

TAKING TIME TO GROW...

Morrisville Land Use & Transportation Plan Update



Summary of Visual Preference Survey (PRELIMINARY)
 January 31, 2008 Workshop

There were 36 respondents to the Visual Preference Survey. Not all respondents answered each question, so the number of responses for each question varies slightly. Percentages are shown in red next to each choice. Comments are included below each set.

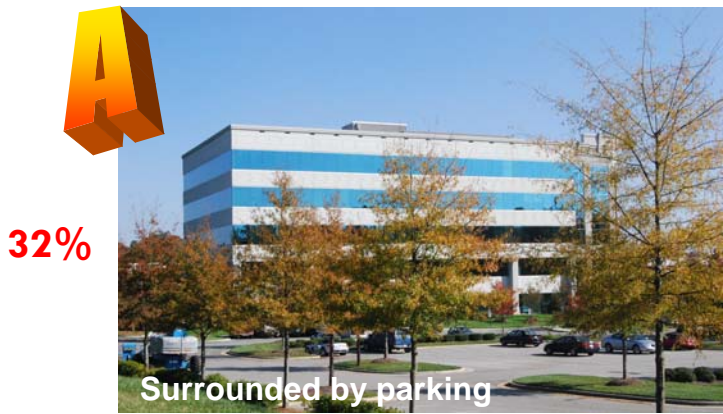
1. Shopping-Gathering



Comments:

- D is preferred, B is tolerable
- In most cases, I prefer B. However, for a downtown area, I would choose D
- Take a look at Pinehurst. They don't clear all the trees. They hide the ugly stores and integrate them into the land. Here we clear cut & leave ugly boxes and after a few years the trees are dead and never replaced.
- I like on-street parking in shopping/urban areas
- Nice to have shopping areas that are walkable; very much the opposite of plazas like Crossroads in Cary

2. Working



Comments:

- Either A or B, please avoid C
- To support any type of public transportation, we need high-density office parks. The Park (RTP) is definitely not TTA friendly right now.
- C is most practical for Morrisville, A takes up too much valuable space
- Probably better to have office buildings closer together to aid possible future bus/train stops; i.e. more people in smaller areas
- A is nice but save the land for a large park to allow for miles of hiking

3. Living



Comments:

- Encourage low price point housing
- All. I support having a variety of housing choices - all should have sidewalks however, including commercial and office settings.
- B is best for Morrisville, C is impractical
- Sidewalks a must!
- All living should have sidewalks
- Not too dense! Places for walking and biking.
- Like on-street sidewalks, low to medium density
- C with sidewalks
- Sidewalks should be required regardless.
- Yes to sidewalks; mix of styles; not all high density
- No more high density housing, please

4. Mixed Use



Comments:

- No mixed use
- I think we should capitalize on historic buildings that we have (e.g. Page House) but I don't think we should build new buildings to look old
- D is cool! C is second choice. A & B are conventional "mixed use" like everywhere else!
- Need plenty of parking
- Good use in certain areas
- Any would be okay to me

5. Transportation

Part 1: Local streets



57%

- “Skinny” Streets
- Lower Traffic Volumes
- Private Landscaping
- Lower Speeds
- Longer Delay



43%

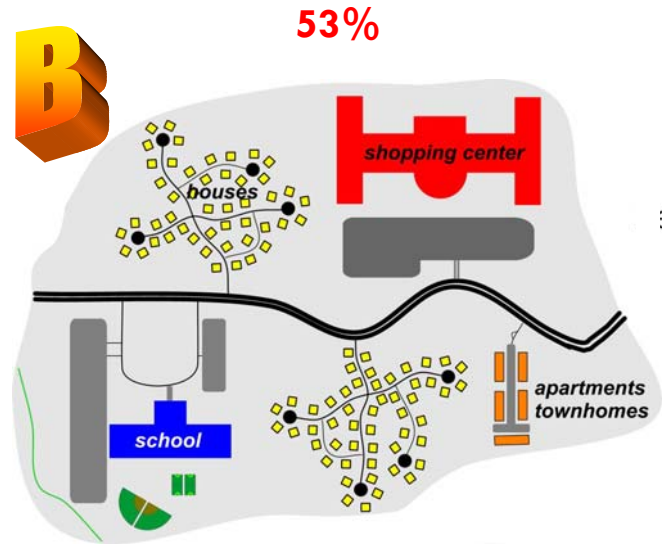
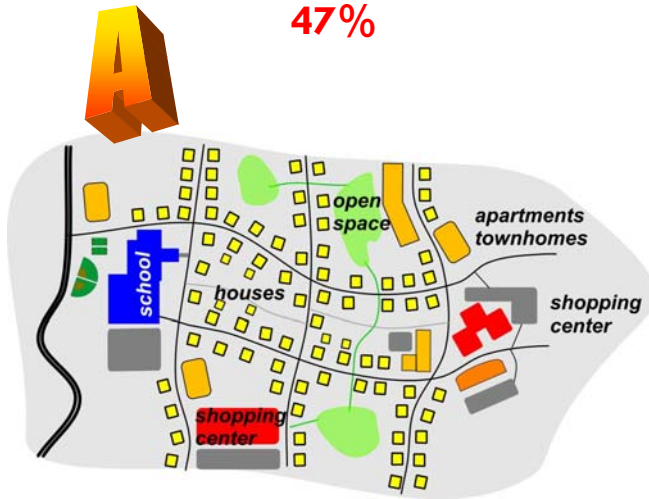
- Wider Streets
- Bicycle Lanes
- On-Street Parking
- More Landscaping/Street Trees
- Higher Speeds
- Moves More Cars and People

Comments:

- By local streets, I assume you mean within a residential area. I would love to have smaller shopping areas (NOT Park West Village mega-centers) dispersed within residential and office areas, all connected by good sidewalks and bike lanes. Would love to see bike lanes on high volume roads separated from vehicles lanes by medians.
- B is most practical
- Really need a third "happy medium" choice
- B except no on-street parking
- Local roads should be narrower. I like having smaller shopping centers near smaller residential areas
- Narrow streets within downtown district. Ensure easy access to wider streets to minimize congestion.
- Need bike paths please

5. Transportation (cont'd)

Part 2: Getting there



Town and Country:

- Connected Smaller and More Numerous Neighborhood Streets and Alleys
- Integration of Land Uses
- Walking/Biking Friendly

Suburban:

- Disconnected
- Bigger Streets and Intersections
- Separation of Land Uses
- More Challenging to Walk/Bike

Comments:

- Need more parks/greenway integrated into the plan
- Town & country is best for Morrisville and is the USA trend
- I'd like to see neighborhoods more connected, but would also be nice to have the heavier traveled roads have bicycle lanes