

North Carolina Department of Transportation
I-440 Interchange Improvements at Glenwood Avenue Project

Facilitated Listening Session

Thursday, September 20, 2018
10 a.m. to 12:30 p.m.
Ridge Road Baptist Church
2011 Ridge Road
Raleigh, NC 27607

Chapel South Session

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1 SPEAKER: There, it's flashing, and now
2 it's on. Okay. And I'm Jamie [phonetic] and this
3 is 9:20, and we are beginning. We just reviewed
4 the ground rules, and now we're going to start with
5 the questions and comments. And I don't know what
6 side -- oh there's -- I think that side. I don't
7 know what side's the mic.

8 So -- okay. So the first question -- and
9 here's the -- we have the list of questions that
10 you guys can look at -- I'll start one at each end,
11 and you can sort of follow along with them as we
12 go. And I'm going to be trying to -- so we're
13 going to be capturing -- and here are some -- if
14 you have anything you want to write down, here are
15 note cards. Is it okay if I just put them there
16 and then -- or do you want me to hand them out to
17 you? So if you want note cards -- you know what
18 I'll do? I'll put a stack here, is that okay? And
19 I'm going to put a stack over here. So if you guys
20 have questions or comments that you want to write
21 down, please do.

22 So the first question they have is, with
23 one word, describe what is the most important thing
24 to you or your household or business that must be
25 considered as the project moves forward. So ma'am,

1 why don't we start with you, if you feel
2 comfortable with that? So -- and I'm going to
3 write that down here. If you could just sum it up
4 in one word.

5 SPEAKER: Residential.

6 SPEAKER: Okay. Residential. You know,
7 this trying to place into one word is to help us
8 all, kind of, focus on what is the essence of what
9 we're feeling and trying to capture it.

10 SPEAKER: Tranquility.

11 SPEAKER: Okay. Ma'am?

12 SPEAKER: Access.

13 SPEAKER: Access.

14 SPEAKER: Neighborhood.

15 SPEAKER: I'll go with traffic.

16 SPEAKER: Traffic. Okay. Okay. Great.

17 If you want to change yours at any time, we can go
18 back. Okay? Nothing's written in stone. Okay.
19 So the next question -- and by the way, we have an
20 hour and 20 minutes to do this. I'm trying to
21 think. So we have until -- I'm not sure how much
22 time, but it's an hour and 20 minutes, all
23 together, that we have for the input. Okay. So we
24 have a lot of time. We want to make sure we have
25 enough time to capture all your concerns.

1 Okay. What do you believe is needed to
2 ensure the safety of your family, the people who
3 live in the area and the people that travel through
4 the area? So this question is focusing on safety.
5 So why don't we -- we don't have to go in a
6 particular order, but we'd like to hear from each
7 of you. So does anybody have any thoughts about
8 that?

9 SPEAKER: So sidewalks on both sides of
10 the street might be helpful.

11 SPEAKER: Okay. And are you thinking of
12 a particular street in [inaudible] --

13 SPEAKER: The part of Ridge from Lake
14 Boone to the Beltline is -- there's a sidewalk on
15 one side. I've seen children from the schools.

16 SPEAKER: Lake Boone to 440?

17 SPEAKER: Yeah.

18 SPEAKER: Okay. Okay. All right.
19 Sidewalks. Okay. What else do we need for safety?

20 SPEAKER: How about bicycle safety? We
21 have two schools with children riding bikes up and
22 down Ridge Road, and we have 40 million cars
23 zooming by at 50 miles an hour.

24 SPEAKER: Yeah.

25 SPEAKER: And we have little kids who

1 aren't even old enough to handle a bike in traffic,
2 and it's already a dangerous situation.

3 SPEAKER: Yeah.

4 SPEAKER: Okay. And this is two schools
5 that are within the impact area?

6 SPEAKER: They're not within the impact
7 area, as drawn on this map, I believe, but they are
8 in the immediate neighborhood of the impact area.

9 SPEAKER: Okay.

10 SPEAKER: There are, I would add to this,
11 several daycares. Probably, about --

12 SPEAKER: Three.

13 SPEAKER: Yeah, or more.

14 SPEAKER: Three or four.

15 SPEAKER: Yeah. You know, it can be up
16 to, like, depending on what you count as a daycare,
17 between, like, five to ten daycares in the area.
18 There's also a lot of churches. So you know, on
19 the weekends and certain days, there's going to be
20 a lot of parked cars, traffic from that, as well.
21 And also there's Sunday schools and you know,
22 Church activities that's -- there's a lot of kids
23 involved. So all that would be included in, you
24 know, traffic safety, as in, people that could be
25 affected by increased traffic on Ridge Road, so --

1 SPEAKER: So drilling down in that a
2 little bit, when we talk about all of these, kind
3 of, facilities and programs that are being offered;
4 so daycares, churches that are within this area;
5 can be a little more specific about, like, how
6 safety could be impacted by this project? So what
7 is it, specifically? Like, with -- we've got,
8 specifically, bicycles. We've got specifically
9 sidewalks. Not only in terms of solutions, but in
10 terms of --

11 SPEAKER: Crossings.

12 SPEAKER: [Inaudible].

13 SPEAKER: [Inaudible].

14 SPEAKER: Okay. So children and
15 families.

16 SPEAKER: Kids and families crossing the
17 street.

18 SPEAKER: Even when the schools are out
19 of the study area, the kids travel into --

20 SPEAKER: Yes.

21 SPEAKER: -- and out of that area.

22 SPEAKER: So kids and families crossing
23 the street.

24 SPEAKER: Yeah. Walkers. We have
25 hundreds of walkers in this area.

1 SPEAKER: Okay. So pedestrians.

2 Pedestrian -- pedestrian --

3 SPEAKER: There's joggers, there's people
4 that, you know, exercise and whatever.

5 SPEAKER: There's no reason that Ridge
6 Road should not be in the study area; it is
7 directly affected by this. If you're going to put
8 a spaghetti junction at the Beltline and Ridge
9 Road, it's going to be funneling traffic up Ridge
10 Road by multiple schools, daycares, churches,
11 places where people park their car on the street.
12 There's runners, there's cyclists and there's
13 children playing on that street, and we're
14 funneling millions of cars up into a neighborhood.

15 SPEAKER: So let's -- because I've heard
16 a couple people say that already -- and I'm not
17 really aware of the geography that much -- but a
18 lot of people seem to be concerned about the impact
19 on Ridge Road. Okay. And so -- and I guess
20 surrounding neighborhoods. So in terms of, like,
21 answering this question about -- along with the
22 other ones -- and there's one that I couldn't put
23 it up there. So in terms of Ridge Road -- and if
24 you're saying that it's not part of the study, and
25 they're saying that they're not widen Ridge Road --

1 SPEAKER: So it's a little difficult
2 because part of it, is the northern part of Ridge
3 Road is actually within the study, but then, as it
4 extends south --

5 SPEAKER: Yeah.

6 SPEAKER: -- they have erased the gray,
7 like, colored area off it. But if you have, you
8 know, half of the road, or part of the road, being
9 impacted since you're building an intersection --

10 SPEAKER: Right.

11 SPEAKER: -- putting cars on that road --

12 SPEAKER: Right. It's like a bottleneck.

13 SPEAKER: -- it's physically and
14 logically not possible to have those cars disappear
15 as they enter the road. They have to go somewhere,
16 and they will be going down the Ridge Road, which
17 is going all the way down through much of northern
18 Raleigh, I guess, or northwestern Raleigh here.

19 SPEAKER: Right. So you're saying that
20 it's going to be a bottleneck. Even if they --

21 SPEAKER: Yes.

22 SPEAKER: So it's going to be a
23 bottleneck on to a part of Ridge Road that's not --

24 SPEAKER: Correct. And I'm afraid that
25 what the next step is that, oh, we created the

1 bottleneck, so now we going to widen this so that
2 we've solved the problem that we just created. And
3 we're going to put the four-lane, you know, city
4 highway or whatever you want to do that.

5 SPEAKER: Right.

6 SPEAKER: And this is what nobody wants.

7 SPEAKER: Right.

8 SPEAKER: So you're either going to have
9 a major traffic bottleneck that's never going to
10 clear --

11 SPEAKER: Right.

12 SPEAKER: -- or you're going to have a
13 widened street, you know, majorly widened, like,
14 thoroughfare, which also nobody wants.

15 SPEAKER: Okay. So in terms of -- so
16 let's try to capture that, those concerns about the
17 bottleneck and about the -- then the threat of,
18 like, future widening of Ridge Road in these
19 answers. Okay?

20 SPEAKER: Yeah.

21 SPEAKER: Specifically.

22 SPEAKER: And I will be specific. To
23 impact safety, the number one thing would be no
24 interchange onto Ridge Road. So if you put that
25 down, just write down, no highway interchange

1 leading to Ridge Road. This is directly in the
2 study area. And it is the number one mother of all
3 problems that are going to be caused by all this.

4 SPEAKER: So -- all right, I have a
5 question about that. And you guys can educate me.
6 So you're saying that the interchange is at 440,
7 it's like one interchange, right?

8 SPEAKER: Uh-huh.

9 SPEAKER: South of that is Ridge Road,
10 right or not?

11 SPEAKER: [Inaudible].

12 SPEAKER: There's an exit there
13 [inaudible] Road now.

14 SPEAKER: Right.

15 SPEAKER: We're all intimately tied to
16 any change that happen to have --

17 SPEAKER: Okay. So it's a different
18 interchange.

19 SPEAKER: They're going to redo it, and
20 they're going to make it much bigger, and in both
21 directions and --

22 SPEAKER: Of Ridge Road?

23 SPEAKER: Yes.

24 SPEAKER: So you're saying they're going
25 to -- they're going to -- they're going to make

1 changes to another interchange, which is the Ridge
2 Road interchange.

3 SPEAKER: Right. They're making the
4 change to the Ridge Road Interchange, which is
5 addition to the Glenwood Interchange, which is the
6 official title.

7 SPEAKER: Yeah.

8 SPEAKER: But right next to it is a small
9 and partial interchange right now.

10 SPEAKER: Yeah.

11 SPEAKER: Which they want to change into
12 a big and full interchange, with traffic going
13 across in both directions in both sides of the
14 highway.

15 SPEAKER: Okay.

16 SPEAKER: [Inaudible].

17 SPEAKER: Okay. Okay.

18 SPEAKER: There's a lot of roads, but you
19 know.

20 SPEAKER: Okay. So part of this -- okay.
21 So I'm trying to -- within these, sort of,
22 categories --

23 SPEAKER: Uh-huh.

24 SPEAKER: -- but then also with, you
25 know, additional comments, I'm trying to figure out

1 -- so taking that concern of yours about how more
2 interchanges, you predict, will be impacted, right,
3 will be affected by this project and will be
4 widened, how do we capture that in terms of safety?
5 Are you -- so again, it's, sort of, like, increased
6 traffic --

7 SPEAKER: Just write down --

8 SPEAKER: It's the numbers.

9 SPEAKER: Yeah.

10 SPEAKER: The numbers of vehicles.

11 SPEAKER: [Inaudible] interchange --

12 SPEAKER: So increased, like, traffic
13 volume --

14 SPEAKER: Absolutely. By a major
15 increase.

16 SPEAKER: I thought the first thing that
17 I got --

18 SPEAKER: At Ridge Road?

19 SPEAKER: At Ridge Road interchange.

20 SPEAKER: -- from DOT said something like
21 1,000 vehicles an hour during rush hour. I saw
22 that in writing somewhere. That was the first
23 estimate.

24 SPEAKER: So did this capture your
25 concern?

1 SPEAKER: Yes, yes. That would, I guess,
2 capture a concern that other people commented on.

3 SPEAKER: And I'm sorry. I was not
4 recognizing you before.

5 SPEAKER: No, no. It's fine. I mean,
6 that's really, kind of, the main thing. Any of
7 these things that would increase traffic are all
8 going to have horrible safety risks for everything
9 else because Ridge Road is a nice, quiet, peaceful
10 neighborhood, sort of, area. And you know, part of
11 the -- I guess, one of the issues one of the
12 gentlemen earlier wanted to bring up is that, if
13 you, I feel like there's a little bit of
14 disingenuousness that's, kind of, going on here.
15 You know, sure, there's no plans to widen Ridge
16 Road now, but if you dump a lot of traffic on it,
17 you're going to have to, you know, deal with that
18 in the future. And you know, even with beginning
19 at this session this morning, you know, I was
20 hearing a lot of anger in the audience in terms of
21 basic questions. Like, on the one hand you guys
22 said you're not prepared or really gotten to the
23 details of the project, which makes it a little
24 harder for us to communicate our concerns if you're
25 not familiar.

1 And then the host this morning then
2 launched off by making some statements about the
3 project that have already been, kind of, been some
4 push back on, and didn't give anybody in the
5 audience a chance to, kind of, point that out or
6 kind of correct that before we broke into these
7 sessions.

8 And then another question I have -- or I
9 wanted to ask, is how many people in the room were
10 not residents in this area, and why it's just being
11 open to a, hey, call anybody that you want, as
12 opposed to the stakeholders, which are the people
13 who are going to have to deal with this on a daily
14 basis, so --

15 SPEAKER: So you're feeling that it's --
16 and I'm, kind of, trying to figure out, I guess,
17 important things. You know what, let's -- we won't
18 be linear here. So we've got traffic problems,
19 we've got other important things. So let's try to
20 make this a little bit more organic, how we do
21 this. Because I don't want you guys to have to be,
22 like, oh, you can't comment about traffic problems
23 yet. Okay? So then we'll try to capture all your
24 comments, and then those that don't fit neatly into
25 any of these categories, we'll capture them on

1 another thing, like, what's -- okay.

2 So let me -- you know what I'm going to
3 do? Let's read through the questions, so you guys
4 know what we'll be covering in the whole session,
5 and then we'll just move between them as you want
6 to. Okay. So this one's about safety.

7 The next one, is there a specific
8 valuable community asset, something important to
9 the community and/or the neighborhood located
10 within this project zone that you are concerned
11 will be impacted, like the tranquility of Ridge
12 Road?

13 SPEAKER: Yes.

14 SPEAKER: Yes.

15 SPEAKER: Okay. If so, what is, and how
16 do you believe it will be impacted? Okay? That's
17 number three.

18 From your perspective -- this is number
19 four -- what are the most problematic traffic and
20 pedestrian problems that need to be addressed? So
21 those are existing problems. Be specific with the
22 intersections, the direction and the time of day.
23 Okay? So those are the existing ones. If you
24 want, we can also you know, forecast what you
25 anticipate might be problems caused by the project.

1 What additional -- number five -- what
2 additional one or two things are important things
3 to your household or business that you want
4 considered as this project moves forward?

5 And then, what can -- number six -- what
6 can NCDOT do to demonstrate being a partner with
7 the community of stakeholders while tackling the
8 complex transportation challenges created by rapid
9 urban growth in Wake County?

10 And I'm going to start another sheet
11 that's going to -- I want to capture what you feel
12 is wrong with the process. Okay? Or kind of, I'm
13 hearing some, like, from you, what some of the
14 concerns are, and I want to make sure that we, you
15 know, honor the impacted. If I can get this to
16 unstick. [Inaudible]. I'll just, like, get down
17 low, you know, when you want to address this one.
18 Okay. So then, I'm going to call this one process,
19 and we might think of other things to call it.

20 Okay. So who would like to address --
21 you know, we can go out of order. We can stick
22 with this one and talk a about more about safety
23 concerns if you'd like. How are you guys feeling
24 about it? Where would you like to go?

25 SPEAKER: We might as well go through

1 your questions, and then discuss other things, I
2 guess.

3 SPEAKER: Okay.

4 SPEAKER: You know, since you have those
5 [inaudible] we have to get it done, so --

6 SPEAKER: Okay. And if you want to, kind
7 of, be linear, that's fine, but if you want to jump
8 around, that's fine, too. So does anybody want to
9 -- I mean, it sounds like we're -- a lot of the
10 discussion's going around community asset.

11 SPEAKER: Right.

12 SPEAKER: Would you like to jump to that?

13 SPEAKER: Sure.

14 SPEAKER: So again --

15 SPEAKER: So like I said, safety is a
16 community asset that will be impacted.

17 SPEAKER: Okay.

18 SPEAKER: You know, you can just -- I
19 mean, I'm not sure how you want --

20 SPEAKER: I'm going to put tranquility of
21 Ridge Road.

22 SPEAKER: Right. Right.

23 SPEAKER: It's almost the same things
24 [inaudible].

25 SPEAKER: So increased traffic.

1 SPEAKER: Access, certainly.

2 SPEAKER: All right. So traffic
3 problems, those are existing ones.

4 SPEAKER: Right.

5 SPEAKER: So I'm going to put increased
6 traffic. And then can you be specific? Increased
7 traffic, we know it's on Ridge Road.

8 SPEAKER: Off Ridge Road intersection.

9 SPEAKER: And 180. I think 180 --

10 SPEAKER: Yeah.

11 SPEAKER: -- bears the brunt of the
12 traffic before it gets to Ridge Road.

13 SPEAKER: Right. So --

14 SPEAKER: Eden, E-D-E-N?

15 SPEAKER: Lake Eden, and probably, Lake
16 Boone, as well. It's another -- it's a little off
17 Neighborhood Road, so they're going to have majorly
18 increase in traffic.

19 SPEAKER: Yeah.

20 SPEAKER: Okay.

21 SPEAKER: I would say property values
22 would be affected, that's a [sic] asset, a physical
23 asset. If you build me an interchange in front of
24 my house, my property value goes down, because now
25 I have noise, now I have traffic, now I have no

1 buffer to the interstate.

2 SPEAKER: Okay.

3 SPEAKER: So drop in property values, I
4 guess.

5 SPEAKER: Okay. And then I'd like to
6 also -- I'm loving everything you're saying; it's
7 very valuable. But I want to make sure we hear all
8 voices. Okay? And there will be enough time for
9 everybody to speak. So decreased property values.

10 SPEAKER: Increased property values would
11 be the asset, so maintaining values.

12 SPEAKER: Yeah. So how you want to word
13 it is up to you.

14 SPEAKER: Decrease of property values.

15 SPEAKER: [Inaudible].

16 SPEAKER: Due to development -- due to
17 increased traffic? Is that right?

18 SPEAKER: Or construction.

19 SPEAKER: Traffic and construction. So
20 that's during the construction phase?

21 SPEAKER: Or if the construction
22 requires, you know, right of way [inaudible]
23 somebody's property.

24 SPEAKER: Oh, okay. Okay.

25 SPEAKER: That actually might be another

1 item, so --

2 SPEAKER: Yeah.

3 SPEAKER: All right. So --

4 SPEAKER: Preservation of property

5 rights.

6 SPEAKER: Yeah.

7 SPEAKER: All right. The -- and the --

8 specifically, there's a concern about that there

9 will be a taking of property?

10 SPEAKER: Some of the plans call for --

11 SPEAKER: Yes.

12 SPEAKER: -- significant changes to

13 property

14 SPEAKER: Taking of property.

15 SPEAKER: Yeah.

16 SPEAKER: Like, by eminent domain, I

17 guess it would be.

18 SPEAKER: Yes.

19 SPEAKER: Because they can.

20 SPEAKER: Yeah. Yeah. I can see that

21 being a huge one.

22 SPEAKER: Preservation of the tree

23 canopy.

24 SPEAKER: We have a large community of

25 red-tail hawks that are going to be displaced by

1 this action.

2 SPEAKER: All right. So preservation of
3 tree canopy.

4 SPEAKER: There hasn't been a study of
5 that.

6 SPEAKER: And wildlife. And birds?

7 SPEAKER: Wildlife. We have -- we have
8 red foxes in the neighborhood. We have owls.

9 SPEAKER: I have deer.

10 SPEAKER: Yeah. I have deer, too.

11 SPEAKER: I've had a deer in my backyard
12 while I'm --

13 SPEAKER: I had two in the garden.

14 SPEAKER: While I'm drinking coffee.

15 SPEAKER: Deer, hawks, owls.

16 SPEAKER: You said hawks, owls?

17 SPEAKER: Hawks, owls, foxes. We have
18 all this.

19 SPEAKER: I don't think we have beavers
20 anymore, do we?

21 SPEAKER: [Inaudible].

22 SPEAKER: [Inaudible].

23 SPEAKER: This is a huge one. Okay.

24 What other -- so let's -- yes, ma'am.

25 SPEAKER: Something that I haven't been

1 concerned about, but someone is concerned about our
2 basketball court, which is at the corner of Ridge
3 Road.

4 SPEAKER: There is a small public park
5 that could, potentially, be impacted.

6 SPEAKER: Is this the same one that
7 you're talking about?

8 SPEAKER: [Inaudible] it would be taken
9 if [inaudible]. Yeah.

10 SPEAKER: Okay. So we're going to say
11 it's the preservation -- preservation of small
12 public park.

13 SPEAKER: Uh-huh.

14 SPEAKER: Uh-huh.

15 SPEAKER: And where is it located again?

16 SPEAKER: Corner of -- I mean, corner of
17 Ridge Road and Varnell.

18 SPEAKER: Ridge --

19 SPEAKER: Ridge Road and --

20 SPEAKER: Ridge Road.

21 SPEAKER: And what was the other one?

22 SPEAKER: Varnell, V-A-R-N-E-L-L.

23 SPEAKER: Two Ls or --

24 SPEAKER: Uh-huh.

25 SPEAKER: Uh-huh.

1 SPEAKER: Okay. Okay. What other
2 community assets? All right. SO something is
3 important to you, important to your community,
4 important to your neighborhood.

5 SPEAKER: Minimize noise pollution.

6 SPEAKER: Noise pollution. Okay.

7 SPEAKER: Some of the construction calls
8 for them taking down a lot of trees and
9 re-landscaping a lot of areas without [inaudible].

10 SPEAKER: We can already hear noise from
11 the Beltline, and I'm hearing people racing at
12 night.

13 SPEAKER: Oh, yes.

14 SPEAKER: Gosh, regularly.

15 SPEAKER: High-speed motorists, you know
16 they're doing 100 miles an hour out there on the
17 Beltline. There's no -- apparently, no enforcement
18 out there because we hear it all the time. We know
19 what they're doing. The motors are screaming out
20 there; this is not just regular traffic. Racing on
21 the Beltline.

22 SPEAKER: They're speeding [inaudible]
23 going by my house there.

24 SPEAKER: Well, they do that, too.
25 That's in the neighborhood. But I hear them really

1 well.

2 SPEAKER: I think they come off of the
3 [inaudible].

4 SPEAKER: I guess, community -- just,
5 general safety. You know, children playing, crime
6 levels, et cetera. All that can be impacted with
7 increased traffic and increased access to the area.

8 SPEAKER: So tell me about -- let's
9 expand on those a little bit and get specifically
10 -- specific about them being a community asset. So
11 we're -- so you raised two things. One is safety,
12 and then one is crime --

13 SPEAKER: Uh-huh.

14 SPEAKER: -- that are, kind of,
15 connected. How do you guys feel that crime may
16 increase as a result of this?

17 SPEAKER: So this area is primarily a
18 neighborhood area. And increased traffic would be
19 people cutting through here or avoiding other
20 traffic or avoiding other construction. So I mean,
21 a lot of, you know, not-normal-pass-through traffic
22 opens things up for, just, more crime [inaudible].

23 SPEAKER: So the community asset --

24 SPEAKER: So the asset is low crime,
25 right?

1 SPEAKER: Yeah.

2 SPEAKER: Yes.

3 SPEAKER: Low crime.

4 SPEAKER: And high safety.

5 SPEAKER: So it could be increased.

6 [Inaudible] could be increased by --

7 SPEAKER: Transient traffic.

8 SPEAKER: Like pass-through traffic?

9 SPEAKER: Yeah.

10 SPEAKER: Pass-through traffic. Okay.

11 Did that capture?

12 SPEAKER: Yeah, sure.

13 SPEAKER: Okay. All right. So that's

14 about -- anything else about crime, about concerns

15 about how crime might be increased by this project?

16 SPEAKER: Well, let me put it this way.

17 Right now it's a fairly closed off area. So people

18 don't necessarily venture in, and there's not an

19 easy way to get out quickly. You put a major

20 overpass that can -- you know, you can get out

21 within two minutes, you can quickly come in, break

22 into five or six cars on the road, maybe then run

23 out and they'll never find you. Right?

24 SPEAKER: Right.

25 SPEAKER: You're in a completely

1 different part of town already.

2 SPEAKER: Right. Okay. So how do we
3 capture that? Right now there's, sort of -- it's,
4 like, a limited access --

5 SPEAKER: Right.

6 SPEAKER: -- kind of, environment. And
7 then it's going to become, like, more porous, more
8 ways in and out.

9 SPEAKER: Right. So part of the problem
10 is, because you have ease of access, there's ease
11 of access for everyone.

12 SPEAKER: I think that captures it pretty
13 well, actually.

14 SPEAKER: Okay.

15 SPEAKER: It's increased traffic. It's
16 just what it brings to our neighborhood.

17 SPEAKER: Okay. I'm going to say --
18 okay. And also kind of, the -- do we have
19 increased traffic? We got it there. So the
20 community asset is, sort of, low -- I'm just going
21 to put volume traffic --

22 SPEAKER: Yeah.

23 SPEAKER: -- for now.

24 SPEAKER: We currently have traffic
25 issues.

1 SPEAKER: Okay.

2 SPEAKER: So maintaining what we have --

3 SPEAKER: So lower --

4 SPEAKER: -- [inaudible] rather than low.

5 SPEAKER: It will be bigger as we go.

6 SPEAKER: Okay. Lowish. Okay. So and
7 then there was -- anything else about safety in
8 terms of a community asset and the safety -- the
9 current safety of the neighborhoods that you think
10 could be impacted by this?

11 SPEAKER: If you have kids, I mean,
12 they're playing outside, they're riding bikes. Now
13 you're increasing traffic, that's a big, kind of,
14 already in the previous.

15 SPEAKER: Yeah.

16 SPEAKER: So that would be, like, one of
17 the things -- I don't know if you want to put here.
18 Because it's an asset that the kids can play
19 outside. Now if you increase traffic they cannot
20 play outside.

21 SPEAKER: Yeah. Between kids, you know,
22 parents walking their children, walking the dogs,
23 cycling, running.

24 SPEAKER: Right.

25 SPEAKER: It's a very active [inaudible].

1 SPEAKER: And a lot of roads don't have
2 sidewalks, so you know, you're squashed on the
3 street, and you know, somebody comes off the
4 highway going 65, before they can actually slow
5 down, they already hit you.

6 SPEAKER: Uh-huh.

7 SPEAKER: All right. So the safety of
8 pedestrians.

9 SPEAKER: And cyclists.

10 SPEAKER: Cyclists.

11 SPEAKER: It's going to be compromised.

12 SPEAKER: Cyclists. That's -- and it's
13 really because of the lower volume traffic, would
14 you say?

15 SPEAKER: Yeah.

16 SPEAKER: And the lower points of access,
17 the number of access?

18 SPEAKER: As we currently are, I mean, it
19 could always be less traffic, but we already, at
20 rush hour, we have traffic coming up Ridge Road
21 from the Beltline. Imagine that doubled or triples
22 or quadrupled.

23 SPEAKER: Okay.

24 SPEAKER: I mean, they say there's no
25 plans to widen Ridge Road. Well, that's just

1 because they haven't gotten around to it. They
2 will get around to it, though.

3 SPEAKER: Next year's budget's up.

4 SPEAKER: Yeah.

5 SPEAKER: Okay. All right. So what
6 we've got is -- do you think we've captured, pretty
7 much, the community assets for now that you can
8 think of, that you're worried about?

9 SPEAKER: Yes.

10 SPEAKER: All right. Let's move on to --
11 how about we jump to traffic problems because it's,
12 like -- all right. So let's -- I believe the way
13 this is worded, they're -- they're talking about
14 current traffic problems. From your perspective,
15 what are some of the most problematic traffic and
16 pedestrian problems that need to be addressed? Be
17 specific about intersections, direction or time of
18 day. Would you like to comment?

19 SPEAKER: Sure.

20 SPEAKER: I want to make sure your voice
21 is heard.

22 SPEAKER: Turning left out of Tazwell
23 Place.

24 SPEAKER: Turning left out of Tazwell?

25 SPEAKER: Yes. T-A-Z-W-E-L-L.

1 SPEAKER: Oh, T?

2 SPEAKER: T, yes.

3 SPEAKER: Tazwell, like that?

4 SPEAKER: Yes.

5 SPEAKER: Place.

6 SPEAKER: At rush hour.

7 SPEAKER: At rush hour.

8 SPEAKER: Or when there's a blockage on

9 the Beltline and people choose to use Ridge and

10 Glen Eden and Lake Boone as a shortcut to get back

11 on.

12 SPEAKER: Does that capture it?

13 SPEAKER: Uh-huh.

14 SPEAKER: Okay. All right. So other

15 traffic problems. Let's go -- do you want to say

16 something?

17 SPEAKER: At present?

18 SPEAKER: Yes.

19 SPEAKER: I do see a lot of speeding on

20 Varnell.

21 SPEAKER: Okay. So speeding on Varnell,

22 right? V?

23 SPEAKER: V.

24 SPEAKER: And then two Ls?

25 SPEAKER: Right.

1 SPEAKER: Okay. And so this is, actually
2 -- let's think about this as, what are the traffic
3 and pedestrian problems that you guys would like
4 them to solve with this project, right? So this
5 is, like -- this is, like, what -- yeah. What is a
6 problem that you think should be addressed?

7 SPEAKER: I'll expand on what she's
8 saying about Varnell. We have an apartment complex
9 in the back of our neighborhood, and there's a lot
10 of people that are from other places, and they go
11 50 miles an hour down Varnell as a piece of
12 cut-through street.

13 SPEAKER: What happens if they disconnect
14 Varnell from Ridge Road?

15 SPEAKER: They go down [inaudible].

16 SPEAKER: Yeah. So they'll just be
17 redirected to [inaudible].

18 SPEAKER: They'll be -- I would love to
19 see the access to the apartments cut off.

20 SPEAKER: Yeah. That's a good --

21 SPEAKER: That would be welcome. Because
22 --

23 SPEAKER: [Inaudible].

24 SPEAKER: Well, they tried to about ten
25 years ago, and the neighbors put up a fit, but I

1 don't know why; I thought it was a positive.

2 SPEAKER: So to solve problems, perhaps
3 put, you know, those traffic --

4 SPEAKER: Speed bumps?

5 SPEAKER: -- speed bumps on some of these
6 roads. Especially, Varnell would be one of those
7 roads. You put [inaudible], you can't go 50
8 anymore because you're going to wreck your car.

9 SPEAKER: I knew at one point they did --
10 they put out the things where they count the
11 traffic.

12 SPEAKER: Yeah, yeah.

13 SPEAKER: And they didn't find enough of
14 them to --

15 SPEAKER: Oh, it wasn't feasible?

16 SPEAKER: Uh-huh.

17 SPEAKER: So Varnell is also actually,
18 technically connected from Ridge to Glen Road. So
19 anybody can go through. It's a little turny, but
20 it's a cut-through, so you don't have to go through
21 440.

22 SPEAKER: Right.

23 SPEAKER: So it's --

24 SPEAKER: [Inaudible] --

25 SPEAKER: So it's part of that general

1 Varnell problem. I don't know if you can put some
2 sort of a -- you could even do it, like, you put a
3 ramp for the residents of that tower with the
4 little keycards, so they have to -- so that only
5 people that are residents of the tower can actually
6 use that cut-through. That would solve a lot of
7 problems because all the other people can't go
8 through any more.

9 SPEAKER: Keycard access to what?

10 SPEAKER: To the parking lot of a
11 residential tower, which is the cut-through path.

12 SPEAKER: And the residential tower is on
13 Varnell?

14 SPEAKER: Yeah. Is that the proper
15 address? Or Varnell, Glenwood, I guess.

16 SPEAKER: It's really Glenwood.

17 SPEAKER: Yes, yes.

18 SPEAKER: It's known as the Sterling on
19 Glenwood.

20 SPEAKER: Okay. Very good. So what are
21 the -- let's think about both pedestrians, and I
22 would say, bicyclists.

23 SPEAKER: You put the Sterling in a
24 parenthesis, so they know what we're talking about.
25 If they don't live in the neighborhood --

1 SPEAKER: Like that?

2 SPEAKER: That should be fine.

3 SPEAKER: Okay. Okay. So you know, when
4 you think about, sort of, like, why DOT has, you
5 know, targeted this area for this project and what
6 their rationale is, is there anything about that
7 that you think is valid? Like, are there -- when
8 you think about that, and then, maybe, ones that
9 you don't think are valid? Right? So you know,
10 that's, sort of, what we can suss out here.
11 Because that -- I mean, if this is a good process,
12 I would think it could affect, like, the -- what
13 happens in the project. Right? So if you guys are
14 all saying, like -- you know, it's a misconceived
15 project for certain reasons, or is it more like --
16 it's conceived well, but it's, like, how they do it
17 that's going to really matter in terms of
18 preserving, you know --

19 SPEAKER: I think it's a little bit of
20 both. For example, you know, there's problem
21 intersections like Lead Mine, Blue Ridge, Creedmoor
22 where they all mess with Glenwood. Lead Mine has
23 been, you know, considered a failed intersection.
24 Well, you know, why not fix that --

25 SPEAKER: Yes.

1 SPEAKER: -- and it'll deal with some of
2 the Glenwood traffic, as opposed to just rerouting
3 it to the residential neighborhoods. So actually,
4 I'd like to get those on the list as problems areas
5 --

6 SPEAKER: Okay. So --

7 SPEAKER: -- that are considered in the
8 area.

9 SPEAKER: Okay. So that -- this is
10 great. So you're -- you're saying that the Lead
11 Mine intersection with --

12 SPEAKER: Lead Mine, Glenwood and then
13 Blue Ridge and Creedmoor --

14 SPEAKER: Ledge [sic] Mine -- Lead mine
15 --

16 SPEAKER: Yes, Lead Mine and Blue Ridge
17 --

18 SPEAKER: Blue Ridge --

19 SPEAKER: And Creedmoor. All those
20 intersections on [inaudible] --

21 SPEAKER: And Creedmoor.

22 SPEAKER: Those should be addressed and
23 fixed --

24 SPEAKER: First --

25 SPEAKER: -- before anything --

1 SPEAKER: -- intersections should all be
2 addressed.

3 SPEAKER: First --

4 SPEAKER: Fix those first.

5 SPEAKER: All these addressed --

6 SPEAKER: It's too easy to screw up
7 another neighborhood.

8 SPEAKER: First.

9 SPEAKER: And when you say first, before
10 what?

11 SPEAKER: Before anything else with
12 I-440, Glenwood, anything.

13 SPEAKER: I don't think they have a good
14 solution to those.

15 SPEAKER: Other than more loops.

16 SPEAKER: Other than more roads, just, to
17 take the pressure off those intersections. It's a
18 mess. I bet there's more accidents at Lead Mine
19 and Glenwood than, probably, anywhere in the state.

20 SPEAKER: Is this one intersection, Lead
21 Mine where it intersects Glenwood?

22 SPEAKER: Yes.

23 SPEAKER: All right. So I got to do it
24 [inaudible] that way. Okay. right?

25 SPEAKER: Right.

1 SPEAKER: All right. So can you think of
2 other -- I think it might be helpful, right? If
3 you're saying that part of what they are addressing
4 is legitimate and needed and is well-conceived like
5 this, and then there's other parts where you're,
6 like, no, this is not --

7 SPEAKER: Part -- I don't know if this
8 would fall into this, but there is a [sic] entrance
9 and exit from the mall onto Glenwood that is
10 completely responsible for a lot of the backup.
11 Why don't they close that?

12 SPEAKER: Okay. So those --

13 SPEAKER: Close that, find another way --

14 SPEAKER: Is that Crabtree Valley Mall?

15 SPEAKER: Yeah this is Crabtree Valley

16 SPEAKER: Crabtree --

17 SPEAKER: Crabtree Valley Mall as it
18 intersects Glenwood and you're saying --

19 SPEAKER: It's between Blue Ridge --
20 yeah, Blue Ridge and the Beltline, I guess.

21 SPEAKER: So access -- access to the
22 mall, I guess, is problematic, and it's causing a
23 lot of problems 'cause people slow down, people
24 want to turn, people are waiting --

25 SPEAKER: Yeah.

1 SPEAKER: -- in multiple lanes, and you
2 know, it's just a mess. It's always been a mess.

3 SPEAKER: Always.

4 SPEAKER: But as you're getting more
5 people, it's just getting worse.

6 SPEAKER: But it certainly won't hurt to
7 close that.

8 SPEAKER: Okay.

9 SPEAKER: That's on the Ridge Road side,
10 right?

11 SPEAKER: No, it's --

12 SPEAKER: No, it's on Glenwood.

13 SPEAKER: It's on Glenwood, okay.

14 SPEAKER: Glenwood, yeah.

15 SPEAKER: It's not Glenwood, no.

16 SPEAKER: I would say any access to that
17 mall is a problem.

18 SPEAKER: Oh, okay, okay. I was thinking
19 you were talking about Blue Ridge Road.

20 SPEAKER: But I would say, Glenwood.

21 SPEAKER: Primarily at Glenwood.

22 SPEAKER: Yeah.

23 SPEAKER: Is that across from the
24 Marriott?

25 SPEAKER: Yes. That one --

1 SPEAKER: [Inaudible].

2 SPEAKER: -- there's a left turn. Yeah,
3 it's -- it, ultimately, is the upper level, you're
4 right. And you know, it's just stop-and-go
5 traffic, which only increases the congestion, you
6 know, exponentially, from the failed intersection
7 at Lead Mine. I mean, I think that's just a failed
8 area right there as far as the DOT is concerned.

9 SPEAKER: Help me capture what you're
10 saying. Okay? So let's get -- I want to make
11 sure, like, that we clarify exactly what you're
12 talking about so they're clear. So it's at
13 Glenwood Avenue we're talking? Okay. So at
14 Glenwood --

15 SPEAKER: And it is the upper level
16 access.

17 SPEAKER: -- Avenue, and it is the upper
18 level access. Upper level --

19 SPEAKER: Yeah.

20 SPEAKER: I think it's next to the
21 Cheesecake Factory --

22 SPEAKER: Yes. I can have to the
23 Cheesecake Factory.

24 SPEAKER: Next to Cheesecake Factory.
25 Now, can you also -- now, when you say that's a

1 light, stop light.

2 SPEAKER: Yeah. Three in a row.

3 SPEAKER: And that just causes, like --

4 SPEAKER: Yes.

5 SPEAKER: And a lot of volume coming,
6 coming out and moving left and right across that
7 Glenwood Avenue, so --

8 SPEAKER: Okay. So it's three -- is it
9 three stop lights in a row? Three or four or more
10 --

11 SPEAKER: Yeah.

12 SPEAKER: Yeah.

13 SPEAKER: -- or more stop lights close
14 together causing -- causing gridlock, would you
15 say, or causing --

16 SPEAKER: Yeah.

17 SPEAKER: Yeah that works

18 SPEAKER: Causing Gridlock. Okay. Yeah,
19 that's really interesting, yeah.

20 SPEAKER: I'm sure they are aware, this
21 is not news to them.

22 SPEAKER: Right. Yeah, but it's also
23 kind of helpful, like, to think about, sort of, how
24 that traffic problem might be able to be addressed
25 in way that's very innovative, that's very

1 effective, that's, sort of, what it does to the
2 traffic.

3 SPEAKER: Yeah. It's been addressed in
4 communities where we've lived with flyovers, but
5 apparently --

6 SPEAKER: Right that kind of thing.

7 SPEAKER: The DOT is [inaudible] flyovers
8 or pedestrian bridges. They don't like them, and
9 in most cases, won't even consider them.

10 SPEAKER: Well, let's talk about that
11 because -- so are you guys -- I know -- so a
12 pedestrian bridge, I know what that is. A flyover,
13 is that for cars, or is that -- is that --

14 SPEAKER: Yes.

15 SPEAKER: Okay. So you're saying that
16 you feel that those -- DOT is, like, [noise],
17 'cause they're too expensive or there whatever?

18 SPEAKER: I have no idea.

19 SPEAKER: Could be.

20 SPEAKER: Okay. So if -- do we want to
21 capture that somewhere here? So there's traffic
22 problems. Not that one --

23 SPEAKER: You can just add another
24 traffic problem.

25 SPEAKER: Maybe under safety --

1 SPEAKER: Yeah.

2 SPEAKER: -- and other important things
3 are -- what additional one or two things are
4 important things to your household or business that
5 you what considered as this project moves forward.
6 So it could be that you would like more pedestrian
7 bridges and flyovers, that could be, or we can
8 capture it, you know, with, maybe, traffic or
9 safety. I mean, pedestrian bridges, I think, are
10 in terms of safety.

11 SPEAKER: Well, crossing those lanes of
12 traffic, if I was staying at the Marriott, I'd have
13 to get a ride over because --

14 SPEAKER: Yes. Yes.

15 SPEAKER: You'd kill yourself crossing
16 the street.

17 SPEAKER: Right. So bicycles and
18 pedestrians are, like, not an option, right?

19 SPEAKER: No, not there.

20 SPEAKER: This is -- this is good. All
21 right. So how do you guys think we should capture
22 this? You want to put it under safety? Because
23 it's safety -- it's safety for -- they're not, like
24 -- they're not, like, clear, clean --

25 SPEAKER: Sheet number 2 for --

1 SPEAKER: -- categories.

2 SPEAKER: -- traffic perhaps,
3 [inaudible].

4 SPEAKER: Well -- all right. So 'cause
5 it is traffic -- that's number 4, traffic and
6 pedestrian problems, so it would probably go there
7 because it's a pedestrian problem, right?

8 SPEAKER: Yeah.

9 SPEAKER: So -- so you're saying that you
10 would like to see --

11 SPEAKER: I'd like to see them at least
12 consider [inaudible] --

13 SPEAKER: Yeah. So the problem is that
14 --

15 SPEAKER: -- or several

16 SPEAKER: -- pedestrian and bike traffic
17 --

18 SPEAKER: It's expensive to engineer and
19 build [inaudible] --

20 SPEAKER: Is really, like, is currently
21 suicidal.

22 SPEAKER: Correct.

23 SPEAKER: From and to the mall, I guess.

24 SPEAKER: I mean, if we've got to have
25 this thing rammed down our throats, let's have a

1 way that you can, actually, walk or ride a bike to
2 the mall, it's only a half a mile away.

3 SPEAKER: Without increasing your
4 engineering --

5 SPEAKER: Okay. My assistant here.
6 Okay. So is that captured? Pedestrian and bike
7 traffic currently impossible at mall. And then I'm
8 going to say, need -- need bridges and flyovers.
9 Need pedestrian bridge, would you say?

10 SPEAKER: Yeah.

11 SPEAKER: Yes.

12 SPEAKER: And then maybe flyovers?

13 SPEAKER: Yeah. Put that in there;
14 they'll recoil from it, but --

15 SPEAKER: So maybe, you know -- so what
16 you're saying with this is that you feel,
17 essentially, that DOT is being a bad partner, so
18 this is this one.

19 SPEAKER: Yes, I'll go with that,
20 actually.

21 SPEAKER: But -- well -- but specifically
22 because they won't consider some options, right, or
23 some, kind of, things that maybe are expensive --

24 SPEAKER: Exactly.

25 SPEAKER: -- but that -- so they -- so

1 you're feeling like they need to -- I don't want to
2 put words in your mouth, but maybe they need to
3 invest in solutions that are going to increase the
4 quality of life --

5 SPEAKER: Maybe think outside the box for
6 a change. Which, if you look around Raleigh, there
7 virtually -- I don't know, are there any flyovers?

8 SPEAKER: So how -- I don't want to put
9 words in your mouth, so in terms of this, what can
10 DOT do to demonstrate being a real partner to you,
11 sort of -- and I think it relates to what you're
12 saying because you're saying they won't consider
13 certain options

14 SPEAKER: I feel like they're not
15 exploring every option --

16 SPEAKER: Okay.

17 SPEAKER: -- to help us.

18 SPEAKER: Explore all options to address,
19 I guess, traffic problems, right?

20 SPEAKER: Right.

21 SPEAKER: Traffic problems, including,
22 like -- including those that may be expensive, or
23 --

24 SPEAKER: Yes.

25 SPEAKER: Okay. Including those that may

1 be more expensive and may be complicated, or --

2 SPEAKER: Yeah.

3 SPEAKER: Complicated.

4 SPEAKER: I think part of the point here
5 is they're -- this is the Department of
6 Transportation, but they are so focused on cars and
7 trucks, totally, at the expense of pedestrian
8 traffic, bicycle traffic, green-friendly modes of
9 transportation, all that is -- they could care less
10 about any of that. It's all about cars and trucks,
11 and --

12 SPEAKER: So you could say it's, like, to
13 -- that they should prioritize, sort of, preserving
14 quality of life, and --

15 SPEAKER: If they are going to put a
16 highway through a neighborhood, yes.

17 SPEAKER: So -- so I guess, prioritize
18 pedestrian, bicycle modes of transportation.

19 SPEAKER: Right. Right.

20 SPEAKER: Is that -- did I capture that
21 right? Prioritize pedestrian, bicycle modes of
22 transportation. Okay. I do have a planning
23 background, so that's why I speak a little with
24 this language. Okay. So it -- was there anything
25 else you wanted to say about that? So if they're

1 good partners, they're going to -- I guess, I can
2 say not, like -- don't --

3 SPEAKER: I mean, I think --

4 SPEAKER: -- it's -- 'cause it's quality
5 of life, it's -- it's exercise, it's ---

6 SPEAKER: I think you captured that.

7 SPEAKER: Okay.

8 SPEAKER: But the other related thing --
9 and I don't know exactly how this fits in, but they
10 want to put a new bridge over 440 at the end of
11 Ridge Road.

12 SPEAKER: Pedestrian bridge?

13 SPEAKER: No.

14 SPEAKER: No, no, no, no.

15 SPEAKER: Overpass.

16 SPEAKER: They haven't -- they're not even
17 talking about pedestrian, bikes, they -- they --
18 they'd rather -- sure, they'd rather get rid of us.
19 But anyway, what I wanted to say is, we already
20 have a bridge over for 440 at Glen Eden, which
21 looks like it was put there with the idea of, one
22 day we'll put ramps here and this will be an
23 interchange. They're, more or less, abandoning
24 that and moving it 200 yards down 440 to put this
25 brand-new flyover at the end Ridge Road. And so I

1 don't think that they have, really, considered
2 improving existing bridges, rather than just
3 building a new one.

4 SPEAKER: Okay. So would this -- so you
5 feel that it's a problem that they're abandoning an
6 existing one. They're going -- they're going to
7 demolish that, and they're going to build a new
8 one?

9 SPEAKER: Well, I think the idea of
10 improving access at Glen Eden Road's interchange
11 with 440, that should be looked at instead of what
12 they're talking about, because they already built
13 that with that in mind. You know, I mean, it looks
14 pretty clear to me, when you look at the road
15 layout, there're no ramps connecting Glen Eden to
16 440.

17 SPEAKER: Okay. Okay.

18 SPEAKER: There's no access ramps, but
19 it's, virtually, already made interchange, as it
20 is.

21 SPEAKER: So you're saying, if they're
22 going to, you know -- a good faith, sort of, good
23 partner thing for them to explore would be
24 improving the other intersection?

25 SPEAKER: Yes.

1 SPEAKER: Okay. So tell me -- so
2 consider --

3 SPEAKER: Consider improving the Glen
4 Eden intersection rather than building a new one at
5 Ridge Road.

6 SPEAKER: And part of your reason you're
7 saying is that, is because that is going to be
8 disruptive.

9 SPEAKER: Well, yes. The new one at the
10 end of Ridge Road is very disruptive to a lot of
11 people. The Glen Eden interchange is already
12 built. It's not really -- I mean, it might affect
13 a house or two bordering that, but it's, virtually,
14 already there. It just needs ramps, and then --
15 then that would funnel traffic from our
16 neighborhood to the area behind the mall --

17 SPEAKER: Okay.

18 SPEAKER: -- which is kind of what they
19 want to do anyway.

20 SPEAKER: So I would add to that,
21 consider improving, also existing interchanges at
22 Lake Boone and Wade Avenue. So there's already,
23 within this very short span of highway, there's
24 several interchanges that exists. Like, basically,
25 less than half a mile apart, in a sense. And

1 they're considering, just, building another one,
2 rather than improving the ones that already are in
3 existence and are, to an extent, built to handle
4 some of this traffic that's already there, so --

5 SPEAKER: So basically the higher level
6 [inaudible] improving existing infrastructure?

7 SPEAKER: Yeah, I think so.

8 SPEAKER: Which also includes, like, Lead
9 Mine, too, to some degree.

10 SPEAKER: Well, yes.

11 SPEAKER: Yeah.

12 SPEAKER: All right. So consider
13 improving interchanges.

14 SPEAKER: He's talking about the Lake
15 Boone --

16 SPEAKER: So Lake Boone, Wade, and
17 Glenwood.

18 SPEAKER: Lake Boone at 440.

19 SPEAKER: Yeah. The DOT will understand
20 what's -- what's going on.

21 SPEAKER: Yeah.

22 SPEAKER: Yeah.

23 SPEAKER: And Wake?

24 SPEAKER: Wade -- Wade D.

25 SPEAKER: Wade Avenue?

1 SPEAKER: Yeah.

2 SPEAKER: Wade Avenue at 440?

3 SPEAKER: Yep. And then Glenwood/440. I
4 mean, they are doing Glenwood/440 anyhow, but --

5 SPEAKER: I thought they were doing
6 something at Wade, is there another project? It's
7 not connected any if this, right?

8 SPEAKER: No, I have no idea, but --

9 SPEAKER: Yeah. They're doing something
10 with Wade, they're doing something up on Blue
11 Ridge, I think.

12 SPEAKER: Yeah.

13 SPEAKER: There's -- there's, like, a
14 couple going on.

15 SPEAKER: Yeah.

16 SPEAKER: That's the other thing, too, is
17 there's a lot of things going on that are going to
18 impact traffic.

19 SPEAKER: Yeah.

20 SPEAKER: Yes.

21 SPEAKER: Why are we doing them all at
22 once? Why don't we do some of them and see how
23 that affects traffic?

24 SPEAKER: Yes. Especially, the
25 [inaudible] --

1 SPEAKER: Okay. So there's several
2 projects, not just this project?

3 SPEAKER: Correct.

4 SPEAKER: Okay. So you're saying -- all
5 right. So --

6 SPEAKER: Pretty much from Cary all the
7 way up to here. There's going to be something
8 going on. I mean, they're widening 440 [inaudible]
9 --

10 SPEAKER: Okay. So phase in DOT
11 projects.

12 SPEAKER: And monitor impact.

13 SPEAKER: Yeah.

14 SPEAKER: All right. So monitor impacts.
15 All right. Instead of doing them all
16 simultaneously. Instead of doing them
17 simultaneously. Okay.

18 SPEAKER: And then I would add, choose
19 options that minimize impact over the neighborhood.
20 Right?

21 SPEAKER: Yes. Yes. Choose options,
22 yes, that --

23 SPEAKER: Rather than, just, whatever
24 somebody thought was a good idea.

25 SPEAKER: Right. Minimize impact.

1 That's really important, I think, because it's,
2 like ---

3 SPEAKER: I'm sure, when you're, you
4 know, just drawing things on the paper, it looks
5 like a really nice interchange, you know, and it's
6 a beautiful interchange, but it might not be a good
7 idea for people that live there. An engineer will
8 -- that's not affected by it, will look at it from
9 a completely different perspective than, you know,
10 somebody that ---

11 SPEAKER: [Inaudible].

12 SPEAKER: Yeah. So from an engineering
13 aspect, it might be a great solution, but from a,
14 you know, neighborhood aspect, it's not.

15 SPEAKER: Yeah, I can relate to that
16 because at one point, I was living somewhere and
17 they were trying to relocate the dump -- the -- the
18 dump, and they -- and it seemed like they weren't
19 looking at how many people were impacted. And it
20 was more just -- it became a political battle of,
21 like, where.

22 SPEAKER: Well -- so --

23 SPEAKER: You know, like us against them,
24 but like, even if there's, like, a thousand of us
25 and then, like, three of them.

1 SPEAKER: So part of it looks like, you
2 know, we have to do something, so this is
3 something, let's do it, kind of, system, and we
4 don't want that to be the process.

5 SPEAKER: So -- so let's drill down and
6 add a little bit more. How can they -- 'cause I
7 think this is huge. I think considering the human
8 impact, what toll does this have on every person
9 that comes to these places? Can you think of a way
10 that DOT can be a better partner, so that that can
11 be better achieved? Here's part of -- here's part
12 of the process, what we're doing today, and I can
13 actually come -- I can -- we can speak a little bit
14 more about the process and I can capture it here,
15 if you'd like. But in terms of, you know, maybe it
16 can go in one or the other.

17 SPEAKER: Seriously consider our inputs
18 when you do the planning. Right. And then let us
19 comment on the plan and let us use our inputs to
20 then modify the plan if needed. Right.

21 SPEAKER: Okay. So seriously consider
22 input.

23 SPEAKER: In planning stages, right, or
24 the design, I guess, whatever you would call that
25 part.

1 SPEAKER: Yeah, not the whole, here's
2 three, pick one.

3 SPEAKER: I have a question for you. So
4 I -- I believe that this is the intent of what
5 we're doing today. Do you -- how do you feel about
6 it?

7 SPEAKER: I feel a little misled.

8 SPEAKER: Me too.

9 SPEAKER: Okay. I'm going to capture
10 this on process. Okay. So let's -- all right. So
11 feeling misled. Can you expand on that, and then
12 I'd like to hear from you, as well.

13 SPEAKER: Sure. So this was presented,
14 initially, as an opportunity to meet and speak with
15 the engineers, the developers and the NCDOT. In
16 these discussions, you should be somebody that's
17 from one of the design firms or from the DOT.

18 SPEAKER: I should be the person that's
19 taking this --

20 SPEAKER: That's right. Which is not
21 what is happening here.

22 SPEAKER: Okay.

23 SPEAKER: Feels like a bit of a bait and
24 switch, which is fine, still, we're having a
25 discussion, which is a step forward, but not was

1 presented to everybody.

2 SPEAKER: So you thought that you were
3 going to be giving your impact and feelings to
4 people that work for DOT and the engineering firms.

5 SPEAKER: That's correct.

6 SPEAKER: Okay. Instead of it being,
7 like, for a facilitator?

8 SPEAKER: Here's six questions.

9 SPEAKER: That was my understanding, as
10 well.

11 SPEAKER: Okay. So I'm going to say that
12 -- does it -- okay. I'm going to say participants
13 -- participants thought they would directly be
14 giving input to -- is it DOT and the engineers?

15 SPEAKER: Yeah.

16 SPEAKER: Is that -- DOT --

17 SPEAKER: Or design firms or whatever.

18 SPEAKER: -- engineers --

19 SPEAKER: Decision makers, really.

20 SPEAKER: Yes, there we go.

21 SPEAKER: You're doing a great job, but
22 you're not a decision maker.

23 SPEAKER: -- instead. Yeah. So instead
24 of facilitators.

25 SPEAKER: So basically, rather than just

1 being an input, it's sort of like, how do we manage
2 the outrage, in a sense, you know, in a PR fashion.

3 SPEAKER: They want to have direct
4 communication with decision makers, right?

5 SPEAKER: Right, and this is what we were
6 -- what we were told, what we were promised, and --

7 SPEAKER: Way -- a long time ago, we were
8 told that. Back in September, all would be
9 revealed.

10 SPEAKER: [Inaudible] and designers.

11 SPEAKER: Uh-huh. Right.

12 SPEAKER: Okay. Do you guys feel that
13 that gentleman that spoke up, who -- you know, who
14 was told, like, we'll take your comment later in
15 the sessions, do you feel that that was what he was
16 getting at?

17 SPEAKER: I feel like we're being --

18 SPEAKER: Probably. Yeah.

19 SPEAKER: We're being handled.

20 SPEAKER: Yeah. I --

21 SPEAKER: I -- actually, I talked to him,
22 he was pushing back on some of the comments and
23 some of the slides about, I guess, some of the
24 facts of the -- the beginning here. And then other
25 people were certainly put out by, like, this isn't

1 what we were told to expect.

2 SPEAKER: Okay. Any -- anything more?
3 And are -- do you all -- I'm just curious, do you
4 all feel this way?

5 SPEAKER: Perhaps, yes.

6 SPEAKER: Yes. Yes.

7 SPEAKER: I do, too.

8 SPEAKER: Uh-huh.

9 SPEAKER: Also the questions have been
10 carefully calibrated to, sort of, lead you in a
11 certain way of answering and thinking, but they
12 don't allow us to put the question that we want to
13 answer, which is, you know, a lot of these things
14 that are -- they're, kind of, evading that -- those
15 questions that they're really important to us.
16 They're asking the questions that they want to hear
17 us answer in a certain way.

18 SPEAKER: Let's -- let's jump to
19 important things. Let's maybe -- what -- can you
20 read me that question? What does it say about
21 important things, number six?

22 SPEAKER: It just feels, like, you know,
23 what additional one or two things are important
24 things to your house or business that you want to
25 consider as this project moves forward? The

1 question, you know, it seems, like, we're already
2 moving this forward. We're going to hear what you
3 have to say, but we are moving forward, kind of
4 thing, like, what about not moving certain parts of
5 this project forward? You know, what about not
6 doing something else? What -- rather than you
7 already deciding that you're going to do it, and
8 you're going to have a PR firm come talk to us with
9 its, you know, make me feel like somethings being
10 done in this direction, but not really.

11 SPEAKER: So they feel their input will
12 have little impact because certain decisions have
13 already been made?

14 SPEAKER: Absolutely.

15 SPEAKER: Yeah, it just feels like
16 they're just trying to mollify it.

17 SPEAKER: Uh-huh.

18 SPEAKER: Yeah. Yeah. I know what
19 you're talking about.

20 SPEAKER: I mean, question six really
21 spelled it out. The last phrase in the sentence
22 is, well, what can DOT do to demonstrate being a
23 good partner while tackling the complex
24 transportation challenges created by rapid urban
25 growth?

1 SPEAKER: Yeah, yeah.

2 SPEAKER: So they're prioritizing the --

3 SPEAKER: The rapid urban growth.

4 SPEAKER: -- complex challenges created
5 by rapid urban growth. They are prioritizing that
6 over all of us because that's just the way they do
7 things, and I'll be surprised if any of this has
8 any effect, but we're going through the questions.

9 SPEAKER: I think we're spinning our
10 wheels, frankly. I don't know that there's been a
11 traffic study done -- we certainly haven't seen any
12 results of that -- on Ridge or Glen Eden or Lake
13 Boone. I haven't heard anything, certainly haven't
14 seen published results, so I mean, I just think, at
15 this point, this was some exercise to make the DOT
16 feel good about themselves.

17 SPEAKER: All right. So I'm going to say
18 have traffic studies been done.

19 SPEAKER: Now, part of it -- part of the
20 things that are on the -- on the streets --

21 SPEAKER: The tape -- the tape.

22 SPEAKER: Well, isn't that --

23 SPEAKER: I thought the traffic study had
24 to do with the -- the cable, or whatever, they run
25 across the road. It has to be a long term -- you

1 can't do it at 10 o'clock on a Sunday morning. It
2 has to be a long-term traffic study.

3 SPEAKER: Well -- well -- I ask you, so
4 when you're saying, have traffic studies been done,
5 are you saying then, that, like, you're not sure
6 that they're basing this off of, like, facts and
7 real information about traffic and traffic needs?

8 SPEAKER: On Ridge Road, maybe, I don't
9 know.

10 SPEAKER: Yeah. So I'm curious, since in
11 their plan, Ridge Road is not part of the study,
12 they have never done a study on Ridge Road or the
13 neighboring, you know, smaller neighborhood roads.
14 And they don't have to because it's not part of the
15 study. So they can walk in and --

16 SPEAKER: So then the question is, do
17 they know how any of this will impact Ridge Road?

18 SPEAKER: Yeah.

19 SPEAKER: Part of what I'm asking is, on
20 the intersections, they have the tape of the
21 crosses --

22 SPEAKER: Yeah, but -- I have no idea
23 what those are.

24 SPEAKER: Yeah. And they've had to
25 replace those several times, someone has come along

1 and pulled them up, but I thought that they were,
2 so they could be monitored from above maybe --
3 that's what I --

4 SPEAKER: I don't know. I have no idea
5 --

6 SPEAKER: Well, they do traffic studies
7 all over, counting the cars, and there are -- I
8 mean, even though that's not part of this study,
9 there's a website somewhere where you can go see
10 traffic counts on certain roads.

11 SPEAKER: I was told that that was part
12 of it.

13 SPEAKER: Well, we should know what we're
14 dealing with before we go into this, is all I'm
15 saying.

16 SPEAKER: Right.

17 SPEAKER: So not just the Ridge Road, but
18 all the small roads that come off it, as well,
19 which will all be impacted by increase.

20 SPEAKER: Okay.

21 SPEAKER: I think there's also a general
22 lack of transparency.

23 SPEAKER: Okay. So in terms of DOT
24 partnership, for them to be good partners, they
25 need to be more transparent, how?

1 SPEAKER: Well, just information, for one
2 thing. A second thing would be making it clear and
3 public what other interests may be influencing
4 projects. You know, is there a commercial
5 developer that's pushing hard for something, are
6 there ties between the commercial developer and a
7 design firm that are being subcontracted by NCDOT?
8 That's a big question, especially some of the stuff
9 going on behind Crabtree Mall.

10 SPEAKER: So is -- is DOT-- is DOT being
11 influenced, is that right, influenced?

12 SPEAKER: Or the projects.

13 SPEAKER: Excuse me?

14 SPEAKER: Or the projects themselves,
15 yeah.

16 SPEAKER: Is DOT or projects being
17 influenced by --

18 SPEAKER: Other interests, commercial
19 interests. Probably.

20 SPEAKER: I think part of the problem
21 here is, none of us have any confidence that what
22 we're saying is getting to the ears of a decision
23 maker.

24 SPEAKER: Or is it even going to be
25 considered once it gets there.

1 SPEAKER: Yeah, or do they even care?
2 They've already made their deal with the guys that
3 own Crabtree, and you know, we're just the --
4 anyway.

5 SPEAKER: Okay. So I'm going put that --
6 would this be under, what do you think it should be
7 under, DOT partnership?

8 SPEAKER: Sure.

9 SPEAKER: Or maybe under process? 'Cause
10 it's sort of like the feeling misled part?

11 SPEAKER: Yeah, or both.

12 SPEAKER: 'Cause process is how we're
13 doing things, and partnership is what the
14 relationship is.

15 SPEAKER: Yeah, okay. All right.

16 SPEAKER: You asked me if I felt the
17 same, that I've being misled, and I can't honestly
18 say that I do. I have not really been involved in
19 anything up to now, but I have been told that no
20 decisions had been made, so I --

21 SPEAKER: Yeah. Well, I mean,
22 theoretically, that's what I've heard, is that,
23 like, the designs have not been done yet.

24 SPEAKER: We were told that too, but
25 originally, and I think you can probably remember

1 this too, it was in September. They will reveal a
2 plan, and they will listen to your concerns about
3 that plan, and this is not -- this is not listening
4 to concerns. This is just spinning our wheels,
5 basically. I just -- I feel like --

6 SPEAKER: So you don't think they're
7 going to listen to these?

8 SPEAKER: No. I think -- I think -- I --
9 but I have felt all along, they're going to go
10 through with something. I don't think -- I don't
11 think we'll stop it.

12 SPEAKER: I think the best that I have
13 heard is -- is kind of, [inaudible] before they do
14 stuff, so we can let the engineers know, like, so
15 what's important to us, but also for us to
16 understand what their thinking is when they're
17 trying to solve a solution. Why are you going to
18 do this? Why is this an option? Why is that an
19 option? And then, when they do have five, six,
20 seven, eight, nine, ten or 12 plans, give us some
21 time to look at those and then feedback on those.
22 Because a lot of this, we're -- you know, there's
23 -- it's just not very clear in terms of what the
24 intentions are, what the end results might be, so
25 it's still kind of hard for us to answer some of

1 these questions without knowing what the final plan
2 is or what some of the interim plans are going to
3 be, for us to say, hey, well, this one's not going
4 to work, or have you thought about this? Or, you
5 know, a flyover would be perfect here, nobody
6 thought about that. So it's like --

7 SPEAKER: I'm not 100 percent sure about
8 this, but it seems to be the only plan that was
9 seen was that plan from 2011, is that right?

10 SPEAKER: Well, right, that was the
11 Vision for Future or whatever it was.

12 SPEAKER: The Vision for the Future.

13 SPEAKER: There were four or five
14 different variants on that --

15 SPEAKER: Yes.

16 SPEAKER: -- and I think nobody really
17 likes any of them.

18 SPEAKER: Any of them. Yeah.

19 SPEAKER: Some of them are worse or
20 better than others.

21 SPEAKER: We don't know where that
22 stands, though, as far as --

23 SPEAKER: Well, we've been told different
24 things. One -- it was initially, it's a starting
25 point, which had a lot of us going, okay, well,

1 starting constructive suggestions, okay? So this
2 is, like, affirming, like -- so one of them is
3 going to be --

4 SPEAKER: Decision maker.

5 SPEAKER: -- you want to -- you want to
6 interface directly --

7 SPEAKER: Directly with a decision maker.
8 Is that the Secretary of Transportation? I don't
9 know who it is. He puts his pants on just like I
10 do, he can come over here and talk to us if this is
11 so important to them.

12 SPEAKER: With decision makers. Now,
13 tell me who they are, decision makers.

14 SPEAKER: I don't know. That's a good
15 question. We're -- the man behind the curtain, we
16 would like to speak with him.

17 SPEAKER: Okay. So it's -- you think
18 it's, like, DOT officials, it's -- and it's the DOT
19 and the engineering firms, you think? Do you think
20 it's politicians, also?

21 SPEAKER: Possibly.

22 SPEAKER: I mean, it all rolls out the
23 Secretary of Transportation, who reports to the
24 governor. So somewhere between here and there.

25 SPEAKER: Okay. Okay. that's one.

1 know, here are some questions and we're going to
2 take your answers and then move on, sort of thing.

3 SPEAKER: Okay. So there -- so we've
4 kind of captured that in the first one, I think.
5 Interfacing directly with decision makers and
6 designers. And then -- and then, how about, like,
7 in terms of, like, further down the process? Do
8 you -- like, you want -- you want to know whether
9 all these motions you're going through today have
10 any impact, right? So what's our suggestion for
11 how that can happen? What do you want as proof?

12 SPEAKER: We have to hear it from
13 somebody. We have to hear, we've listened to you,
14 and we've -- we've not heard that from anybody in
15 power. We've had no feedback. And how do we know
16 that we're being listened to? We don't.

17 SPEAKER: Okay. And what would that look
18 like to you? After today, how would you feel like
19 your comments were taken into consideration?

20 SPEAKER: They'd schedule another meeting
21 with people, actual people that are working on this
22 project, that are doing it. Not with a consultant,
23 not with Dewberry, but they would schedule a
24 meeting with the people who are working on the
25 project and have some influence. We need another

1 [inaudible].

2 SPEAKER: And then, what would happen at
3 that meeting? I'm just trying to, kind of, like,
4 get -- so would they, then, reflect back what was
5 heard at the listening sessions?

6 SPEAKER: I would hope so.

7 SPEAKER: Okay. So schedule meeting with
8 decision makers that reflected back input gleaned
9 from listening sessions?

10 SPEAKER: Sure.

11 SPEAKER: How does everybody else feel
12 about that?

13 SPEAKER: Sure, that sounds like a good
14 idea.

15 SPEAKER: Okay.

16 SPEAKER: Hopefully, they will read the
17 material, so they know what we're talking about.

18 SPEAKER: And we won't have to repeat any
19 of this.

20 SPEAKER: Repeat, yes.

21 SPEAKER: Any other ideas? So like, do
22 you guys want to be, like, on the committee? Do
23 you want have representatives who are able to, sort
24 of, like, partner in person with decision makers
25 through an -- and who are, kind of, like the --

1 bearing witness to the process. So what were --
2 I'm sorry.

3 SPEAKER: So what that would suggest is,
4 we want to be part of the design process. As in,
5 like, there is a continuous back and forth between
6 the community and the design firm, and they can --
7 actually, are willing to adjust the design based on
8 the community input. Not just like, we have made
9 three designs, you pick one, but like, there should
10 be a community group, organization, maybe something
11 like the gentleman over there that would represent
12 the community and the views of the community,
13 directly, in real time, all the time.

14 SPEAKER: Have a seat at the table on the
15 design.

16 SPEAKER: Basically, right, so --

17 SPEAKER: Okay. How would you frame
18 that?

19 SPEAKER: -- while they're designing, the
20 gentleman's talking, they're listening, we go back
21 and forth and find a solution that works for both.

22 SPEAKER: Right. Right.

23 SPEAKER: Obviously, a compromise down
24 the line, but you know, something that would
25 include all that's been said and try to find the

1 best solution, rather than just them giving you
2 three options and then be like, well, they're all
3 bad, you didn't listen to us, you know, we're going
4 to pick one, but that's about it.

5 SPEAKER: Right.

6 SPEAKER: So we want this --

7 SPEAKER: So it's about power, right?

8 It's about power.

9 SPEAKER: No, no, it's about being
10 involved in the design.

11 SPEAKER: Excuse me?

12 SPEAKER: It's about influence. It's
13 being heard and being involved, it's not really
14 about power.

15 SPEAKER: Well, in terms of having some
16 power to impact what is, you know -- because right
17 now, like --

18 SPEAKER: Give the power to the people.

19 SPEAKER: -- power is really with DOT.
20 Right? 'Cause they are like -- they've got, like,
21 the whole -- right, they have 100 percent of the
22 power in saying yea or nay in -- in determining
23 what the entire process is.

24 SPEAKER: Well, even then, this gets back
25 to my point about transparency. It's not entirely

1 clear because some of these areas are city streets.

2 So

3 SPEAKER: Are what?

4 SPEAKER: City streets.

5 SPEAKER: Uh-huh.

6 SPEAKER: So the city of Raleigh has some
7 responsibility here too, and we've heard that A,
8 they were not involved, and B, they are involved.

9 SPEAKER: Right.

10 SPEAKER: So even basic facts like that
11 were not clear, and just getting back to, the sense
12 of feeling like NCDOT is just yanking us around and
13 not being clear or up front with us. Giving mixed
14 messages and saying one thing and then doing
15 something else. But to your point, yeah, a seat at
16 the table would feel like the community is being
17 heard, and that our input is actually resulting in
18 changes or modifications. I think that's the
19 biggest thing that they could do.

20 SPEAKER: Yeah. Yeah, right.

21 SPEAKER: All right, let's be specific
22 about that. I'm calling it, give a seat at the
23 table to community representatives.

24 SPEAKER: Yeah.

25 SPEAKER: To community -- now, let's --

1 and let's see, what would that look like? So does
2 that mean that there's -- what -- like, what -- has
3 anybody ever been part of something like that, or
4 what would that look like that would satisfy you?

5 SPEAKER: Obviously --

6 SPEAKER: It was the [inaudible] CAC. I
7 mean, you know.

8 SPEAKER: Sure. That's the citizen
9 representative.

10 SPEAKER: Yeah.

11 SPEAKER: Okay. So for example -- or is
12 this a -- what does it stand for, CAC, again?

13 SPEAKER: Citizen Advisory Council.

14 SPEAKER: Okay.

15 SPEAKER: The city's broken up into, I
16 think, nineteen districts, and it -- we represent
17 the residents to the City Council, so any time
18 there's a zoning issue or something like that, it's
19 usually handled through the CAC to the City
20 Council, then back.

21 SPEAKER: Citizen Advisory Council?

22 SPEAKER: Yes.

23 SPEAKER: Uh-huh.

24 SPEAKER: Okay. and it's Glenwood,
25 specifically?

1 SPEAKER: Yes.

2 SPEAKER: Yeah.

3 SPEAKER: So Glenwood. And does that --
4 does the Glenwood seat CAC, are they -- is the
5 entire sort of impact area in Glenwood CAC?

6 SPEAKER: No, it's not, actually. Well,
7 it is according to [inaudible], but according to
8 the map, it covers, like, two or three other CACs,
9 so --

10 SPEAKER: Okay. Do you know which ones
11 those are?

12 SPEAKER: I can find out. So I guess,
13 Northwest would be one. You know, I just -- I can
14 find out.

15 SPEAKER: All right. I'm going to say
16 maybe two other CACs --

17 SPEAKER: At least.

18 SPEAKER: -- that are impacted.

19 SPEAKER: Uh-huh.

20 SPEAKER: And then -- and so what does it
21 mean, so you would have a seat at the table to
22 community representatives, and so it -- and then
23 I've got, for example, the Glenwood Citizen
24 Advisory Council, and then what would that look
25 like to you? I mean, a seat at the table, what

1 does that mean to you?

2 SPEAKER: So the CAC would probably put
3 together a small committee, get a volunteer,
4 somebody that, kind of, knows some of the process.
5 And then that individual or individuals, would then
6 go and, you know, have regular sit-down meetings
7 and sessions so there's a nice flow of information
8 back and forth, they can tell us what they --
9 what's going on, you know, what the status is. And
10 they can turn around and give everybody, you know,
11 pretty much constant, ongoing, live feedback from
12 the overall community in a way that would be easily
13 ingestible by the designers.

14 SPEAKER: All right. So it's, CAC would
15 have a small committee that would meet regularly
16 with project representatives.

17 SPEAKER: Sure.

18 SPEAKER: And design firms.

19 SPEAKER: Yeah, more about design firms,
20 and less about representatives.

21 SPEAKER: Less the government's
22 representatives, more design.

23 SPEAKER: Yeah.

24 SPEAKER: Okay.

25 SPEAKER: People that actually will draw

1 point. We just aren't -- there's no connection
2 whatsoever.

3 SPEAKER: And how long, when you say at
4 this point, how long has that been going on? How
5 long have you guys felt like this is -- that the
6 wheels had been turning --

7 SPEAKER: Well, actually, I've had some
8 hope this meeting might be different. You know, I
9 don't know.

10 SPEAKER: Since day one.

11 SPEAKER: Pretty much since we've heard
12 about this whole thing. You know, we're happily
13 living [inaudible] place.

14 SPEAKER: Which has been how long?

15 SPEAKER: I've been at my house 20 years.

16 SPEAKER: And it's been that long?

17 SPEAKER: Yes. And we've seen, you know,
18 the traffic increase and increase on Ridge Road,
19 it's getting harder and harder to get out of our
20 neighborhoods as it is. So to say that they're
21 never going to widen Ridge Road is a joke. It's
22 inevitable, whether they do this project or not,
23 but we've seen what they've done with Wake Forest
24 Road and Six Forks Road. Both went from quiet
25 two-lane streets back in the '80s, to ridiculous

1 four and six-lane roads.

2 SPEAKER: Which roads are those?

3 SPEAKER: Wake Forest Road and Six Forks
4 Road. And especially in the case of Wake Forest
5 Road, they didn't even widen it, they erased the
6 paint lines and made all the lanes narrower. The
7 lanes are, like, nine feet wide, I mean, it's
8 barely --

9 SPEAKER: Yeah, [inaudible] rental truck
10 [inaudible].

11 SPEAKER: It's ridiculous. I mean, I'm
12 sure cars get sideswiped all the time on Wake
13 Forest Road. But what they've done with those
14 roads is a mess. It's just ridiculous urban sprawl
15 that is -- and yeah, they're not doing anything to
16 make it better.

17 SPEAKER: Okay. So I have Wake Forest
18 Road, Six Forks Road, are cautionary tales for
19 disempowered communities and sprawl, and they
20 decrease community of life.

21 SPEAKER: Love it. Love it.

22 SPEAKER: Okay. So -- so as nice as I
23 am, and as much as I'm listening to you, I sense
24 that you guys are still really, like, unsatisfied
25 with this process.

1 SPEAKER: Well, not you. This has
2 nothing to do with you.

3 SPEAKER: No, no, no. No, because -- no,
4 but I'm saying, like, yeah, despite how wonderful I
5 am -- ha, no, I'm just kidding about that. But
6 like, despite the fact that we're really trying to
7 get constructive ideas going here, and that, like,
8 if this happened, that would be great --

9 SPEAKER: We would like to see results.

10 SPEAKER: Okay. So how -- let's do more
11 --

12 SPEAKER: One thing that would be useful
13 is for the organization to publish the comments
14 from all of these individual breakouts. There's
15 some people that said it would really feel like
16 it's a, kind of, a divide and conquer sort of
17 thing. You know, get them out of the big room with
18 the tough questions into smaller groups and make
19 things smaller and more manageable. I'd like to
20 see, kind of, what other people are saying, what
21 their ideas are, as well. And not, like, you know,
22 90 days after the fact, either.

23 SPEAKER: So I said, publish comments
24 from all these sessions. They have a sense of
25 divide and conquer. They want to know about all

1 input from all meetings. Okay. What else are,
2 like, constructive suggestions for how this would
3 look right to you, and this would feel right?

4 SPEAKER: Maybe tally some of the basic
5 key points that keep popping up in all the groups
6 and see what, like, this is really bothering the
7 people, so you know, this -- we should really
8 consider this as part of the design process, so --

9 SPEAKER: So tally results of concerns.
10 Okay.

11 SPEAKER: Yeah, and prioritize -- it'll
12 basically, show a priority of, like, this is really
13 important, right, so we should make sure that the
14 design incorporates this into, well, the plan, the
15 design.

16 SPEAKER: To make sure priorities are
17 considered -- are -- it's more than considered.

18 SPEAKER: Implemented.

19 SPEAKER: Okay.

20 SPEAKER: Or incorporated.

21 SPEAKER: Incorporated, okay. Yeah.
22 Yeah. It's sort of like, also when they -- there's
23 a lot of urban design where, it's like, because of,
24 like, safety vehicles, you know, like ambulances
25 and -- that's why they made everything super

1 porous, right? It's like, no cul-de-sacs,
2 cul-de-sacs are a bad thing, because that -- you
3 know, it impedes traffic. But like, people don't
4 -- they want cul-de-sacs. They want low traffic,
5 you know, and so for transportation planner gods to
6 say, like, no, this is a good thing, this is
7 progress, you know. The car, you know -- and
8 efficiency and speed, that's, you know, that's what
9 you don't want.

10 SPEAKER: Okay. Any other thoughts about
11 how this process, going forward, would feel
12 successful to you? What does success like from
13 your perspective?

14 SPEAKER: Getting the DOT to go away and
15 do something else.

16 SPEAKER: But let me ask you something.
17 It kind of gets back to the traffic problems.

18 SPEAKER: Uh-huh.

19 SPEAKER: Yeah.

20 SPEAKER: They are real problems, right?
21 Because the area is growing. It's like -- right?
22 And it's like in -- you know, in -- all of us in
23 the triangle are experiencing this. In Chapel
24 Hill, it's happening like [sound]. So there is
25 growth. Now, you have to, sort of, manage growth.

1 You have to design for growth in a way that -- that
2 optimizes your quality of life, right?

3 And what you guys have, what you
4 prioritize as quality of life might be different
5 than what the engineers and DOT prioritize as --
6 you know, that's why we're talking about
7 priorities. So it's like -- so you know, maybe --
8 they're saying -- they've said very clearly at the
9 beginning that this is happening, this project is
10 going to happen, right? And maybe -- maybe -- so
11 -- what I'm -- I guess, what I'm asking you is,
12 like, is that okay to, sort of, have the
13 assumption, okay, yes, it's growing. Yes, there
14 are a lot of traffic problems. Yes, you can't walk
15 or right your bike in these certain areas around
16 the mall, but you know -- but it's like, how it's
17 done is important, do you know what I'm saying? So
18 instead of just like, let's not do any of it, it's
19 like, how would -- let's do it right.

20 SPEAKER: Right, and I think part of it,
21 too, is that in any kind of urban planning, it's
22 best done if it's done from a holistic, sort of,
23 perspective. You have to balance the new things.
24 So this particular project, and some other ones
25 they've done on Raleigh, kind of feel like, you

1 know, ad hoc, let's just fix this here, let's just
2 fix this there, let's just stick this thing over
3 here, without really looking at the overall scope
4 of things. We all understand Raleigh's growing
5 and, you know, I like the fact that it's growing.

6 SPEAKER: Right.

7 SPEAKER: But that doesn't mean that we
8 need to destroy what makes Raleigh appealing. The
9 quiet neighborhoods, the tree canopy, the safety
10 factors, the good schools, all that sort of stuff.
11 When you have just, you know, a havoc-oriented, you
12 know, construction and growth, and you know,
13 apartments everywhere and streets everywhere and
14 commercial interests everywhere, it ends up not
15 being good.

16 So and I mean, like the gentleman said
17 earlier, with some of the existing infrastructure,
18 why aren't we improving what we already have
19 instead of just throwing in more stuff, more
20 spaghetti, more bridges, more -- more loops, more
21 exits, without really taking a look at stuff. So I
22 don't think there's push back on, we need to do
23 something to fix the traffic problems, because I
24 think we all would agree with that, but it gets
25 back to how and why, and what's the reason for this

1 approach, and why aren't we looking at this other
2 approach, and what is it going to affect if we do
3 this, this, or this? Seems like they're just doing
4 whatever standard, let's just add in some more
5 streets and move on, we'll fix it later.

6 SPEAKER: All right. So --

7 SPEAKER: Does that, kind of --

8 SPEAKER: So to state that as a
9 suggestion, it would be, so take a holistic
10 approach to the urban development, as opposed to a
11 piecemeal approach, right? So take a holistic as
12 opposed to piecemeal approach to urban development
13 that can optimize the quality of life, you know,
14 i.e. schools, tree canopy. Is that stating it
15 right, would you say?

16 SPEAKER: Yeah. And once again, there
17 are other options that would have far less impact
18 if they looked at those first.

19 SPEAKER: Okay. Urban design and
20 transportation planning. Okay.

21 SPEAKER: And part of what gets people so
22 angry is we're being told there is a project and
23 it's going to happen.

24 SPEAKER: And maybe you'll get to help
25 pick which one of the [inaudible] options.

1 SPEAKER: [Inaudible].

2 SPEAKER: Yeah. And maybe we'll consider
3 what you have to say about it if you speak into
4 this little box, but otherwise it's happening and,
5 pretty much, there's nothing you can do about it.

6 SPEAKER: Yeah. So -- okay. So you're
7 saying that the way they're framing this that,
8 like, folks, this is happening and yeah, we'll
9 listen to your input.

10 SPEAKER: It's very heavy handed, very
11 heavy handed.

12 SPEAKER: Okay. Okay. And so how would
13 we turn that into a suggestion?

14 SPEAKER: There's no interfacing with the
15 decision makers. Who are the decision makers? Do
16 you know? You don't know. Nobody knows. It's
17 just some guy, somebody, some --

18 SPEAKER: Oz [inaudible] the curtain --

19 SPEAKER: I don't know who it is.

20 SPEAKER: Okay. So I guess -- so then
21 it's -- I guess --

22 SPEAKER: They all hide behind the DOT.

23 SPEAKER: -- it's to -- it feels -- it's
24 still feeling to you guys like there's decisions
25 being made without considering community input.

1 SPEAKER: Totally.

2 SPEAKER: Right?

3 SPEAKER: Totally.

4 SPEAKER: And so you know, it is -- we're
5 getting at it with a lot of these comments, but --
6 so I think what you are saying is, like -- so what
7 could happen at this point that would make you feel
8 like decisions were not being made, sort of,
9 unilaterally, and then you're -- there's this token
10 input?

11 SPEAKER: I'd like to see some leadership
12 [inaudible] the DOT and actual designers
13 participate in something, at a bare minimum, like,
14 a town hall or panel and take the direct questions
15 and discussion from the community and get an
16 honest, direct feedback without the political on
17 the face of DOT or on the [inaudible] for this or
18 that and here's just the [inaudible] for today. I
19 think, again, it comes back to those decision
20 makers --

21 SPEAKER: Yeah.

22 SPEAKER: -- and, you know, direct access
23 to -- to the community.

24 SPEAKER: We've had intermediaries, I
25 think. Between Dewberry and this, I -- it's just

1 not getting the job done.

2 SPEAKER: Let me just say, along with
3 this one, schedule meeting with decision makers
4 that reflect back info gleaned from listening
5 sessions. But also, it's about -- all right. And
6 then this one, public wants to interface directly
7 with decision makers. Who are they, DOT, Secretary
8 of Transportation, engineers? I'll put the Wizard
9 of Oz there, okay?

10 SPEAKER: Okay.

11 SPEAKER: That's great.

12 SPEAKER: Wizard of Oz, so they know --
13 they can sense the frustration. Okay. And then --
14 so -- and that -- does that get at what you are
15 saying?

16 SPEAKER: It's a start.

17 SPEAKER: I mean, it does feel like
18 that's very key to what you are saying. And then,
19 I feel like, also, this number three, giving a seat
20 at the table, and then having ongoing, sort of,
21 meaningful, you know, relationships and sharing of
22 information is important. So that -- you know,
23 that people feel, like, part of the process in a
24 meaningful way.

25 SPEAKER: So going back to the questions

1 of being, sort of, scripted and whatever, it seems
2 like there's an avoidance of the question really
3 what -- you know, there's not a question that says,
4 what do you see as a problem with so far published
5 plans for, you know, the development of this phase
6 of improvement of traffic? That is being omitted
7 from here. There's only questions as in how can we
8 --

9 SPEAKER: Does that exist? I didn't know
10 that existed.

11 SPEAKER: Yeah. We have a specific
12 problem with this plan that has been published,
13 like, in 2012. Right? The impact whatever, the
14 study is called.

15 SPEAKER: Vision for the Future.

16 SPEAKER: Yeah, Vision for the Future.
17 And that specific plan includes and exit -- a major
18 exit on Ridge Road for the 440. And that's a crux
19 of the -- all of this anger for this entire peer
20 community, I think. And nowhere here is there a
21 question that asks about that particular, specific
22 piece. And perhaps, we can put that under
23 important things, as in, either do not build the
24 Ridge Road highway interchange or, you know, make
25 sure you get enough, you know, design input from

1 the community, so that when you build it, if you
2 build it, it will do a minimal impact onto the
3 Ridge Road and the community here. The reason why
4 everybody's here is anger because they're even
5 dancing around whether we are even part of this
6 problem, the process. They're, like, erased us off
7 the map. And yet, we are going to be majorly
8 impacted by this.

9 SPEAKER: Uh-huh.

10 SPEAKER: Are you guys all, like, living
11 --

12 SPEAKER: Oh, yeah. I think, based on
13 the neighborhood, we are all living in this --

14 SPEAKER: [Inaudible].

15 SPEAKER: And so do you -- the people who
16 are, you think, that are motivated to come out to
17 these meetings, is it mainly because of that, the
18 2012 Plan, and it's [inaudible]?

19 SPEAKER: Yes. Yes. So nowhere here is
20 this --

21 SPEAKER: Yes.

22 SPEAKER: So it's the elephant in the
23 room.

24 SPEAKER: Yeah, but nobody wants to talk
25 about it. Right?

1 SPEAKER: Well, it's also why it was so
2 off-putting [inaudible].

3 SPEAKER: So if you put it under
4 important things, then we're sort of done.

5 SPEAKER: I mean, it was usually called
6 440-Glenwood Bridge Projects --

7 SPEAKER: Right. Right.

8 SPEAKER: -- and they changed the name.

9 SPEAKER: So it's the elephant in the
10 room, right?

11 SPEAKER: Yeah, the Ridge Road exit.

12 SPEAKER: And this is the 2012 --

13 SPEAKER: Uh-huh.

14 SPEAKER: -- 2012, what'd they call it,
15 vision what.?

16 SPEAKER: Vision for the Valley.

17 SPEAKER: Vision for the Future.

18 SPEAKER: Oh, Vision for the Valley.

19 SPEAKER: Vision for the Valley.

20 SPEAKER: For the Valley?

21 SPEAKER: Vision for the Valley, yeah.

22 It's a Crabtree Valley, so --

23 SPEAKER: [Inaudible] for the --

24 SPEAKER: Wished they'd announce that
25 it's not being in considering, but other points

1 they said it was a starting point.

2 SPEAKER: Well, we haven't heard anything
3 difference, this.

4 SPEAKER: We haven't heard anything else.

5 SPEAKER: Okay. And so the questions
6 about that are, like, what -- where --

7 SPEAKER: Well, but specifically, Ridge
8 Road, 440 exits. Nobody wants to even write it
9 down on these sheets of paper, seems like. Why
10 not? Because somebody has an -- you know, an idea
11 that that should be built, and we are not going to
12 say anything about it.

13 SPEAKER: It's certainly is a feeder for
14 the mall. I think --

15 SPEAKER: Yeah. So basically, all the
16 mall traffic from Wade Avenue is going to go
17 through Ridge and then over to the mall.

18 SPEAKER: And they'll deny it 'till
19 they're blue in the face --

20 SPEAKER: Yeah. But that's --

21 SPEAKER: It's fact.

22 SPEAKER: -- that is what they are trying
23 to do. And we are angry about that specific exit.
24 We don't -- we don't have much problem with
25 Glenwood Avenue being improved, or any other major

1 interchange being improved. This is the problem.
2 And they are avoiding even asking the question
3 about it. And they are avoiding giving us an input
4 into that, and they are even erasing it off of the
5 map so that we cannot, technically, give any input
6 to that. That's why everybody's angry.

7 SPEAKER: Right.

8 SPEAKER: Okay.

9 SPEAKER: And then, like, this morning's
10 very beginning was, like, you know, you work
11 through here or have friends to come around here.
12 Everybody but, like, actual residents, we want you
13 to be at the next meeting today.

14 SPEAKER: Uh-huh.

15 SPEAKER: And I was like, you know, it's
16 -- the residents are you inviting in everybody else
17 to, you know --

18 SPEAKER: So that's going to be, I think,
19 another suggestion here, is prioritize residents.
20 All right. Right?

21 SPEAKER: Yes.

22 SPEAKER: Yes.

23 SPEAKER: Is that what's on here,
24 prioritize -- oops, prioritize --

25 SPEAKER: 'Cause, I mean, it feels like,

1 it's just trying to drown out the voices of people
2 that are being vocal about expressing concerns.

3 SPEAKER: All right. Not the shoppers or
4 the commuters.

5 SPEAKER: Exactly.

6 SPEAKER: Commuters, or who else?

7 SPEAKER: Local criminals.

8 SPEAKER: Local criminals that need a
9 getaway exit, yes.

10 SPEAKER: Prioritize residents, not the
11 shoppers or commuters.

12 SPEAKER: Right.

13 SPEAKER: Okay? Yeah, okay. All right.
14 So and then -- in terms -- and then, in terms of
15 prioritizing, they should have meaningful impact on
16 decisions. Okay. So this -- so did we finish with
17 this, the elephant in the room is the 2012
18 [inaudible] --

19 SPEAKER: Yes. Underline that Ridge Road
20 like 16 times and make sure that that's really
21 being -- what's -- what they're talking about here
22 because that's really the priority why everybody's
23 here, or it's a major part of the people. We don't
24 have an opposition to the development. We don't
25 have an opposition to the Glenwood Avenue being

1 improved. This, we do have an opposition to and
2 we're being sidelined.

3 SPEAKER: And I -- did I capture what the
4 concerns are? It said how will those neighbors be
5 impacted? Will there be a feeder route for the
6 mall? Are there other --

7 SPEAKER: Yes, and do we even need this,
8 that's the question. Why -- why do we have this?

9 SPEAKER: We know we'll be a feeder route
10 for the --

11 SPEAKER: Why even build this? That's
12 the question. Why build?

13 SPEAKER: Well, it -- this point is
14 saying it's -- they're not going to build it,
15 right?

16 SPEAKER: That -- well, they're saying --
17 they are not saying anything. They haven't -- the
18 initial, the only actual Vision of the Valley that
19 we've seen has that in it, and they are denying now
20 that there is a vision. They are denying there is
21 a plan. They are putting multiple stories out
22 there but was proposed. This is the only actual
23 drawn plan that we've seen, and it has it in there,
24 and we want to know why build it?

25 SPEAKER: Okay. So basically, you are

1 opposed to it.

2 SPEAKER: Uh-huh.

3 SPEAKER: Okay. So let's say that. So
4 -- and are all of you impacted by this?

5 SPEAKER: Yes.

6 SPEAKER: Yes.

7 SPEAKER: This is, like, all five of you?

8 SPEAKER: Oh, yes.

9 SPEAKER: Wow. Okay. You too, Eveline
10 [phonetic], is it Eveline?

11 SPEAKER: [Inaudible].

12 SPEAKER: All right. So -- all right.
13 That's kind of interesting. So all five
14 participants -- ticipants [sic] in this group live
15 in these neighborhoods, right? And so your basic
16 point is, you do not want -- you do not want that
17 intersection, of 440 and Ridge Road to --

18 SPEAKER: No. That is right in front of
19 my house, literally. I'm 50 yards away from it.

20 SPEAKER: You do not want that to be
21 changed.

22 SPEAKER: We don't even want it. We
23 don't want it built. We don't want it. There is a
24 small one now. They're going to build a big one.

25 SPEAKER: Yeah, we don't need

1 [inaudible].

2 SPEAKER: We also don't need anything
3 else that's new that adds to Ridge Road.

4 SPEAKER: All right. So they all oppose
5 -- what do you call it, like, a --

6 SPEAKER: Upgrade.

7 SPEAKER: Upgrade, or what do you --

8 SPEAKER: Leverage.

9 SPEAKER: Like --

10 SPEAKER: Yeah, whatever you want to call
11 it, the rebuild, the upgrade, the new proposed --
12 or the one that was proposed in there, basically.
13 So we don't want that exit to be built.

14 SPEAKER: To change --

15 SPEAKER: Yeah.

16 SPEAKER: To changes --

17 SPEAKER: We don't want the connection to
18 the mall, the direct connection from this road to
19 the mall, right.

20 SPEAKER: To this interchange, or
21 intersection.

22 SPEAKER: Uh-huh.

23 SPEAKER: Well, that's the bottom line
24 for you guys?

25 SPEAKER: By saying you don't -- you

1 oppose changes, does that mean you don't want a
2 change to the one that is already there? You don't
3 want that cut off or anything [inaudible]?

4 SPEAKER: Changes, perhaps, would be a
5 bad choice in that case. There's, obviously, we
6 can work on it. But we don't want the direct route
7 to the mall, and we don't want both directions of
8 traffic being funneled onto Ridge Road.

9 SPEAKER: No direct connection to the
10 mall?

11 SPEAKER: Uh-huh.

12 SPEAKER: Yeah. That's no Ridge, that's
13 no Crabtree Valley Road [inaudible] --

14 SPEAKER: Let me ask you something. So
15 with what they are addressing, with what with the
16 traffic problems that are being encountered, okay,
17 on -- in the area, the design area of this project
18 -- so the, you know, DOT is saying that these are
19 the traffic problems, the bottlenecks, the
20 nightmares that are going on. Can that be done
21 without -- without impacting your neighborhood?

22 SPEAKER: I -- well, if you look at the
23 other intersections like Crabtree, Blue Ridge, all
24 the areas that are directly in the middle of this,
25 this morass should be fixed or addressed first. If

1 you can fix all that, and there are still other
2 issues, then let's talk about that stuff.

3 SPEAKER: Yeah. I can --

4 SPEAKER: Okay. And you're making all
5 those traffic problems that we just listed in our
6 neighborhood way worse because you're building that
7 thing. So you're --

8 SPEAKER: Is there a way to avoid that?

9 SPEAKER: Pardon?

10 SPEAKER: Is there a way --

11 SPEAKER: No.

12 SPEAKER: -- to avoid things becoming
13 worse in your neighborhood?

14 SPEAKER: [Inaudible] do that.

15 SPEAKER: Not increasing the traffic or
16 not upgrading the current interchange and not
17 adding any new ones.

18 SPEAKER: So they can -- I guess, what
19 I'm getting at is, can they solve their problems?
20 Can it be a win-win? Can they address their
21 problems and, like, the nightmare of problems
22 around, you know, the interchange we're talking
23 about, without impacting -- without negatively
24 impacting your neighborhood?

25 SPEAKER: Perhaps, but they have to

1 change the design.

2 SPEAKER: They never considered other
3 options, too. They have to.

4 SPEAKER: Right.

5 SPEAKER: I would've proposed that they,
6 at the very least, revisit the Ridge Road project
7 after they've widened 440.

8 SPEAKER: Yeah.

9 SPEAKER: At the very least --

10 SPEAKER: Okay.

11 SPEAKER: -- because we will be impacted
12 by the backups.

13 SPEAKER: Okay. So that's our -- that's
14 the other, like, request, demand of this group, is
15 that they do the work on those other intersections.
16 So --

17 SPEAKER: Yeah, widen 440 intersections
18 first.

19 SPEAKER: Widen 440 first.

20 SPEAKER: Okay. So widen 440 and then,
21 sort of, reengineer, redesign those -- but address
22 --

23 SPEAKER: Yeah, sorry. Widen
24 [inaudible]. Fix the failed intersections on
25 Glenwood.

1 SPEAKER: Fix failed intersections on --
2 SPEAKER: Is it --
3 SPEAKER: Glenwood.
4 SPEAKER: -- on Glenwood. And then
5 evaluate --
6 SPEAKER: And then evaluation of the new
7 traffic patterns and everything else before
8 anything else --
9 SPEAKER: Evaluate new traffic --
10 SPEAKER: Patterns.
11 SPEAKER: -- patterns before changes to
12 440/Ridge Road -- or before --
13 SPEAKER: Before planning to move forward
14 with this particular project --
15 SPEAKER: Yeah.
16 SPEAKER: -- whoever [inaudible]. In
17 other words, do all the other work first, see how
18 that works --
19 SPEAKER: Then reuse it.
20 SPEAKER: -- and then determine whether
21 or not this project is even needed.
22 SPEAKER: I got to be in Durham in 30
23 seconds.
24 SPEAKER: Yeah, so unfortunately --
25 SPEAKER: I think we are done.

