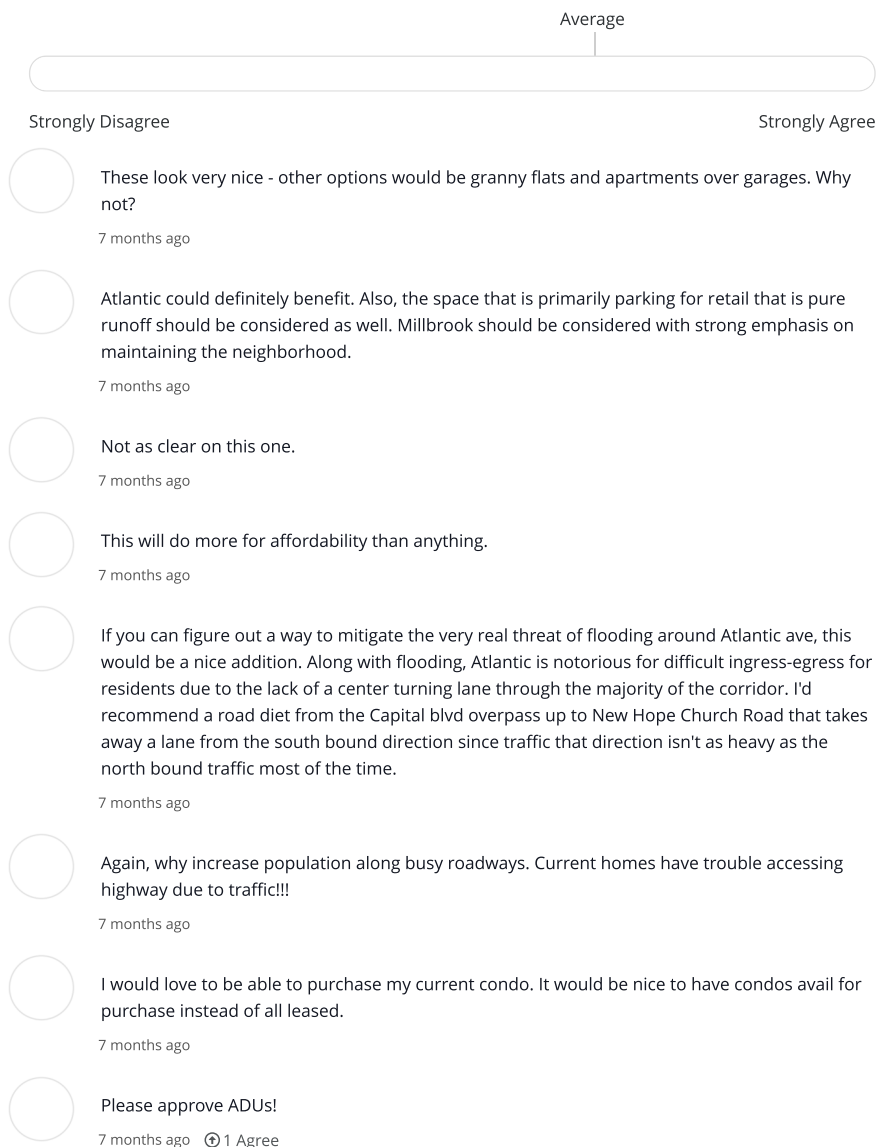
I think Midtown should have increased density and taller buildings and prevent the spread of 3-5 apartment sprawl that is occurring in every corner of Raleigh!

8 months ago

👍 9 Agree



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?





Where on Millbrook and Atlantic? These roads are commercial zones. Is the plan to raze old buildings and replace them with small multi-family homes in subdivision-style developments. Raleigh does not need more apartments or condominiums that front directly on the sidewalks. I agree with Sue O'Neill that there is a risk that these multi-families will become rentals owned by only a few people. This kind of development could be concentrated in the hands of non-resident investor landlords.

7 months ago 👍 1 Agree

We sincerely apologize for the delay in answering your question. We are so glad you asked, this is a great question. The concept here applies only to the residential portions of Millbrook and Atlantic. All of Millbrook Road between Falls of Neuse Road and Six Forks Road is characterized by detached houses, except for a few properties at the intersections. Atlantic Avenue is generally more commercial, but the portion on the east side south of New Hope Church Road does consist of residential uses and zoning. As streets get busier or wider, uses along those streets often evolve. That's what this proposal would do, to allow those existing houses to evolve in a modest way that would preserve the existing scale but permit some additional housing types such as townhouses or small apartments.

If you would like more information, or feel like your question was not adequately answered please do not hesitate to reach out to Sara Ellis in Raleigh City Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).

6 months ago

I think your "gentle density" has merit, especially if it makes housing more affordable and offers a pleasant place to live and call home.

7 months ago

The greatest effect of this gentle densing approach is if the properties turn into rentals rather than owned multi-family residences.

7 months ago

this is a great idea. We need to start allowing organic by-right upzoning to the next level of density city wide. Gentle and widespread. I'd like to see this idea generalized to the whole area.

7 months ago

Super strongly agree.

8 months ago

Seems like baby-steps. This would be more appropriate outside the Beltline, but ITB needs to be much higher density than duplex or quadplex

8 months ago

The neighborhoods will no longer be quiet and peaceful but be over crowded with residents vying for parking spaces. And if these housing options are anywhere convenient, they certainly won't be affordable to seniors.

8 months ago 👍 3 Agree

Are you sure these are multi family homes? They all look like SFH. I think that anytime you take down what is already there it is going to be replaced with something that is not affordable. Because, you know, the development community cannot afford to build if it isn't big and they can't achieve instant wealth. All that talk of multi family being affordable is so far completely inaccurate.

8 months ago 👍 2 Agree

Yes we are, these are some examples of multi family homes that look more similar to single family homes, but are different types of duplexes, or they have extra units in the back of the home with a shared driveway.

7 months ago

I favor more affordable housing, but not the more affordable apartment/townhouse "complexes" that have been approved in the past. The photos show properties that do not appear to disturb the "feel" of our neighborhoods, which I believe is important.

8 months ago 👍 7 Agree





Yes, yes, yes! Please be more creative, these types of housing can fit in many places if people would quit being so zoning protective! Make room for every economic strata!

8 months ago

👍 1 Agree



I just don't believe that these places would be any more affordable than the houses around midtown

8 months ago

👍 1 Agree



Also granny flats and apartments over garages.

8 months ago

👍 6 Agree



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?

Average

Strongly Disagree
Strongly Agree

The City of Oaks is allowing a lot of trees to come down. I sure hope that all these 'improvements' do not result in a concrete jungle.

7 months ago

Visit Atlanta area and you will see that Raleigh will in fact need several "downtowns" to remain livable and accommodate growth

7 months ago

This section should be adjusted to mixed use. Right now it looks like the sections of Capital Blvd that the city has worked so hard to make plans to change. Over the past few years as more development has occurred there is no reason that couldn't have been used for mixed use with retail below. Increased transit service should be available to connect these residents to N Hills and downtown.

7 months ago

Yes!

7 months ago

I concert with making an area more walkable, it should also include improvements to infrastructure. I see no mention of such improvements. If residential and retail are planned, they city should make sure urban and greenways and multi use paths are the way people commute to these areas. Let's put pedestrians and cyclists at the top of the priority list, after all its a pedestrian walking into a store or a cyclists locking up their bike feet away from a restaurant that are the people how will really be spending their money vs someone driving in their car.

7 months ago

Again, keep housing off major roadways.

7 months ago

No, instead put more affordable housing opportunities here.

7 months ago

We have vacant office, restaurant and retail space that is not being used right now. Some of it has been vacant for a decade or more. Why create more on speculation in a misbegotten "If we build it, they will come" belief?

7 months ago

We sincerely apologize for the delay in answering your question. This proposal is based on the understanding that areas evolve. It acknowledges that there is a decreasing demand for industrial or warehouse uses that are currently envisioned in long-range plans for this area, and a growing demand for office employment and housing uses. It also is based on the concept that improving the walkability of Wake Forest and Bland roads could lead to a different range of uses in the future.

If you would like more information, or feel like your question was not adequately answered please do not hesitate to reach out to Sara Ellis in Raleigh City Planning at sara.ellis@raleighnc.gov.

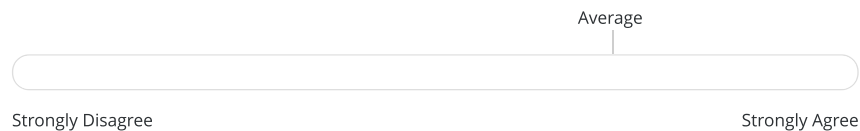
6 months ago

2 Agree



- ☐ You start off talking about a more walkable place, but there is little here that explains how that will happen. All I see is more density without a vision for enhancing the area or managing the traffic that this further development brings with it. As always, I would ask that affordable housing options be considered & mixed use makes walkable access more convenient, but in the end more density is being proposed in an area that is already way overdeveloped.  
7 months ago 👍 2 Agree
- ☐ Why must everything be developed? Why does it seem that COR is trying to turn the North Hills area into another urban downtown area? Why can't we leave downtown downtown?  
8 months ago 👍 4 Agree

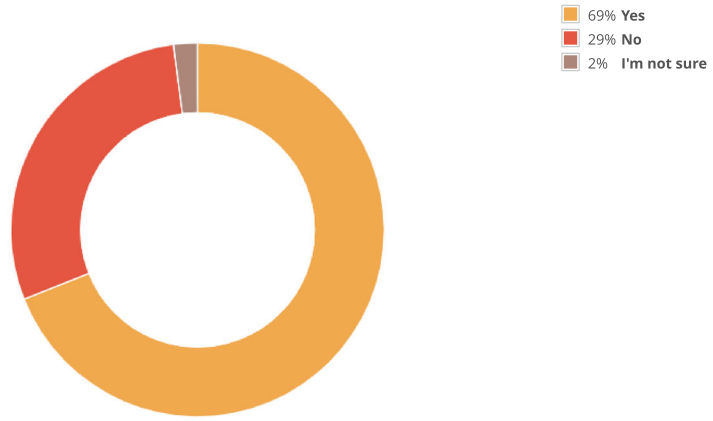
16. In that same area, the plan proposes specifying how height would transition from the center of the area to the neighborhoods along the edge. It suggests that seven stories at the center is reasonable, with height stepping down to five and then three stories as it touches lower-scale residential areas. 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 not think that the roads can accomodate the traffic from so many 5 to 7 story buildings - too high!  
7 months ago
- ☐ Reasonable, but some of the proposed building are too big for the scale you're trying to create.  
7 months ago
- ☐ Keep it 4 to 5 stories-no higher  
7 months ago
- ☐ Nothing taller than five stories. This is not downtown.  
7 months ago
- ☐ 7 stories in that area of town is just too high. 5 should be enough.  
8 months ago 👍 5 Agree
- ☐ No more than 3 stories please.  
8 months ago
- ☐ With all due respect, who wrote this survey, planning or the marketing (we're # 1) department?  
8 months ago
- ☐ Yes, I agree with a max of 5-7 stories--and wish this approach had been adapted for North Hills  
8 months ago
- ☐ 7 stories is too high.  
8 months ago 👍 1 Agree
- ☐ But how are the roads going to accommodate all these new residents?  
8 months ago 👍 2 Agree
- ☐ If we had light rail this wouldn't be an issue. We could build light rail stations in the middle of the dense areas and have direct connections to downtown and the airport and RTP  
7 months ago



Do you currently live in the study area?



145 respondents



Approximately how long have you lived in your current residence?

☐

Forty one years.

7 months ago

☐

44 years

7 months ago

☐

4 years

7 months ago

☐

14 years

7 months ago

☐

15 years

7 months ago

☐

6 years

7 months ago

☐

18 months

7 months ago

☐

33 years

7 months ago

☐

14 years

7 months ago

☐

2.5 years

7 months ago

☐

4 years

7 months ago

☐

2 years

7 months ago

☐

17 years

7 months ago

☐

3 years

7 months ago

☐

32 years

7 months ago

☐

4 years

7 months ago

☐

5 years

7 months ago

☐

26 years

7 months ago

☐

Since April 2013





















7 months ago

☐


26 years

7 months ago




-  **6 years**  
7 months ago
-  **2 years**  
7 months ago
-  **2 years**  
7 months ago
-  **12 years**  
7 months ago
-  **40 years**  
7 months ago
-  **1+ years**  
7 months ago
-  **5 years**  
7 months ago
-  **3 Years**  
7 months ago
-  **9 months**  
7 months ago
-  **We've been here for 3 years and love the area very much. I would hate to see it turn into an urban jungle with more and more high-rises. I like the idea of more greenways and safer walking areas.**  
7 months ago
-  **2 years**  
7 months ago
-  **8 years**  
7 months ago
-  **6 years**  
7 months ago
-  **4 years**  
7 months ago
-  **2.5 years.**  
7 months ago
-  **4 months**  
7 months ago
-  **6 years**  
7 months ago
-  **2 months**  
7 months ago
-  **2 months**  
7 months ago
-  **8 years**  
7 months ago




- 


3 years

7 months ago
- 


4yrs

7 months ago
- 


13 years

7 months ago
- 


1 1/2 years

7 months ago
- 


15 yrs.

7 months ago
- 


I've lived here for 7 months.

7 months ago
- 


23 years

7 months ago
- 


3 years

7 months ago
- 


11 Years

7 months ago
- 


one year and a half

7 months ago
- 


26 years

7 months ago
- 


27 years

7 months ago
- 


Have watched to area go from woodsy to urban, with the development of retail and businesses coming in. However, the new housing choices seem to favor a particular segment of Raleigh's population, which discriminatory! When I look at the residential apartments that have sprung up around North Hills, they are priced out of my what I can afford. Thus, forcing me to have to move out of this area for affordable senior housing..

7 months ago
- 


23 yrs

7 months ago
- 


40yrs

7 months ago
- 


2 years

7 months ago
- 


little over a year, lived in Raleigh for 14 years.

7 months ago
- 

2 years

7 months ago
- 

3 years

8 months ago
- 

26 yrs

8 months ago



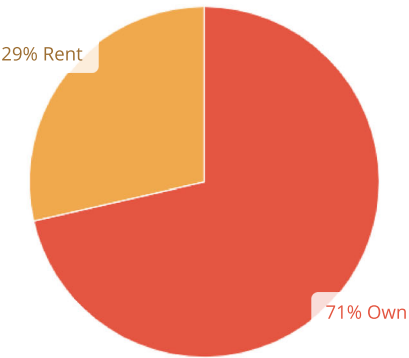
- ☐ since 2003  
8 months ago
- ☐ 4 years  
8 months ago
- ☐ 12 years  
8 months ago
- ☐ 20 years  
8 months ago
- ☐ 3 years  
8 months ago
- ☐ 2.5 years  
8 months ago
- ☐ 29 years  
8 months ago
- ☐ 31 years  
8 months ago
- ☐ 8 months  
8 months ago
- ☐ 12 years, but I have lived in the Pinecrest neighborhood for a total of 21 years, even going back to the age of 6.  
8 months ago
- ☐ 30 +  
8 months ago
- ☐ 12 years  
8 months ago
- ☐ 6 years  
8 months ago
- ☐ 11 years  
8 months ago
- ☐ 12 years  
8 months ago
- ☐ 3 years  
8 months ago
- ☐ 1 month  
8 months ago
- ☐ 8 years  
8 months ago
- ☐ Six years.  
8 months ago
- ☐ 5 years  
8 months ago
- ☐ 4.5 years  
8 months ago



- ☐ 4 years.  
8 months ago
- ☐ 9 years  
8 months ago
- ☐ 20 years  
8 months ago
- ☐ 20 years  
8 months ago
- ☐ 3 months  
8 months ago
- ☐ 29+ years  
8 months ago
- ☐ 6 years  
8 months ago
- ☐ 2 years  
8 months ago
- ☐ 10 years  
8 months ago
- ☐ 2 years  
8 months ago
- ☐ 2 1/2 years  
8 months ago
- ☐ 1 year  
8 months ago
- ☐ 5 years  
8 months ago
- ☐ 19 years  
8 months ago
- ☐ 3  
8 months ago
- ☐ 12 years near this area  
8 months ago
- ☐ 6 years  
8 months ago
- ☐ 8 months  
8 months ago

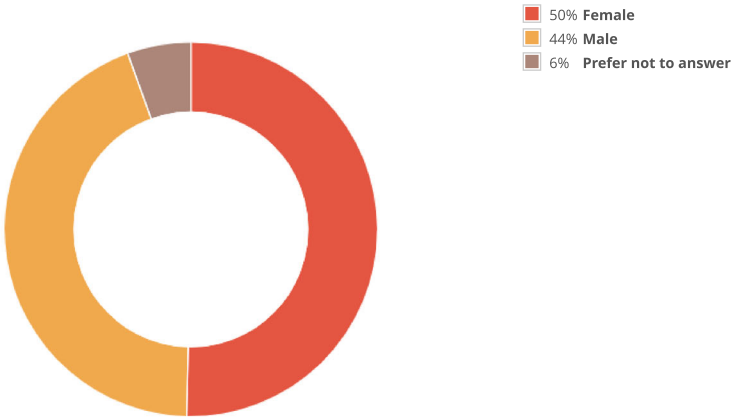


Do you rent or own your current residence (whether in the study area or not)?



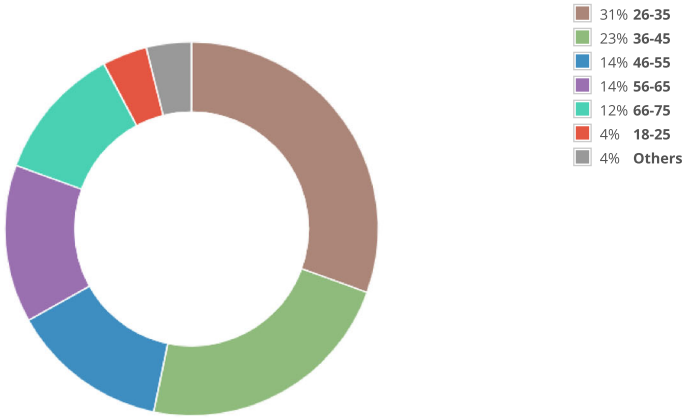
147 respondents

What is your gender?



145 respondents

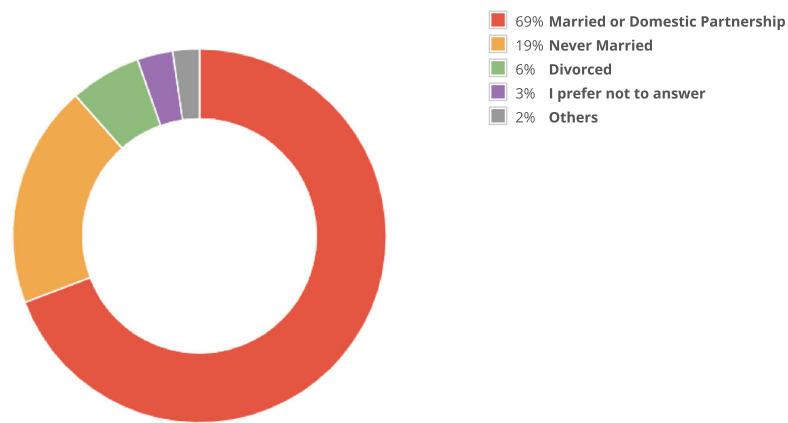
What is your age?



153 respondents

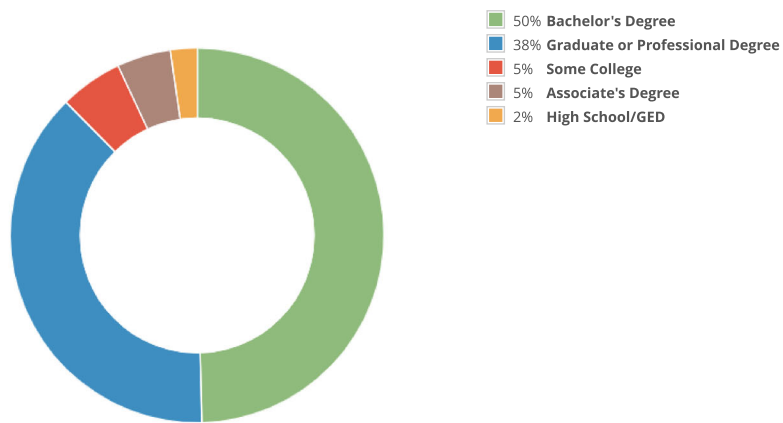


What is your marital status?



130 respondents

What is your highest formal education level?



129 respondents



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

88%	White/Caucasian	121 ✓
7%	Black/African-American	10 ✓
3%	Other (feel free to self-identify in the comments box)	4 ✓
2%	Asian	3 ✓
0%	Hispanic or Latino/a	0 ✓

I'm all for safety but OVERDEVELOPMENT causes concern. For example,wouldnt traffic lights be a possible solution? A good old yellow or flashing at PEDESTRIAN CROSSINGS,walkways,footbridges or heavy duty traffic areas and intersections should be investigated or looked into by THE DEPARTMENT OF HIGHWAYS FROM THE STATE OF NORTH CAROLINA and Wake County Road Crews&Director of operations or RALEIGH CITY MANAGER's Office. i would like to see more input from area residents and a WRAL survey of drivers,pedestrains,and city of raleigh or wake county government officials?  
KathrynAnneGardnerRaleighNC@gmail.com

7 months ago

Correct

8 months ago

Why does my racial identity matter?

8 months ago

One additional response - it's a way for us to track how well we are meeting our goals for inclusive engagement.

6 months ago

We sincerely apologize for the delay in responding to your question, and want to say thank you for asking - Demographic questions provide us a sense of the population we have reached and who have engaged in our survey processes. Demographics often correlate with circumstances and perspectives, so having that data allows us to make sense of results. It also allows us the opportunity to shape our engagement processes to better reach demographic groups that are underrepresented in our surveys.

If you have any additional questions, or thoughts please do not hesitate to reach out to Sara Ellis in Raleigh City Planning at sara.ellis@raleighnc.gov, we're happy to discuss.

6 months ago

Why do these demographics - esp the ones about marital status - even matter?

8 months ago

One additional response - it's a way for us to track how well we are meeting our goals for inclusive engagement.

6 months ago

We sincerely apologize for the delay in responding to your question, and want to say thank you for asking - Demographic questions provide us a sense of the population we have reached and who have engaged in our survey processes. Demographics often correlate with circumstances and perspectives, so having that data allows us to make sense of results. It also allows us the opportunity to shape our engagement processes to better reach demographic groups that are underrepresented in our surveys.

If you have any additional questions, or thoughts please do not hesitate to reach out to Sara Ellis in Raleigh City Planning at sara.ellis@raleighnc.gov, we're happy to discuss.

6 months ago

Provide more density in Mid Town

8 months ago



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

68%	Employed full-time (40 or more hours per week)	96 ✓
14%	Retired	20 ✓
11%	Self-employed	16 ✓
10%	Employed part-time (up to 39 hours per week)	14 ✓
2%	Homemaker	3 ✓
1%	Student	2 ✓
0%	Unemployed and currently looking for work	0 ✓
0%	Unemployed and not currently looking for work	0 ✓
0%	Unable to work	0 ✓



Volunteer

8 months ago



# Midtown: From Ideas to Action

## Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS	IMPRESSIONS
1,443	313	2,718	135	29	191



For this exercise, we have assigned each project a relative price and marked the cost with dollar signs (\$) on the options report and in the response boxes below. To keep things simple, let's say that each \$ equals one dollar and that you have \$25 total dollars ("Midtown Bucks") to spend on upcoming Midtown projects. Move the projects to the top until you run out of money. Any responses over \$25 will not be counted.

For more information about these options, please refer to the Midtown-St. Albans Improvements document linked in the description above.

64%	3. Six Forks Rd. Pedestrian Bridge (\$3)	Rank: 3.53	167 ✓
47%	1. I-440 Multimodal Bridge (\$5)	Rank: 3.76	123 ✓
48%	2. I-440 Pedestrian-Bicycle Bridge (\$4)	Rank: 3.77	124 ✓
49%	16. Affordable Housing (\$3)	Rank: 4.37	128 ✓
55%	13. Crabtree Creek Waterfront Park (\$4)	Rank: 4.43	143 ✓
54%	5. Crabtree Greenway Connector (\$3)	Rank: 4.50	141 ✓
43%	10. Six Forks Rd. Extension to Capital Blvd. (\$4)	Rank: 4.60	112 ✓
58%	7. Pedestrian Crossing Improvements (\$2)	Rank: 4.62	152 ✓
54%	11. Wake Forest Rd. Improvements (\$2)	Rank: 4.67	142 ✓
49%	4. Green Streets (\$3)	Rank: 4.85	127 ✓
36%	8. St. Albans Dr. (\$4)	Rank: 5.00	95 ✓
33%	14. Midtown Ring (\$4)	Rank: 5.29	85 ✓
47%	6. Neighborhood Pedestrian and Bicycle Connection (\$1)	Rank: 5.47	122 ✓
27%	9. New Local Road Connections (\$4)	Rank: 6.55	71 ✓
22%	12. Bush and Wolfpack Lane Roundabouts (\$1)	Rank: 6.60	57 ✓
14%	15. Pacific Dr. Extension/Railroad Crossing Overpass (\$3)	Rank: 8.19	36 ✓



Pedestrian crossing improvements are needed

3 months ago



Pedestrian safety is paramount. More of us are walking along these super busy roads trying to get to work or school. The intersection are Navaho and wakeforest is very dangerous. Left turn drivers do not yield to walkers in the crosswalks, and there is a lack of a left hand turning arrow from Navaho onto Wake Forest. Its crazy, unsafe and unrelenting. Please stop building until this can be fixed.

3 months ago














👍 1 Agree



The speed limit on Ortega is 35 even though the surrounding streets are 25. Milbrook is 35 which is a completely different kind of street. ORTEGA SHOULD BE 25. And then police should patrol and give tickets.

3 months ago



-  Need more pedestrian access throughout the area  
3 months ago
-  Focus on both improving vehicular flow and improving bike/ped safety and connectivity. Too often, there is focus on only doing one or the other. I think focus should be on actual geometric improvements and new construction not little band aids like all-way stops and pedestrian signs. Greenways and pedestrian crossings should be grade separated across Six Forks and Wake Forest roads. Six Forks and Wake Forest Roads should be widened to six lanes. Six Forks and Wake Forest should have medians to block dangerous left turns, provide pedestrian refuges and improve streetscape aesthetics.  
3 months ago
-  Thank you for your hard work and for thinking outside the box.  
3 months ago
-  Why is development being allowed to happen without forethought to widen roads? When a developer buys up land to put in high density, the city should require them to forfeit enough land to at least put in a turn lane. The same with Oberlin Road!!!!  
3 months ago
-  More sidewalks and a more robust bus schedule!  
3 months ago
-  Stop building roads that perpetuate car-dependency. Start investing in sustainable, community building transit like buses, rail, bike and ped infrastructure, etc.  
3 months ago 👍 1 Agree
-  Lets start by not calling this area "midtown" anymore. Im not buying it! Nobody's buying it and it sounds ridiculous. Just because NYC has areas they call uptown, midtown, downtown, every other city has to all of a sudden figure out what parts of town to apply the terms to? So dumb, please just stop.  
3 months ago 👍 3 Agree
-  Love the long overdue pedestrian improvements! I am only upvoting the six forks road extension to capitol Blvd on the assumption that it will be better to connect to the future BRT system  
3 months ago
-  these proposals neglect to do anything about the poor pedestrian access across I440 at Six Forks and Wake Forest. Disappointed in the lack of real thought put into ground-level pedestrian safety improvements in this plan. Planners gotta plan, but too much focus on big shiny expensive options.  
3 months ago 👍 4 Agree
-  do the cheap small stuff now!  
the St Albans Dr recommendations are a step down in safety from what is currently in the Bike Raleigh plan.  
3 months ago 👍 1 Agree
-  We absolutely need much, much better bike / pedestrian connectivity and I love the ideas like the bike / ped only bridge to connect neighborhoods over the beltline, green streets, etc. Would love to see trail oriented development by taking the bike / ped bridge to industrial and connecting it with buffered / above curb bike ped facility that travels down Industrial directly into the greenway system. With additional housing options added along Industrial, this would create a neighborhood hub where many could get around to key destinations without their car. This area would also benefit from additional "grid" connectivity to spread out car traffic, but I prioritized all the bike / ped projects since those have been so underfunded to date in our community.  
3 months ago 👍 2 Agree
-  An underground tunnel for North Hills would be better than a bridge.  
3 months ago 👍 1 Agree
-  Wake forest Road needs major improvements for walkability  
3 months ago 👍 1 Agree





As we grow, we need to have green spaces-even if it means planting on buildings. We need to think about the air quality and wildlife we have. Pedestrian improvements are needed, as is housing that is under \$500K.

3 months ago



Desperately need a stoplight from Coleridge (or another entry street to Drewry Hills) onto Six Forks - it is an extremely dangerous situation. Also need pedestrian access for Six Forks over 440, is only a matter of time until a car hits a pedestrian on the 440 overpass.

3 months ago

👍 1 Agree



\$25 to two roundabouts: 1st at St Albans Dr and Hardimont rd the second at the the North hills entrance (front at N Hills St & Park at N Hills St)

3 months ago

👍 1 Agree



Midtown as a destination should require us to look more proactively at our infrastructure. We are reactive to almost all congestion issues in the Raleigh area and still car focused. Why not take a fresh look at what our midtown corridors could look like. We need to decide if they are destinations to live, work and play, or are they mostly commuter avenues to I-440 and I-540. Each of our corridors can serve a different purpose. North Hills is an excellent example of someone envisioning something different and creating an awesome destination. However, the spaces created so far are confined to areas within the development itself and their backsides are facing Six Forks Road. Further development could change the character of Six Forks and connect the communities along both sides of its length rather than separate them, including as North Hills continues to redevelop. Prime for redevelopment are the intersections with Millbrook, Spring Forest, Sawmill, Strickland and also southward all the way to Atlantic, already redeveloping. I have been in favor of keeping Six Forks 4 lanes with a median separated Bus Rapid Transit. I think it is a unique corridor with huge potential. Look at dual use parking decks along 'Church Row' and at the northern and southern ends for park and ride. And connect Midtown transit to downtown transit. This would allow for high density redevelopment and keep some of us out of our cars. Our decisions now will determine what our communities and corridors will look like in 20 years from now and beyond. Check out "Queen Street Bus Rapid Transit" (Brampton, Canada) cover picture. Pretty visionary. Thanks for reading.

3 months ago

👍 1 Agree



Crabtree Creek Waterfront Park would be an excellent use of that space.

3 months ago



I personally witness everyday impatient drivers trying to turn right while pedestrians are legally crossing the street from BOF Tower to North Hills (and vice versa). A bridge or underground tunnel would help put an end to a potentially deadly accident.

3 months ago

👍 2 Agree



pedestrian bridges are essential for safe crossing

3 months ago



Pedestrian improvements are desperately needed!

3 months ago



You have to manage the traffic for people trying to enter the Trader Joes/Wegmans shopping center. It's already causing issues.

3 months ago



NO SECTION 8 HOUSING!!!

3 months ago

👍 1 Agree



I do not approve of any project that involved acquiring private property, therefore, only the first four are my choices.

The Six Forks/Capital Blvd. Connector is not needed -- Hodges St (when resurfaced) is sufficient.













3 months ago



A pedestrian bridge across Six Forks Road from the Lakemont Neighborhood to North Hills is the most needed of all options.

3 months ago



-  Pedestrian safety near belt line and wake forest rd is a disaster waiting to happen. I've seen people nearly stuck by cars. Pedestrian bridge that crosses at bush st over the belt line to midtown east area would be massive improvement
- 3 months ago 👍 3 Agree
-  We need to prioritize keeping neighborhood safe for pedestrians and bicyclists. The Bush street roundabouts are a great idea to help route traffic safely around neighborhoods while being the most efficient and least expensive option.
- 3 months ago 👍 3 Agree
-  Affordable housing is so important for people to be able to live near where they work-as a 1M+ house goes up in my neighborhood.
- 3 months ago 👍 1 Agree
-  My child is at Carroll and when I pick up at 430-5 from afterschool sports/clubs, the traffic at 440/Six Forks is a mess. From downtown, I use Wake Forest to St. Albans to Carroll, skipping Six Forks altogether. We also bike/walk as a family on the greenway in this area, and our family doctor and car mechanic are in this area. It seemed like some of the options were either too narrow in scope or were in areas where far fewer people were impacted. I do like skipping over major bridges over 440 which are so costly, and instead choosing more, but less costly options.
- 3 months ago
-  Bike and pedestrian improvements would be appreciated!
- 3 months ago 👍 3 Agree
-  Bike/ped improvements are so overdue- the current situation is dangerous.
- 3 months ago 👍 4 Agree
-  There is too much traffic on Six Forks Road. It is often backed up from Barrett Drive past the fire station. There is NO room for bicycles. I was told Karen offered to put a pedestrian bridge from the shopping center across Six Forks and the city turned him down. How about that?
- 3 months ago 👍 1 Agree
-  Thank you very much for taking the time to participate in our survey, and provide your thoughts. The Midtown plan is working hard to identify – and ultimately fund and create – safe places for people walking or biking. The “Midtown Ring” is a loop of safe and comfortable facilities that connects all the major destinations in the area. Additionally, the already-approved plan to widen Six Forks includes an off-street path for bicycles. As far as a bridge or tunnel across Six Forks, there have never been any formal proposals, but this plan does put one forward as an important connection.
- If you don't feel like we fully answered your question, or you would like more information please feel free to send Sara Ellis on the project team an email at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).
- 3 months ago
-  A waterfront park sounds amazing.
- 3 months ago 👍 4 Agree
-  How much are developers contributing to these improvements? It seems they'll see benefits from these investments.
- 3 months ago
-  . Sidewalks, new street connections on a development site, and new infrastructure on a site are the responsibility of a development. Projects that go beyond a specific site – park space, bridges over 440, and street connections that involve complicated terrain or obstacles such as waterways are the responsibility of the public sector. While those costs are shared broadly, new development and redevelopment does provide substantial resources that help fund these projects.
- Please let us know if you think of any other questions, we're happy to chat! You can reach out to Sara Ellis directly at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov) or feel free to respond with more questions in the survey.
- 3 months ago
-  Green streets and greenway connectors sound great! I don't think new bridges are a smart use of money at this time.
- 3 months ago 👍 1 Agree



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3 months ago

Wake Forest and 440 is eventually becoming a diamond interchange which will improve pedestrian crossing issues there. Might be a few years but is still happening so happy to focus on other areas for now. Would love an extension of Wake Towne Dr through the residential areas so there was more than one way to get in and out.

3 months ago

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3 months ago

I'm surprised that pedestrian crossing improvements don't focus on the Wake Forest Road and 440 interchange area, as well as the surrounding intersections there. People are always dodging traffic and with the additional development around Wegmans it seems to have only gotten worse.

3 months ago

Thank you very much for taking the time to participate in our survey, and provide your thoughts. That's a great point. An NCDOT project to redesign that intersection will include improved pedestrian facilities underneath 440. This may include something called a "diverging diamond interchange" which is a mouthful - we get it, but here's a youtube video that demonstrates how it will work: <https://www.youtube.com/watch?v=HD-0QnU1LOQ&feature=youtu.be>

If you don't feel like we fully answered your question, or you would like more information please feel free to send Sara Ellis on the project team an email at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).

3 months ago

Please make sure all improvements are people friendly and easy to get from Point A to Point B without needing a Map or a Compass for more mature citizens please widen the lanes especially on Wake Forest / Six Forks RDS. Thank you.

3 months ago

Pedestrian safety in this area is a huge issue. I have personally almost been struck by a vehicle several times at the Wake Forest/440 intersection. There is no safe way to cross. As more development happens, this will become more critical. The I440 bridge would be a good solution.

3 months ago

2 Agree

Taxpayer money should be spent on improvements and public safety -- NOT unnecessary projects like many of THESE! Know that's not going to happen though!

4 months ago

Thank you very much for taking the time to participate in our survey and providing us with your feedback. Can you tell what you would like us to change in our recommendations to provide improvements and public safety? We are all ears! If you would like to communicate directly please feel free to reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov) or reply here and we'll be sure to keep an eye out.

3 months ago

Due to the expansion of Wake Tech. and the fact that the Bush Street - Wolfpack Drive area has been an industrial area, this area needs a great deal of infrastructure improvement immediately.

4 months ago

Area traffic needs to be improved as a priority. The density (office, retail, hotel, etc.) was not anticipated by the COR.

4 months ago



- Hodges already connects (or should again) to Capital Blvd). Developer of North Hills should take on the expense of connecting his projects that were approved by the city. Should not have been approved without concern of the public safety and the after thought should not cost tax payer dollars
- 4 months ago
- Sidewalks, new street connections on a development site, and new infrastructure on a site are the responsibility of a development. Projects that go beyond a specific site – park space, bridges over 440, and street connections that involve complicated terrain or obstacles such as waterways are the responsibility of the public sector. While those costs are shared broadly, new development and redevelopment does provide substantial resources that help fund these projects. As a side note, once the current sewer infrastructure improvement project on Hodges wraps up, that connection between Wake Forest Road and Capital Boulevard will be fully reestablished.
- If this didn't fully address your concerns, please do not hesitate to reach out to Sara Ellis in Planning at sara.ellis@raleighnc.gov and we would be happy to discuss further.
- 3 months ago
- Build a pedestrian tunnel under six forks instead of a bridge. The east side of North Hills is already under street level, the entrance for the tunnel could be in between the Bank of America tower and the Captrust tower, just north of Cowfish.
- 4 months ago 👍 5 Agree
- Seems to me like John Kane Should be fronting the cost of this anyways
- 3 months ago 👍 2 Agree
- Need more pedestrian crossing improvements leading to the elementary school and middle school.
- 4 months ago
- Thank you very much for taking the time to participate in our survey, and provide your thoughts. The already-approved plan to widen Six Forks to six lanes includes significant improvements for people walking and biking as well, including a median that will provide a safer, more comfortable crossing at key intersections. More information on that plan can be found on this webpage: <https://www.raleighnc.gov/business/content/PlanDev/Articles/UrbanDesign/SixForksCorridorStudy.html>
- If you don't feel like we fully answered your question, or you would like more information please feel free to send Sara Ellis on the project team an email at sara.ellis@raleighnc.gov.
- 3 months ago
- Pedestrian bridge across Six Forks at North Hills Mall would make it much safer and attractive.
- 4 months ago 👍 3 Agree
- The Six Forks Rd. Extension to Capital Blvd will be a great improvement for this area.
- 4 months ago 👍 1 Agree
- The six Forks Rd to Capital Blvd Extension is a must
- 4 months ago 👍 1 Agree
- There are several items that need to also be addressed: noise .....construction, sirens, beltline noise, dust from construction, dirty road water and trash running into streams, our neighborhood is becoming a giant dog pooping area. People leave the poop filled bags everywhere. Also wild animals in the developing areas need to be trapped and relocated.
- 4 months ago
- Save remainder of cash
- 4 months ago
- Dredge and cleanup Crabtree Creek along the greenways. At minimum clean out debris to reduce flooding and increase water capacity.
- 4 months ago
- My top Seven More pedestrian and people oriented
- 4 months ago 👍 4 Agree





Hopefully this is civil: after a google search could not find info on the mid town ring? Do you want to marry merry me? The key below is not working? How much did this cost?

4 months ago



While we're already in a committed relationship, we'd love to provide more information about the Midtown Ring! You can find images and information on our project website listed at the top of the page. Sorry - this survey platform won't let us paste the direct link in here, but if you have any trouble locating that information please reach out to Sara Ellis in the planning department at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).

3 months ago



the six forks extension to capital is vital to help with heavy traffic in Atlantic ave and six forks. there is thousand of families living at the three giant apartment complexes and condos in there and a lots of accidents in the intersection .

4 months ago



More affordable housing is needed in North Hills and Five Points.

4 months ago



Do you have any comments on these recommendations?



We really need to do something to improve pedestrian access/safety crossing Six Forks at Dartmouth, but I don't believe a huge pedestrian bridge is the right approach. This seems out of place in an area that is supposed to be an urban environment. It also forces pedestrians to walk much further and a harder path, to prioritize the movement of cars through the area. We can improve this intersection quickly and with minimal funding, if we agree that moving cars as fast as possible is not the priority.

3 months ago



Technical analysis from traffic engineers and planners should be used to prioritize projects. Public input should be considered, but should not override professional analysis. Decisions should focus on what helps the greatest number of people not the most vocal opinions from a small number of citizens and activists.

3 months ago

👍 1 Agree



Thanks for the survey and your work on this. I'd really like to see Raleigh prioritize walkability and bikeability, so several of those projects were among my top priorities, especially the inexpensive things that can make a real difference like the Neighborhood Pedestrian and Bicycle connections. Increasing the street grid and increasing connectivity (i.e. Six Forks extension to Capital) for all modes of transportation is also helpful. The waterfront park also seems like it would be a great amenity. My concern with Six Forks Pedestrian bridge is that it would actually inconvenience pedestrians by making them go up or down stairs and would increase speed of drivers who would pay even less attention to walkers...would prefer walkers have rights of way to cross at an even level and vehicular traffic go under/through a tunnel.

3 months ago



While deciding on project recommendations, it was difficult to keep track of which projects were dependent on which (and/or which ones should be voted on, and if all "components" had to be included in a decision)

3 months ago



Pedestrian safety is the most important as the area becomes more dense and walk-able.

3 months ago

👍 1 Agree



Saint Albans street improvements were proposed in 2016. Why isn't this completed?

3 months ago



Get rid of the cars and car infrastructure. Take all that money and invest it in forms of transit that are sustainable and free us from car-dependency, such as bike and ped infrastructure bus and BRT, light rail, etc.

3 months ago

👍 1 Agree



I agree that crossing Six Forks Rd. from North Hills to BOA Tower and crossing back is EXTREMELY hazardous due to the drivers trying to get on to Six Forks Rd. I have almost gotten hit twice.

Also, I the timing of the crossing light for the pedestrians should be extended by about 10 seconds. I am an able bodied adult and I find I have to walk very briskly to make it in time.

3 months ago



An option not offered (but that is important) is a three-way stop at Lassiter Mill Road and Camelot. This would stop folks from speeding on Camelot between Rowan and Dartmouth and allow safe left turns from Lassiter Mill onto Camelot.

3 months ago

👍 1 Agree



North Hills is billed as being friendly to pedestrians, but it is a traffic and construction nightmare. It is also a very high-rent district. Affordable housing and pedestrian-friendly sidewalks and more than one bridge across Six Forks Road will be helpful.

3 months ago



The extension of Six Forks across Crabtree Creek and the few remaining wetlands in this area will cause even more flooding immediately downstream from the crossing (N King Charles neighborhood) and in the Wake Forest Rd area. The new apartments in this area have already had major negative impacts. Flooding surrounding and downstream from this site is the biggest stormwater issue for Raleigh currently. What will be done on a large scale to address flooding that is the result of runoff from impervious surfaces? Green streets are great, but that alone won't come near addressing the scale of the problem. With redevelopment in this specific area (the confluence of many of Raleigh's urban streams), the City has the opportunity to change how it approaches urban stormwater management before whole neighborhoods and thoroughfares are flooded. We desperately need forethought on these issues.

3 months ago

Thank you very much for taking the time to participate in our survey, and provide your thoughts. That extension would be elevated and fairly short, so it would not significantly add to problems in the area if at all. The plan proposes major stormwater improvements that would benefit areas east of Capital Boulevard. In addition to the "Green Streets," the proposed Midtown Waterfront Park would significantly add stormwater retention capacity. In fact, the park would be primarily designed not just as a public space, but as a stormwater feature.

If you don't feel like we fully answered your question, or you would like more information please feel free to send Sara Ellis on the project team an email at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).

3 months ago

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3 months ago

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3 months ago

Desperately need measures to tame congestion that is constant on Six Forks at the Beltline by north Hills all the way to Lynn Road.

3 months ago

Pedestrian/bike safety should be one of the top priorities. As this area expands it will only continue to get worse.

3 months ago

4 Agree

I agree that the North Hills Developer should pay for the bridge across six forks.

4 months ago

Affordable housing is an absolute must.

4 months ago

Are these choices that citizens are empowered to make?! Doesn't feel appropriate.

4 months ago

Hi Timothy, public input on prioritization is important and helpful. While technical analysis about costs and benefits is also relevant and some projects are contingent on other projects, it's helpful to know in broad terms whether there is a general preference for, for example, park projects vs. pedestrian improvements vs. projects more focused on vehicular mobility. We're happy to discuss in further detail if you'd like more information, please feel free to reach out to Sara Ellis in Planning at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov) if we can provide you with additional information.

3 months ago





Some form of green streets or a traffic calming plan needs to be implemented immediately but particularly before more development occurs along St. Albans Dr. The stop signs at the intersections of Quail Hollow & Hardimont, Quail Hollow & Compton, and Hardimont & Wingate are routinely missed by drivers. You also have people using these roads as raceways late at night. It's getting more dangerous for pedestrians and drivers. Noise level is also increasing. Creating additional interconnected side roads may also help relieve traffic, including a new Navaho Drive and Barrett Drive connector. Glad the Crabtree Waterfront Park will be considered a public-private partnership. We should be willing to trade an increase in density for greater park funding and affordable housing in this area.

4 months ago

👍 5 Agree



Making the street network more interconnected and creating new park/greenway space should be top priorities.

4 months ago

👍 2 Agree



## Do you have comments on those recommendations?



Midtown needs condos for purchase not only apartments to rent.

3 months ago



I think most of the land use changes look good. I wish the parcels in the waterfront area would be a bit smaller to allow for more natural diversity of development, instead of a small number of large developers doing everything.

My main concerns are around the walkability and access for bike and ped. Especially in the Wake Forest/Six Forks intersection area, near the waterfront area. This area is currently very traffic heavy and that intersection is very dangerous to cross on foot. I know there are plans for increased transit in the area (and we should probably do more than what is already planned), but I see a problem reconciling the planned urbanization of the area with NCDOT's plan to create a DDI interchange at the beltline, to move even more cars through this area. WF Rd was also just widened with no obvious need to accommodate the Wegmens development. The crosswalk in front at the light now crosses about 8 or 9 lanes of traffic on Wake Forest Road, not exactly what I would consider pedestrian friendly (or safe). We seem to be moving in the wrong direction currently, hopefully we can bring the vision proposed here to reality.

3 months ago



I preferred the original street connection plans before they were scaled back. The fewer dead-ends the better for all modes of transportation. It can be difficult to drive, bike or walk through the Midtown area because of confusing subdivision layouts and dead-ends of many streets. Building a grid network should be long-term goal.

3 months ago



I preferred the original higher density zoning recommendations. Just because a parcel is zoned for 20 stories, it may never actually be developed that way. Allowing denser development without rezoning will allow new projects to move more efficiently through the City of Raleigh development review. The way to improve affordability is to increase supply and the longer the administrative process, the more expensive the rents will have to be to make up for time spent in the regulatory process.

3 months ago



I generally support higher density development as long as it comes with an appropriate mix of uses, is walkable, contains a connected street grid, and connects to transit options. Raleigh/Wake County is growing, and I'd much rather it grow up than out. I agree with the need for missing middle housing.

I really like the idea of the waterfront district, though I share the concerns of others that it needs to be built well outside the flood zone. IMO current flood zones don't reflect current reality and certainly don't reflect what will happen in the future, so there needs to be extra buffer built in.

3 months ago



We talk a lot about the need for affordable housing, but don't even seem to look at the possibility of providing affordable opportunities for business. Smaller square footage spaces that could possibly be subsidized based off of some kind of criteria. Don't just provide people a place to pay rent at a lower place, offer them the opportunity to start their own business and lift themselves up out of where they are.

3 months ago



Love the water front idea. No one ever regrets having more green space.

3 months ago



Land use recommendations for Six Forks including 20 story buildings were strongly opposed in the development of the Six Forks corridor project. Why were they put back into the Midtown Area plan. North Hills is currently zoned for 12 storys. Any new construction along Six Forks road should be tiered from 3-5 story with retail on the lower level to maintain affordable housing. The higher the building, the higher the environmental impact of the buildings and higher the cost which shows in a high dollar cost per square foot. It is inconsistent with beautifying the corridor and has a negative impact on global warming.

3 months ago



I support these recommendations

3 months ago



Remove all parking lots and replace with parks and community spaces, and build for lots and lots of density.

3 months ago





I am pro density, essentially if it can support non-car transportation

3 months ago



Would love to see much more intentional land-use to bring residential / apartments, etc closer to jobs / commercial centers to encourage car-free trips. The intersection between land-use and transportation is so critical. We must be extremely intentional about our designs to encourage growth that doesn't require car usage exclusively.

3 months ago



I support flexible density in current single family neighborhoods so that a variety of affordable housing stock is available. These units should include rental and multi-family options that would add interest to the neighborhood. No more tear downs replaced by McMansions with no trees in the yards.

3 months ago



I think the tall towers are hideous and take away from the beauty of the North Hills area.

3 months ago



please consider lowering height levels by millbrook and six forks; PLEASE insist on traffic calming on windel and farley and crestview... the cut through traffic is terrible already!!

3 months ago



The waterfront district is a step in the right direction, but the development parcels should not be so close to the floodplain. There should be more area dedicated to stormwater detention/retention and treatment before it meets Crabtree Creek.

3 months ago



I support higher density

3 months ago



Do not desire that any of this development be taller than 5 stories.

3 months ago



Agree with "Consider also creating opportunities for smaller, more affordable rentals in the \$900-\$1400 range, as well as zoning changes to create dense, walkable neighborhoods with units in the 900-1500 sq ft range. NO MORE TEARING DOWN OF REASONABLE OLDER HOMES IN FAVOR OF HIDEOUS MONSTER HOUSES (ex: Lakemont).

3 months ago



These recommendations are in line with what Raleigh needs to continue to be a great place to live. However, I would recommend creating smaller parcels for the "Main Street" area for a few reasons. Selling and developing 3-acre parcels will limit development to large developers with deep pockets, most of whom are out of state aren't emotionally invested in the city and may be looking to wring every possible dollar of return out of a project. Developing land in smaller parcels will give a diverse mix of smaller, local players who understand the needs of the community the opportunity to be involved. Having a higher number of smaller developments means that the area will be more resilient to economic downturns because the success of the area won't be dependent on the success of a few big, highly leveraged projects. Also, consider what makes a "Main Street" feel like a "Main Street". Attractive downtowns, whether large or small, typically consist of many small businesses and residences in lots of densely-placed buildings. These places feel authentic because they have been developed and redeveloped organically over a long period of time by many different people. Consider how Fayetteville Street or Five Points feel compared to North Hills. North Hills is nice and is relatively walkable, but feels artificial and lacks the charm of these other places because it was built in a few large phases based on the vision of a single party. Even the largest parcels on Fayetteville Street are less than half the size of parcels A-D in the proposal, and most Fayetteville Street parcels are tiny in comparison. This diversity of properties and businesses helps create the character that the downtown area has. Large parcels in the new "Main Street" will likely mean that investments made there will be in buildings and businesses that are financially efficient and low-risk, meaning they will likely be bland and expensive, targeting high-end customers and tenants instead of being accessible to all of our residents. We don't need another North Hills - consider breaking these massive properties up to a more natural human scale that will support a more diverse group of developers, business owners, tenants, and customers.

3 months ago

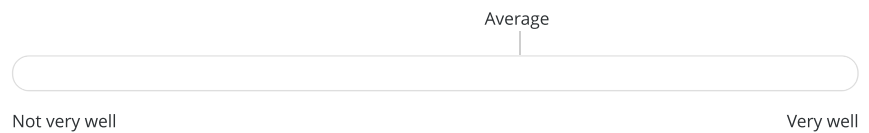
👍 2 Agree



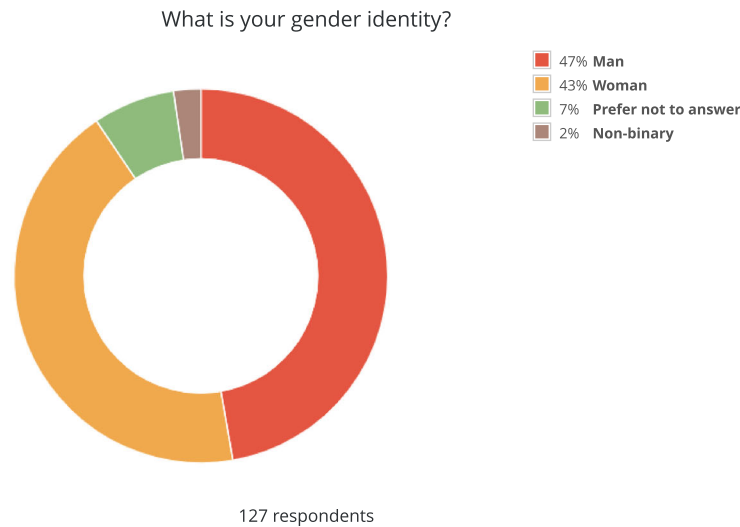
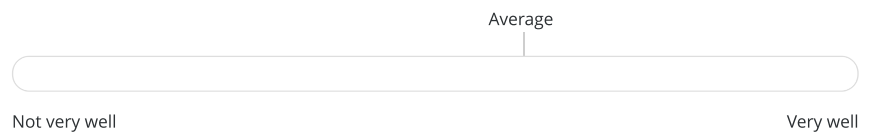
- Supportive of the "missing middle" opportunities. Agree that the Atlantic and St. Albans area is ripe for development of additional residential areas. More families are already moving into this area.
- 3 months ago
- It is so important that housing options be available for those earning less than median area income such as teachers and police and fire. The park idea sounds great.
- 4 months ago
- Is it wise to focus high density residential development in such a flood prone area near Crabtree Creek?
- 4 months ago 3 Agree
- Good question. The overall concept for the Crabtree Creek area is for the most flood-prone properties to be converted into park space that would include a substantial stormwater retention element. Other properties are expected to redevelop in coming years, creating a walkable urban area that no longer turns its back on the waterway, but focuses on the waterway and on the greenway. A few properties may be on the edge of the floodplain – if so, then the city's floodplain development rules, which limit the portion of a property that can contain vertical structures and address the elevation of buildings, would apply.
- Please let us know if this doesn't fully answer your question, happy to respond to further comments here or to chat in person or via email. You can reach out to Sara Ellis in Planning directly at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).
- 3 months ago 2 Agree
- Permeable pavers could also be used for hardscaping and vegetated roofs could be required here for stormwater runoff mitigation.
- 3 months ago
- Jobs are good, however can the city keep up with the street needs, garbage, recycling, air pollution? Tell me your plan/
- 4 months ago 1 Agree
- Hi Steve, thank you very much for taking the time to participate in our survey, and provide your thoughts. This plan is part of the plan! The plan seeks to make transit, walking, and biking much more viable ways of traveling in and around Midtown, which means less air pollution from cars. It also envisions more density in a few key areas. Because services are more efficient to provide when things are less spread out, the revenue from any new development will be more than enough to pay for those fundamental needs.
- If you don't feel like we fully answered your question, or you would like more information please feel free to send Sara Ellis on the project team an email at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).
- 3 months ago
- Would support 20 stories by-right in the Midtown Waterfront District and even more for a signature building if it meant funding for the park and connections across I-440 (Industrial Dr. to Navaho Dr.). All other recommendations seem appropriate. I think the zoning buffer areas in North Hills set a 4 stories could be increased to 5 stories, but no more. Much of the single family residential in those areas that's new is almost 3 stories already!
- 4 months ago 5 Agree
- The portion of th eplan
- 4 months ago
- More density, walkability, and street connectivity, and more parks, are all good goals.
- 4 months ago
- Consider also creating opportunities for smaller, more affordable rentals in the \$900-\$1400 range, as well as zoning changes to create dense, walkable neighborhoods with units in the 900-1500 sq ft range. NO MORE TEARING DOWN OF REASONABLE OLDER HOMES IN FAVOR OF HIDEOUS MONSTER HOUSES (ex: Oakdale).
- 4 months ago 4 Agree



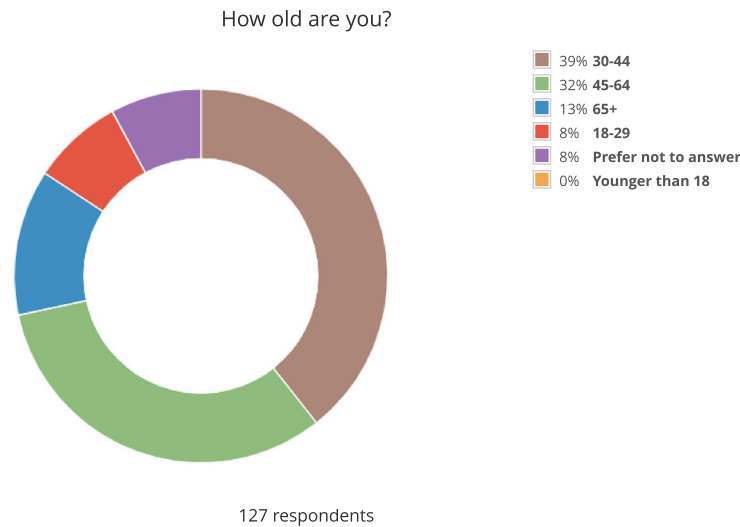
In a previous phase of the project, we received feedback on recommendations for land use along Six Forks Road. In response, changes were made to reduce recommended height and create a more graceful transition to lower-scale residential areas nearby. See the image below for details. How well do these changes meet the plan's overall goals of allowing more housing and employment options while also respecting lower-scale residential areas?



The previous Six Forks recommendations also included potential future street connections at Westridge Drive/Northfield Drive/Six Forks Road and at Gates Street. In response to feedback, those recommendations have been changed as well. The Gates Street connection would be a pedestrian connection. The Westridge/Northfield/Six Forks connection has been removed. A future study would consider the type and timing of any connections and also consider issues related to school transportation needs along Rowan Street related to Carroll Middle School and St. Timothy's. See the image for details. How well do these recommendations meet the plan's goals of improving walkability, providing more travel options, and ensuring safe travel speeds?

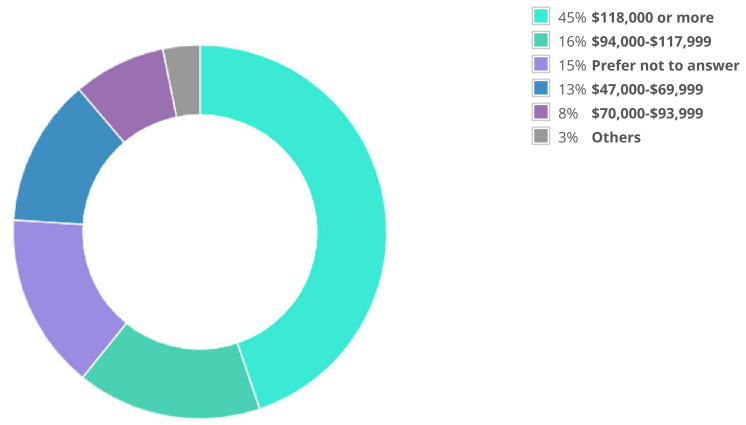


Loading more report objects...





What is your approximate annual household income?



125 respondents



What is your racial identity? (Select all that apply.)

79%	White	81 ✓
15%	Prefer not to answer	15 ✓
5%	Black	5 ✓
5%	Hispanic/Latinx	5 ✓
0%	Asian	0 ✓
0%	American Indian/Alaskan Native	0 ✓
0%	Native Hawaiian/Pacific Islander	0 ✓
0%	Other	0 ✓



SEE, THIS IS WHERE THESE SURVEYS ARE BIASED. IF ONE SAYS 1 STORY ONLY, IT APPEARS THAT PERSON IS AGAINST GROWTH. HOWEVER OFTEN THE NEXT OPTION IS 2-5 STORIES, WHICH IS A BIG VARIANCE. OFTEN THE PHOTOS OF THE DEVELOPMENTS ARE MISLEADING; I HAVE BEEN TO SOME OF THESE 'DEVELOPMENT DROP INS' AND THE PHOTOS ARE CLEARLY NOT WHAT WOULD BE BUILT IN SAID AREA. IT'S MISLEADING, AND I FEEL IT'S ALMOST WILLFULLY SO, WHICH MAKES ME IRRITATED AT THESE TRENDY PLANNERS AND THE URBAN DESIGN CENTER.

3 months ago



Lower density and fewer stories are better for this area. Don't get excited by how "cool" it is to be in this area. Many people have lived in this area for many years and don't want all the towers and traffic. Think about whether it will still be "cool" to be in North Hills in 20 years before trying to completely change the complexion of this area. Keep pedestrians and affordable housing in the front of your planning.

3 months ago



traffic congestion on Six Forks is becoming unworkable

3 months ago



Do not support the 12 and 20 story zonings at the intersection of Six Forks Road and Lassiter Mill Road, and the North Hills Complex.  
Some of the maps were difficult to read.

3 months ago



Thank you very much for taking the time to respond to our survey, we really appreciate it.

Show all 5 Comments



## How did you hear about this survey?

71%	Email	87 ✓
9%	Social media (Facebook, Twitter, Instagram, Nextdoor)	11 ✓
8%	City of Raleigh website	10 ✓
5%	Public meeting	6 ✓
5%	Other (please specify in the comments)	6 ✓
2%	Mailing/Postcard	2 ✓
0%	Local news	0 ✓



I am a member of the Midtown-St. Albans confirmation group.

3 months ago



District E newsletter

3 months ago



Neighbor

3 months ago

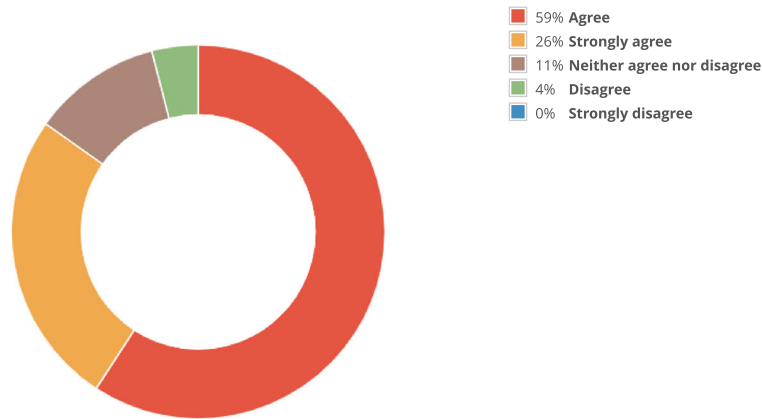


I am very glad to see the removal of the Westridge Drive extension. I believe the inclusion of that would have caused many pedestrian and traffic concerns due to the width of the road, potentially increase crime, and destroyed the neighborhood feel. Thank you.

4 months ago



This survey gave me a good opportunity to share my perspective.



125 respondents



Information about how the survey impacts design decisions would be more helpful.

3 months ago



Thanks. That's a fair point. The quick answer is that the survey will help with priorities. The proposed projects are still somewhat conceptual, not final designs, but certainly the final design would draw heavily on the concepts shown in this phase.

If you don't feel like we fully answered your question, or you would like more information please feel free to send Sara Ellis on the project team an email at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov).

3 months ago



Had hoped to attend meeting so could view maps and info in a larger format and ask questions.

4 months ago



We're sorry to have missed you! We placed all the maps, and complete presentations on our project website which you can find here:  
<https://www.raleighnc.gov/business/content/PlanDev/Articles/LongRange/MidtownStAlbans.html>.  
We would also be more than happy to send you any specific information or answer any questions you may have, please reach out to Sara Ellis at [sara.ellis@raleighnc.gov](mailto:sara.ellis@raleighnc.gov) and we'll be sure to get you the information you need to give us informed feedback.

3 months ago



Some of the questions didn't have options to leave comments. I could not say that height transitions/limits along six forks are too low. Many of the infill houses in the adjacent neighborhoods are 3 stories. All of the adjacent mixed use areas could be set to 5 stories and still be a gentle transition.

4 months ago



Thank you for providing that feedback here, we would like you to know we received it and will be sure to incorporate your feedback into the next steps in the planning process.

3 months ago