

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

Facilitated Listening Session

Tuesday, September 25, 2018
6 p.m. to 8:30 p.m.
Martin Middle School
1701 Ridge Road
Raleigh, NC 27607

Room 2138 Session

Transcription by:
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1 SPEAKER: Okay. So this is Susan Auger,
2 and it is September 25th, and we are at Martin
3 Middle School. And this is our group. Okay. I'm
4 wondering if the metal --

5 SPEAKER: [Inaudible].

6 SPEAKER: Okay. Maybe I can do it this
7 way.

8 SPEAKER: Try this. Is that the -- is
9 that the mic?

10 SPEAKER: Well, no.

11 SPEAKER: No? Okay.

12 SPEAKER: It's kind of a surround thing.
13 I'm just -- okay. Well we'll see what happens.
14 Okay. All right. So what I'm going to do is I'm
15 going to be doing a lot of writing on the board, so
16 forgive my back to y'all, but I'm going to be just
17 trying to capture what you're saying. And if we
18 could start off with this, the first question --
19 oh, and the questions are over there, but I don't
20 know that you can see that and here is the map that
21 she was saying. So if you have any questions in
22 terms of streets or if we're talking about traffic
23 areas and you want to actually come up here and
24 point or draw, we can use -- you can use a marker
25 and maybe even mark that. So feel free to kind of

1 use this to -- to capture specifics.

2 So the first question is with one word,
3 describe what is the most important thing to you or
4 your household or your business that must be
5 considered as this project moves forward. If you
6 think about the big picture, what's the first --
7 one word that would really capture for you?

8 SPEAKER: Safety.

9 SPEAKER: Okay.

10 SPEAKER: I would say all the traffic
11 flow. I mean that -- well that's two words isn't
12 it? Sorry. Flow.

13 SPEAKER: You're -- you're lucky tonight.
14 I'll let you get the two.

15 SPEAKER: Okay. Safety would be my
16 response as well.

17 SPEAKER: Okay. Let's see. Safety. Two
18 stars, means two people saying safety. Okay.

19 SPEAKER: Parking.

20 SPEAKER: Okay.

21 SPEAKER: I would like to say that in
22 five words, but --

23 SPEAKER: All right. Well, go ahead
24 since it's a small group.

25 SPEAKER: You know, considering

1 neighborhood parking which maintains the
2 neighborhood.

3 SPEAKER: I'm not sure that's in the
4 [inaudible].

5 SPEAKER: So would you say in terms of --
6 you know, what's one importance -- are you afraid
7 of losing parking or are you wanting to see
8 increase in parking or --

9 SPEAKER: We're afraid of losing parking.

10 SPEAKER: Okay. So maintaining --
11 benefits of being in a small group. Okay.

12 SPEAKER: Neighborhood values.

13 SPEAKER: Okay. And again, since we have
14 a small group, what -- what would be some values
15 that you would -- that stand out for you?

16 SPEAKER: Trees, parking, traffic flow.

17 SPEAKER: Okay.

18 SPEAKER: Sound, light, schools,
19 churches.

20 SPEAKER: Okay. Okay. All right. Well,
21 so since safety really has been brought up as a
22 theme, let's go with the next question. What do
23 you -- and -- and again, I will say this. If other
24 things come to you and you want to add to it, no
25 problem, we'll just put it on up there. What do

1 thing, the water -- this is hard to write down.
2 The water and sewer people just did a project where
3 they actually did that at the end of the summer and
4 all the cars that would go to an existing apartment
5 complex came down our street and there are a lot of
6 just single people and they just cut through our
7 street and they flew down the street. They just
8 drove so fast that I had a police officer come out
9 and put up speed signs. So they have some data
10 somewhere just to see how fast they drove, but we
11 have little kids that just are able to just run
12 around and play all by themselves since they were
13 four and they do in the neighborhood.

14 So if the project were to change the
15 traffic flow, diverting it down the streets of
16 Beckana to the back apartments, our kids would --
17 it's -- it's so dangerous. They just wouldn't be
18 able to play outside anymore or -- they would get
19 hit by the cars which is my concern.

20 SPEAKER: So -- okay. So the recent
21 example -- and just so this, in case they want to
22 track this data --

23 SPEAKER: Sure.

24 SPEAKER: -- it was -- what dates did it
25 occur between?

1 SPEAKER: It was the -- August 15th
2 through about September 15th.

3 SPEAKER: Of 2018?

4 SPEAKER: Of this year, uh-huh. And
5 Officer Sciolli was the officer that got the speed
6 signs up for us. So they have a little [inaudible]
7 of actually what could happen if they were to
8 divert the traffic a different way.

9 SPEAKER: Safety issues. Contact Officer
10 --

11 SPEAKER: Officer Sciolli, S-C-I-O-L-L-I.

12 SPEAKER: S-C-I-O --

13 SPEAKER: L-L-I, Raleigh Police
14 Department. And he has some data at how fast the
15 cars were going.

16 SPEAKER: Do they have a radar -- a
17 little radar?

18 SPEAKER: They put little boxes on the
19 speed signs and the kids ran and tried [inaudible]
20 --

21 SPEAKER: Data on speed -- speeding --

22 SPEAKER: Speeding in the neighborhoods
23 as I [inaudible].

24 SPEAKER: Yeah, they probably have that
25 too.

1 SPEAKER: On speeding and numbers. And
2 I'll just put volume. Okay. Cutting through.
3 Okay. Good. Okay. Other safety concerns?

4 SPEAKER: We have almost 2,000 children
5 that attend school on this road, on Ridge Road
6 every day. A lot of them walk to school, ride
7 their bikes. We have -- I can't tell you in the
8 afternoon when I have to go pick up my mail at the
9 mailbox how concerned I am that someone is going to
10 hit me right now on Ridge Road -- living right on
11 Ridge just because if the Beltline is backed up,
12 they cut through here and they fly. And it's
13 dangerous, already dangerous. And I'm concerned if
14 certain traffic patterns are changed -- farming
15 traffic into the mall, if there's a connector
16 built, that sort of thing, that we are going to be
17 -- we're going to be very unsafe. All the children
18 will be very unsafe. The churches -- it's hard to
19 even get out of your driveway as it is at certain
20 times of the day. So that's really my -- my big
21 issue.

22 SPEAKER: Okay.

23 SPEAKER: I don't want that to change.
24 We -- I mean, we don't want it to get worse, that's
25 for sure.

1 SPEAKER: Okay. And so you mentioned
2 churches. What about the churches?

3 SPEAKER: There are one, two, three -- am
4 I right? Three churches on Ridge specifically and
5 --

6 SPEAKER: There's really four. There's
7 one -- there's two churches in one building --

8 SPEAKER: Yeah.

9 SPEAKER: My husband preaches --

10 SPEAKER: Yeah. I live right next door
11 to that one. But you know --

12 SPEAKER: So -- and they also have --
13 they have some of the preschools, right?

14 SPEAKER: A lot of --

15 SPEAKER: Yeah, there's --

16 SPEAKER: -- a lot of there [inaudible]
17 --

18 SPEAKER: There's [inaudible] --

19 SPEAKER: A lot of going in and out of --
20 and children, you know.

21 SPEAKER: So it's not just the Sunday,
22 it's --

23 SPEAKER: No, it's --

24 SPEAKER: It's every day they walk the
25 babies.

1 SPEAKER: It's every day.

2 SPEAKER: They're so cute.

3 SPEAKER: It's every day and I live right
4 next to the Baptist Church and I, you know, I -- I
5 can see it, you know, every day right out my front
6 door. A lot of people coming and going at all
7 different times of day. Don't even get me started
8 about State Fair time.

9 SPEAKER: What about State Fair?

10 SPEAKER: I love the State Fair, but so
11 does everybody and they want to stay off the
12 Beltline so down they come.

13 SPEAKER: So -- so that's -- so, okay.
14 So let's -- that's another real life example,
15 right?

16 SPEAKER: Yes, absolutely.

17 SPEAKER: And now, would you put that
18 under traffic problems? Or that -- should we put
19 that under safety or traffic problems?

20 SPEAKER: Maybe, yeah. I think it's
21 both.

22 SPEAKER: Okay.

23 SPEAKER: I mean --

24 SPEAKER: It is.

25 SPEAKER: Yeah.

1 SPEAKER: All right. Well how about if
2 we put it under and then I'll reference safety?

3 SPEAKER: Okay. Sounds good.

4 SPEAKER: All right. So -- so kind of a
5 real life -- kind of real life example -- current
6 problem is the State Fair.

7 SPEAKER: Yeah.

8 SPEAKER: Okay.

9 SPEAKER: The State Fair is one, but
10 you've also got football games --

11 SPEAKER: State Fair --

12 SPEAKER: -- you've got basketball games.
13 You've got concerts.

14 SPEAKER: Or anytime the Beltline is
15 backed up.

16 SPEAKER: Basketball.

17 SPEAKER: Accident on Beltline.

18 SPEAKER: Basketball. So and then it's
19 the -- the RBC Center?

20 SPEAKER: No.

21 SPEAKER: Yeah.

22 SPEAKER: I guess it's still called that,
23 I don't know.

24 SPEAKER: Who can keep track, right?

25 Okay. So these kind of like -- all these events

1 create traffic.

2 SPEAKER: And then your -- your daily
3 traffic patterns of morning going to work and
4 evening coming home.

5 SPEAKER: And plus --

6 SPEAKER: Time of day traffic.

7 SPEAKER: -- daily commuter traffic.

8 SPEAKER: Yeah. Holiday traffic with
9 Crabtree.

10 SPEAKER: Plus -- so then it's seasonal
11 so that might be the like holiday traffic at --

12 SPEAKER: Crabtree.

13 SPEAKER: -- Crabtree, yup. Okay.

14 SPEAKER: The huge influx of apartments
15 that are going in --

16 SPEAKER: Right.

17 SPEAKER: -- in this whole area.

18 SPEAKER: Yeah. Definitely.

19 SPEAKER: We've had complexes in the four
20 years we've been here.

21 SPEAKER: They're just -- and they're
22 going to put another one.

23 SPEAKER: Just in -- from Crabtree up
24 Blue Ridge Road -- giant complexes.

25 SPEAKER: Okay.

1 SPEAKER: I don't think we're going to
2 [inaudible].

3 SPEAKER: Plus new apartment complexes --
4 complexes going in between --

5 SPEAKER: But that's going to change the
6 traffic patterns.

7 SPEAKER: Oh, yeah.

8 SPEAKER: And for the congestion.

9 SPEAKER: They've already -- well --

10 SPEAKER: That's already added to the
11 congestion.

12 SPEAKER: Yeah, okay. Okay. So the new
13 apartment complex is going in between -- what was
14 the location?

15 SPEAKER: Crabtree and Blue Ridge.

16 SPEAKER: Okay.

17 SPEAKER: Crabtree and Blue Ridge to
18 Wilton. Once [inaudible].

19 SPEAKER: And Beckana --

20 SPEAKER: Yeah, Beckana. Aren't they
21 getting ready to --

22 SPEAKER: I think Beckana and Glenwood is
23 trying to double its size so that's going to change
24 name --

25 SPEAKER: A huge problem with that.

1 SPEAKER: -- to Sterling Glenwood. It's
2 called the Sterling Glenwood Apartments. They want
3 to -- they're going to build, at some point, 250
4 more --

5 SPEAKER: 275, something like that.

6 SPEAKER: Yeah.

7 SPEAKER: Okay. So all of this is adding
8 to the congestion and are -- and you're saying it's
9 also -- you're starting to see Ridge Road being
10 used as --

11 SPEAKER: Ridge Road is the main drag
12 through there. I mean, it shows up on Waze so
13 people just, oh, we'll get on the flyover, head
14 down Ridge, get to 40. They can cut off, you know,
15 all that Beltline traffic. So we already have that
16 and anything that would possibly make that worse,
17 like a connector, which is what I think our biggest
18 fear is, a connector from the mall to Ridge
19 directly --

20 SPEAKER: Okay.

21 SPEAKER: -- is going to dramatically
22 decrease safety, our property values, everything.
23 Quality of life.

24 SPEAKER: And that can go under safety,
25 [inaudible] connector.

1 SPEAKER: Okay.

2 SPEAKER: No [inaudible] connector.

3 SPEAKER: Okay. Hi, how are you?

4 SPEAKER: Hi there. I went to the
5 principal's office, so sorry I'm tardy.

6 SPEAKER: No problem.

7 SPEAKER: Thanks.

8 SPEAKER: Okay.

9 SPEAKER: One thing you might -- could
10 add to the safety one is the culture of the people
11 that live along Ridge Road, everybody is usually
12 very athletic from age four to 74. People are
13 running out there, biking. Kids are walking to
14 school, riding bikes from the opposite end of Ridge
15 Road to Lacy then to Martin. It's a very outdoorsy
16 culture and it -- there's so much foot traffic that
17 to bring in more cars, it's dangerous, really
18 dangerous for all of that and that's going to be a
19 scary thing if that happens. And it would be great
20 to not to have that happen because the culture of
21 the neighborhood is a -- is a great culture.

22 SPEAKER: I've got to get one in before
23 you run out of room to write.

24 SPEAKER: No, there's lots of paper. So
25 I can -- I can keep going. All right. Go ahead.

1 SPEAKER: And I'm not sure if this
2 exactly fits what we're talking about or not, but
3 it's -- I come -- usually come from North Hills
4 area on the Beltline, exit Glenwood, take a left on
5 Blue Ridge which I'm quite --

6 SPEAKER: Got that.

7 SPEAKER: No, I'm -- I'm just setting my
8 --

9 SPEAKER: No, I'm -- I'm talking to the
10 recorder.

11 SPEAKER: Oh, okay.

12 SPEAKER: Yeah. Go ahead.

13 SPEAKER: [Inaudible]. And I'm really
14 surprised at how smooth I'm able to work through
15 there even though the rest of Glenwood is backed up
16 and everything that -- that left turn worked pretty
17 well. The safety issue I have are the people
18 standing on the shoulders collecting money. And
19 it's a big issue because they frequently would dart
20 out into traffic -- well, you know, the traffic
21 will be stopped, but they will go out in the
22 traffic to make a collection. And to deal with
23 somebody when you're making that left turn onto
24 Blue Ridge is that concrete center, there's usually
25 somebody standing there, so if you had any kind of

1 a traffic situation develop where people had to
2 start swerving or somebody hit you, somebody is
3 going to get -- could get hit and it -- and I don't
4 really want to pay somebody for the rest of their
5 life because I hit them because they're darting
6 around in traffic [inaudible].

7 SPEAKER: Okay.

8 SPEAKER: It's a very selfish point of
9 view for me. I just think it's very -- I've never
10 understood why that was allowed, number one, and
11 somebody is going to get hurt and then if somebody
12 hits them, they're going to probably pay a good
13 price too, so --

14 SPEAKER: Okay. So it's risky for the
15 person and then it increases liability for drivers.

16 SPEAKER: For both -- for both -- both
17 parties. The liability for the driver and risky
18 for the people and actually --

19 SPEAKER: For all.

20 SPEAKER: -- I have been known to come up
21 Ridge Road and cut down Lake Boone as of -- as of,
22 you know, which puts more traffic -- just when that
23 place looks a little too congested for me, you
24 know, and so, you know.

25 SPEAKER: So that's -- that's down

1 towards the end of -- what -- what's that
2 intersection?

3 SPEAKER: Blue Ridge and --

4 SPEAKER: Glenwood and Blue Ridge, making
5 a left -- coming off of Beltline and making a left
6 turn just before Crabtree.

7 SPEAKER: Okay.

8 SPEAKER: Onto Blue Ridge.

9 SPEAKER: Okay. Okay. All right.

10 SPEAKER: I want to be able to tell
11 somebody -- and I know it's not going to do any
12 good, but I've been wanting to tell somebody that
13 [inaudible].

14 SPEAKER: Hey, well, this is an
15 opportunity to --

16 SPEAKER: Got that off your chest. Good
17 for you.

18 SPEAKER: Well there you go.

19 SPEAKER: Okay. So you want to introduce
20 your -- your?

21 SPEAKER: I'm Stuart Rapp [phonetic].

22 SPEAKER: Okay. Hi, Stuart. Welcome.

23 SPEAKER: Thank you much.

24 SPEAKER: So what we were doing is we're
25 just going through the six questions and if you

1 want to add one word about -- that describes what
2 is most important to you or your household or
3 business that must be considered as this project moves
4 forward.

5 SPEAKER: Okay. One word, neighborhood.

6 SPEAKER: Neighborhood, okay. Okay.
7 Okay. Then we were asking about what do you
8 believe is needed to ensure the safety of your
9 family, the people who live in the area and the
10 people that travel through the area? So talking
11 about not changing the -- the traffic pattern
12 'cause of the people using Ridge Road as the cut
13 through and these are some examples of how they
14 even know that and that this is a way to gather some
15 data about the children, churches, not wanting that
16 connector.

17 SPEAKER: That's my main one, the
18 Crabtree connector.

19 SPEAKER: Crabtree Avenue -- and that's
20 Crabtree Avenue, right?

21 SPEAKER: Yeah, that's --

22 SPEAKER: Okay. Everyone's very athletic
23 in terms of the culture and that and then people
24 collecting money on the corners. Anything else in
25 terms of safety? We're starting to naturally --

1 Margaret [phonetic], did you have anything you
2 wanted to? No? Okay.

3 So the next question which y'all have
4 just automatically gone right into is, is there a
5 specific valuable community asset, something
6 important to the community and/or neighborhood
7 located within the project zone that you are
8 concerned will be impacted? If so, what is it and
9 how do you believe it will be impacted? So you
10 kind of talked a little bit here about the
11 neighborhood values, but if you want to expand on
12 that or be more specific.

13 SPEAKER: Trees.

14 SPEAKER: Okay.

15 SPEAKER: And the environment noise.

16 SPEAKER: Trees and the --

17 SPEAKER: -- and the environment.

18 SPEAKER: Pollution.

19 SPEAKER: And did you have any specifics
20 about -- we had somebody in the last session --

21 SPEAKER: Clear cutting to meet DOT's
22 objectives, to meet Crabtree Valley's --

23 SPEAKER: And if they clear cut, what are
24 some concerns about the trees and the environment?

25 SPEAKER: We are known as the City of

1 Oaks. They won't be there. Also in my front yard
2 and I really don't want them cutting my trees down.

3 SPEAKER: It would be so loud.

4 SPEAKER: Okay.

5 SPEAKER: The -- the Beltline would be so
6 loud.

7 SPEAKER: The noise and the pollution.

8 SPEAKER: Noise, yeah.

9 SPEAKER: Without those trees along those
10 roads, the air is not very clean.

11 SPEAKER: Well, not really that many
12 trees there right now in this -- in this area.

13 SPEAKER: Oh, yeah, there are. Right in
14 here. 18 acres [inaudible].

15 SPEAKER: Oh, okay. I stand corrected.

16 SPEAKER: Okay.

17 SPEAKER: I was just going to say the --
18 the -- the neighborhood, which -- going back to
19 what you said just neighborhood, the -- the whole
20 idea of having an area where people can walk and
21 run, ride their bikes in the bike lane without
22 worrying about getting mowed down by people cutting
23 through, speed is a factor. You know that right
24 now I think most of [inaudible] is 35. Yeah, it's
25 like an Indianapolis speedway out there late in the

1 the ideas. So since it was thrown out there a lot
2 of us are concerned that that might still be on the
3 table and it would connect Bridge to Crabtree
4 Valley Avenue. And I guess they would eliminate
5 the flyover if that was from, you know, from Ridge
6 to get onto Ridge Road off the Beltline --

7 SPEAKER: From Ridge --

8 SPEAKER: -- and do this connector which
9 that -- that is apparently one of the things that
10 they came up with 10 years ago when they did this
11 study. But I guess a lot of our neighbors are
12 concerned that that might still be an option. We
13 don't want that.

14 SPEAKER: There are some neighborhoods
15 that have historical significance and I don't know
16 Varnell, I think might, some of the houses in there
17 have some historical significance.

18 SPEAKER: It's [inaudible].

19 SPEAKER: Yes, and to put in this
20 connector would destroy that and add to your
21 traffic problems as well.

22 SPEAKER: Okay. So when you say that
23 putting that in will destroy it and, like, how?
24 Can you be more specific?

25 SPEAKER: I probably can't. I'm not that

1 knowledgeable on it.

2 SPEAKER: Okay.

3 SPEAKER: Other than what we --
4 everything we've said. The increased traffic.

5 SPEAKER: Okay.

6 SPEAKER: The neighborhood values would
7 change.

8 SPEAKER: Okay.

9 SPEAKER: They would be degraded.

10 SPEAKER: Okay.

11 SPEAKER: And from my perspective, it's
12 all to add traffic to Crabtree to --

13 SPEAKER: To alleviate --

14 SPEAKER: -- the malls are now changing
15 as you -- all of you know more than I do probably.
16 Malls are falling [inaudible].

17 SPEAKER: Yeah, in 10 years, it may not
18 be there anymore.

19 SPEAKER: Right. It's an old mall.

20 SPEAKER: So -- and I'm going to put to
21 -- it would decrease the neighborhood values and
22 the culture and it, from what I'm hearing, what
23 you're describing, is it literally changes how it
24 feels?

25 SPEAKER: Right.

1 SPEAKER: Yeah.

2 SPEAKER: Like with the trees, the sound.

3 SPEAKER: Well, it's not so much feeling,
4 but it's living. It's a way of living.

5 SPEAKER: Okay. Okay. So the lived
6 experience.

7 SPEAKER: We can let our kids just go
8 outside. I let my -- he's my third, but he was
9 four and I would let him run the neighborhood with
10 his big brother who is four years older. But
11 there's a group of 10 boys in the neighborhood that
12 just -- that do that and we taught them how to look
13 both ways, but it was able to be a thing and has
14 been beautiful. You just don't find that a lot of
15 places.

16 SPEAKER: [Inaudible].

17 SPEAKER: Right. Girls and boys they
18 just can run around all throughout our
19 neighborhood, the parents could text when they got
20 there and then they got big enough to not to do
21 that. And if there's a traffic concern with cars
22 flying down, that will just not happen anymore and
23 that -- people will move.

24 SPEAKER: The character of the
25 neighborhood just would change.

1 SPEAKER: Character, okay.

2 SPEAKER: Yeah. That's a good word. And
3 I mean, on Varnell now since sadly it is a cut
4 through for the apartments, there -- there are no
5 kids that live on that street. That -- there's a
6 street that goes from the Beltline straight down
7 the big hill to the apartments. There's one family
8 with kids and I know them, but -- with one child,
9 but the rest have no kids. And the rest of us with
10 children who live over on the other side because
11 the cars aren't over there so they're able to play.
12 And we don't let our kids go on that street unless
13 it's a snow day when they want to sled the hill if
14 it's -- if no one can drive up it.

15 SPEAKER: Okay.

16 SPEAKER: So it's a -- it's a problem.

17 SPEAKER: Okay.

18 SPEAKER: And I should probably go to
19 [inaudible], but thank you.

20 SPEAKER: All right. So if you could
21 fill out that card --

22 SPEAKER: Okay.

23 SPEAKER: Great and then leave that.

24 SPEAKER: Okay. Thank you for hearing
25 me.

1 SPEAKER: Thank you so much.

2 SPEAKER: Have a good night.

3 SPEAKER: Okay. And also when they put
4 the report out, there should be an opportunity to
5 comment so if there's other things that you want to
6 add -- is there are any other things that you want
7 to --

8 SPEAKER: No. I just appreciate the --

9 SPEAKER: -- important things?

10 SPEAKER: -- them doing this. It's very
11 kind.

12 SPEAKER: Okay.

13 SPEAKER: Thank you.

14 SPEAKER: Bye-bye, Lauren [phonetic].
15 All right. Now who else has to leave early? You
16 have to?

17 SPEAKER: Yeah. I just -- I'm just worn
18 out.

19 SPEAKER: Okay. So what time -- all
20 right.

21 SPEAKER: Keep on going. I'll just go
22 when I have to go.

23 SPEAKER: All right.

24 SPEAKER: You haven't heard my stomach
25 growl yet.

1 SPEAKER: Okay. Mine's right up there.
2 I went to the other Martin Middle School. Anyway,
3 okay. So any other community assets? If something
4 comes to your mind, we can go back.

5 SPEAKER: I think -- I think she
6 mentioned walkability is an important asset in our
7 neighborhood that we're committed to see children
8 riding their bikes to school.

9 SPEAKER: And under your section of one
10 word, environment.

11 SPEAKER: Okay. All right. Okay. All
12 rightly. From your perspective, what are some of
13 the most problematic traffic and pedestrian
14 problems that need to be addressed? Be specific
15 with intersections, direction and/or time of day.
16 So we've kind of started on that in terms of the
17 State Fair. So you've got event traffic, you've
18 got the daily commuter traffic, which I'm assuming
19 in terms of time of day is going to be morning and
20 evening, a.m. and p.m.

21 SPEAKER: I would say cut through traffic
22 would be more specific --

23 SPEAKER: Daily commuter cut --

24 SPEAKER: Yeah 'cause not everyone who's
25 commuting is cutting through. I mean, some of us

1 live here and we have to cut -- we have to take
2 this way, but then there are people who are trying
3 to avoid, you know, the Beltline or get somewhere
4 faster so they're -- they're more cut through.

5 SPEAKER: Okay.

6 SPEAKER: I think like the neighbors are
7 going to, for the most part, drive the speed limit
8 in the -- in the area. It's the ones that are
9 cutting through that are dangerous.

10 SPEAKER: Okay.

11 SPEAKER: 'Cause they're in a hurry.

12 SPEAKER: So, okay. So one is danger,
13 but would you say it's also volume?

14 SPEAKER: Yes.

15 SPEAKER: Both.

16 SPEAKER: Okay. So it's both. So a.m.
17 and p.m. and it would be speeding and -- and volume
18 of the cut -- of cut through traffic. Okay.

19 SPEAKER: Right.

20 SPEAKER: A specific intersection is
21 Ridge and Glen Eden.

22 SPEAKER: Okay.

23 SPEAKER: Ridge and Lake Boone.

24 SPEAKER: Lake Boone.

25 SPEAKER: Okay. Ridge and --

1 SPEAKER: Glen Eden.

2 SPEAKER: Two words.

3 SPEAKER: And then Ridge --

4 SPEAKER: And Lake Boone.

5 SPEAKER: Okay. Any others? Okay.

6 Okay. And then seasonal, new apartment complexes
7 which is increasing the volume. The biggest fear
8 is the connector, don't want. Specific
9 intersections, okay. Anything else?

10 SPEAKER: Most everything you're saying
11 affects Blue Ridge Road also.

12 SPEAKER: Okay.

13 SPEAKER: Which is a two-lane road and
14 they're proposing turning it into a three-lane road
15 and putting Greenway --

16 SPEAKER: But that's another project,
17 though.

18 SPEAKER: Yeah, but I'm saying all of
19 this affects Blue Ridge in that area as well.

20 SPEAKER: I would say another concern
21 that -- that I have is knowing that DOT is getting
22 ready to start widening over by Meredith very
23 shortly and this project is supposed to start next
24 year as well. My concern is then what happens to
25 our area because I think doing both of these

1 projects at the same time is very short sighted.
2 They're just -- people are just going to cut
3 through to get around it all unless they take the
4 flyover down and then they can't cut through
5 anymore, but I think it's very short sighted to
6 potentially farm traffic onto -- into our area.

7 SPEAKER: This isn't part of all of this
8 is that the study area that they have, everything
9 that I've seen, it's too small. The study area
10 does not cover the areas that are going to be
11 impacted.

12 SPEAKER: From the -- okay.

13 SPEAKER: This study area does not
14 address all of the areas that are going to be
15 impacted.

16 SPEAKER: Okay. Hold that thought for a
17 second.

18 SPEAKER: Because it goes on every single
19 thing here.

20 SPEAKER: Yeah. Good point.

21 SPEAKER: Yeah. Okay. All right. Well
22 hold that, because I want to capture it and we're
23 at the bottom of the paper, but before we -- before
24 I switch papers, I want to make sure during both of
25 these projects -- doing both of these projects at

1 the same time will be a problem. So tell me again,
2 it's the Meredith --

3 SPEAKER: There's a -- between --

4 SPEAKER: It's I-440 widening.

5 SPEAKER: They're widening I-440 between
6 Meredith and the NC State Hillsborough property
7 club. So in that area and they're going to, I
8 guess, make it -- instead of just a regular
9 four-lane highway, it's going to be, you know,
10 multi-lanes.

11 SPEAKER: Okay.

12 SPEAKER: So while that's in process to
13 start doing something at, you know, two exits down
14 the Beltline, is really nuts.

15 SPEAKER: Okay. It would be a problem
16 for everyone.

17 SPEAKER: For everybody. Them included.
18 If you get a [inaudible] included.

19 SPEAKER: Okay. Okay. So, all right.
20 That's the note. Now let's -- the -- this is, to
21 me, an important thing that you're talking about.
22 This is one of those --

23 SPEAKER: It's huge.

24 SPEAKER: So that leads us --

25 SPEAKER: And they just ignored this when

1 it came up at -- at the meeting at the church with
2 many people talking about it.

3 SPEAKER: Okay.

4 SPEAKER: Four hundred people were there.
5 I don't know if you were at that meeting.

6 SPEAKER: No, I was not at that meeting,
7 but this is the one where people couldn't even get
8 in because --

9 SPEAKER: Right.

10 SPEAKER: Right.

11 SPEAKER: -- out in the -- out in the
12 parking lot.

13 SPEAKER: That was one of them. There
14 were two meetings.

15 SPEAKER: Okay. So let's capture that
16 right here.

17 SPEAKER: Study area is -- does not
18 represent all of the -- even the impact -- begin to
19 represent the number of people that are going to be
20 impacted by the changes that are being considered
21 with these interchanges.

22 SPEAKER: They were telling us tonight, I
23 guess, that there's a -- this -- this specific
24 study area where the actual construction --

25 SPEAKER: Yes.

1 SPEAKER: -- and then there's the broader
2 community study area.

3 SPEAKER: Right.

4 SPEAKER: But I agree with you that the
5 entire street and it's entire Ridge Road, Blue Ride
6 area needs to be --

7 SPEAKER: Edwards Mill, Blue Ridge.

8 SPEAKER: Okay. Hold on. Let me -- let
9 me -- for -- so for -- for example --

10 SPEAKER: Yeah, try to get this
11 [inaudible].

12 SPEAKER: The entire area.

13 SPEAKER: Okay. Edwards Mill --

14 SPEAKER: Edwards Mill --

15 SPEAKER: All right. Well, the more
16 specifically it can be, the more -- 'cause remember
17 it's going to engineers who are looking at this
18 stuff in the details.

19 SPEAKER: Blue Ridge, Glen Eden --

20 SPEAKER: Okay. Blue Ridge.

21 SPEAKER: Glen Eden.

22 SPEAKER: Entire Ridge Road.

23 SPEAKER: Yes, all of Ridge Road. Wade
24 Avenue, Lead Mine Road.

25 SPEAKER: Okay. Wait. Okay. Wade --

1 SPEAKER: Lake Boone.

2 SPEAKER: Yeah, Lake Boone.

3 SPEAKER: Lake Boone.

4 SPEAKER: Lead Mine.

5 SPEAKER: Uh-huh. Entire Ridge Road,
6 Wade, Lake Boone, Lead Mine.

7 SPEAKER: And I would say the surrounding
8 neighborhoods. That kind of covers everybody.

9 SPEAKER: Hello.

10 SPEAKER: That would include Beckana,
11 whatever it's called.

12 SPEAKER: Right. All of the -- the
13 little offshoots, yeah.

14 SPEAKER: Right.

15 SPEAKER: And kind of like offshoots of?

16 SPEAKER: Of the main roads -- of those
17 main roads.

18 SPEAKER: For example, Koger Center is
19 going to be changed and there's going to be some
20 huge development going in what -- what was the
21 Koger Center which will impact all of these
22 interchanges going into -- on 440.

23 SPEAKER: Okay. So --

24 SPEAKER: The study area just doesn't
25 represent --

1 SPEAKER: Okay. So -- so another -- so
2 another area -- this is almost kind of like when
3 you were saying about, you know, the traffic
4 problems, another area of expansion that's going to
5 be new is Koger.

6 SPEAKER: [Inaudible] study area.

7 SPEAKER: Okay. So Kroger (sic) area,
8 that's being redeveloped --

9 SPEAKER: Koger. K-O-G-E-R.

10 SPEAKER: K-O-G-E-R.

11 SPEAKER: K-O-G --

12 SPEAKER: G-E-R, Koger Center.

13 SPEAKER: Okay. See, I have a Kroger
14 near me, so my brain is like what's going in over
15 there?

16 SPEAKER: Koger Center.

17 SPEAKER: Koger --

18 SPEAKER: Center.

19 SPEAKER: Koger Center. That's being
20 redeveloped?

21 SPEAKER: That's what I've heard.

22 SPEAKER: Okay.

23 SPEAKER: Well, it's -- it's about a
24 third of the way finished.

25 SPEAKER: Oh, yeah, okay. So it's well

1 underway.

2 SPEAKER: And they put an apartment
3 complex right there by the women's center.

4 SPEAKER: More -- more housing.

5 SPEAKER: And there's a proposal to take
6 Ridge down to Glenwood right there at the Koger
7 Center, right? That's one of the proposals that --

8 SPEAKER: That's one that was on the
9 table 10 years ago.

10 SPEAKER: Also, increased traffic and
11 issues, right? And volume?

12 SPEAKER: [Inaudible] the big meeting
13 that the considerations 10 years ago are now --

14 SPEAKER: Right. Right. Right. They're
15 trying to --

16 SPEAKER: So welcome. And your name is?

17 SPEAKER: Rodney Jones [phonetic].

18 SPEAKER: Rodney Jones. And are you part
19 of the engineering people or the neighborhood or?

20 SPEAKER: No, I'm actually with the Town
21 of the Crabtree. I'm actually kind of in the
22 impacted zone, but I had met with some earlier
23 groups several years ago and -- and more or less
24 concerned about the bicycle and pedestrian friendly
25 aspect of the program.

1 And also, I actually had talked to the
2 City Council twice about two years ago when they
3 were actually getting the pedestrian bridge across
4 Glenwood. So -- and, of course, that fell through.
5 The private funding fell through. So -- but I'm
6 just, you know, just and come -- don't slow down on
7 my part.

8 SPEAKER: Okay. Well in terms of what
9 you were -- we're on important things. So we have
10 the parking, neighborhoods, the environment, their
11 school -- if you had to put one word, you kind of
12 summarized the bike and walking -- the walkability
13 kinds of things --

14 SPEAKER: Well, I'm -- I'm getting at a
15 certain age and stuff, what I'm concerned about is
16 Glenwood, you know -- you know crossing at the
17 light there at the -- the mall. And it's -- I
18 consider myself fairly healthy now and I barely
19 have enough time to cross. So -- so one of the
20 issues is is that if there's going to be increased
21 traffic through there, I'll feel like a Frogger
22 trying to get across there.

23 SPEAKER: Okay. Well, I think you bring
24 up another thing in terms of it's not only the
25 children, but it's, you know, it's like --

1 SPEAKER: Pedestrians in general.

2 SPEAKER: -- pedestrians and -- okay.

3 SPEAKER: I mean, I -- I mean, you -- I
4 mean, you're walking -- you're walking fast and the
5 light -- you --

6 SPEAKER: It's not pedestrian friendly.

7 SPEAKER: No, not at all. So if you're
8 talking about any -- any type of mobility issues,
9 you can forget about it.

10 SPEAKER: Pedestrians of all ages.

11 SPEAKER: Right.

12 SPEAKER: Safety of -- with increased
13 traffic and --

14 SPEAKER: Yes. And that was one of the,
15 you know intriguing things about they were going to
16 put in the pedestrian bridge there. So where you
17 would have to be rushing across, but like I said,
18 that was going to be privately funded. And so --
19 and with the \$231 million budget, I don't know if
20 that was even being considered.

21 SPEAKER: Okay. Well -- and that's part
22 of what this process is in terms of getting it up
23 front in terms of design. If there's enough people
24 talking about that, that's important to incorporate
25 that -- this is helping --

1 SPEAKER: But it was going to be, like,
2 bicycle and pedestrian friendly, insofar I think it
3 was going to be tapped into the greenways.

4 SPEAKER: Okay.

5 SPEAKER: Yeah. Why don't we just throw
6 in there, just put in the bullet, pedestrian
7 bridge, see what they say.

8 SPEAKER: And was this at Glenwood and
9 Lead Mine?

10 SPEAKER: It was actually was going to be
11 crossing over from -- it was going to tie over
12 directly from where Diamonds Direct is. It was
13 going to be where --

14 SPEAKER: Yeah, at Crabtree.

15 SPEAKER: Crossing Glenwood there.

16 SPEAKER: Crossing Glenwood.

17 SPEAKER: So closest to that major
18 intersection.

19 SPEAKER: Correct. Correct.

20 SPEAKER: Right.

21 SPEAKER: Yeah, because see -- 'cause --

22 SPEAKER: So that's Blue Ridge -- kind of
23 the Blue Ridge --

24 SPEAKER: Well, the other side.

25 SPEAKER: Yeah, Blue Ridge and Lead Mine

1 [inaudible].

2 SPEAKER: Because Lead Mine right now
3 doesn't even have a pedestrian button.

4 SPEAKER: Yeah.

5 SPEAKER: You know, because I ride my
6 bike and stuff and so -- so to cross Lead Mine,
7 there's not even a button there to even cross right
8 now.

9 SPEAKER: So you just --

10 SPEAKER: Like a sign and --

11 SPEAKER: -- you're taking your life in
12 your hands to cross there, yeah.

13 SPEAKER: Pretty -- pretty much, yeah.
14 That -- and hopefully people are being, you know,
15 considerate.

16 SPEAKER: That's one of the major reasons
17 all of this is happening is the traffic at that
18 intersection and the lack of pedestrian friendly
19 access.

20 SPEAKER: Yeah, it's a -- it's a real
21 issue.

22 SPEAKER: Okay. All right. All right.
23 Well anything -- so the question was again, what
24 are -- what are additional one or two things that
25 are important to your household or business that

1 you want considered as the project moves forward?
2 So want the pedestrian/bike bridge at the Blue --
3 somehow at Blue Ridge and Lead Mine.

4 SPEAKER: So near there because --

5 SPEAKER: Near that area, yeah. Near,
6 yeah.

7 SPEAKER: You know, the -- the area is
8 really, you know, the whole area is really nice.
9 I've been there about 11 years now moving down from
10 D.C. and so when it's pedestrian friendly, at least
11 when people get home, they don't have to move their
12 cars if its pedestrian or bike friendly. But if
13 it's not pedestrian or bike friendly you're going
14 to have the outside traffic as well as the local
15 traffic. So you could -- you can actually help the
16 traffic situation by making it pedestrian and bike
17 friendly.

18 SPEAKER: Okay. Anything else? All
19 right. Now, again, we can go back and revisit some
20 of these questions.

21 SPEAKER: No, I don't want to -- I don't
22 want to -- I don't want to --

23 SPEAKER: Okay. So the next question is
24 this one right here. And we ran out of whiteboard.
25 So I'm going to just stick this up here. Oh, nuts.

1 At least it's not, like, Gorilla duct tape.

2 Okay. DOT Partnership. So here's the
3 question. What can DOT do to demonstrate being a
4 partner with the community of stakeholders while
5 tackling the complex transportation challenges
6 created by rapid urban growth in Wake County?

7 SPEAKER: Listen.

8 SPEAKER: Okay. And how would you know
9 that they were listening?

10 SPEAKER: They would incorporate -- they
11 would incorporate ideas.

12 SPEAKER: Put another bullet there about
13 provide feedback that they've heard us.

14 SPEAKER: Okay. So --

15 SPEAKER: It seems like we could have
16 months of neighborhood input, but I haven't really
17 heard a consolidated, we heard you in this manner.

18 SPEAKER: Okay. So provide feedback.

19 SPEAKER: That we have been heard.

20 SPEAKER: Some of you here, do you happen
21 to know if DOT is appointed by the governor or by
22 the legislature? DOT needs to be non-political,
23 bi-partisan. DOT members need to be bi-partisan
24 and not --

25 SPEAKER: I think it's appointment. It's

1 an appointment.

2 SPEAKER: I think it's an appointment
3 too. I just didn't --

4 SPEAKER: In the --

5 SPEAKER: Okay. Need to bi-partisan.
6 Okay. And here, provide feedback that we've been
7 heard, a consolidated summary. They talked about
8 putting a report on the website. Is there any
9 other way that you would like the feedback? I
10 mean, I heard what I -- what I heard in the large
11 group was someone talking about wanting to actually
12 hear the audio tapes.

13 SPEAKER: Yeah.

14 SPEAKER: CAC, presentations at CAC
15 meetings.

16 SPEAKER: Okay. Okay.

17 SPEAKER: Yeah. And also, you know,
18 visibility into other projects. I know there was
19 talk of actually widening Glenwood from, you know,
20 from the Angus Barn up to Hilburn. And that's --
21 and that's a concern because if it -- that will
22 bring more traffic to the Crabtree Valley area, but
23 you know I actually went online to look and see if
24 I could find something about that project and I
25 couldn't. But I know there is talk of actually

1 widening Glenwood and making it three lanes on both
2 sides in between like Angus Barn to --

3 SPEAKER: All the way to Hillsborough,
4 huh?

5 SPEAKER: No. No, Hilburn.

6 SPEAKER: Oh, Hilburn.

7 SPEAKER: Where the cemetery is.

8 SPEAKER: Oh, okay.

9 SPEAKER: From Angus Barn to --

10 SPEAKER: Hilburn, okay. I got you.

11 SPEAKER: That's okay.

12 SPEAKER: Okay. All right.

13 SPEAKER: Can I ask a -- if I'm -- if I'm
14 too much out of line, just shut me down.

15 SPEAKER: No, no.

16 SPEAKER: Who -- I don't know how -- who
17 determines okay, we're going to -- we want DOT to
18 provide a means for more traffic to come to
19 Crabtree versus we don't want any more traffic
20 coming to Crabtree? Who makes that decision? Does
21 DOT make that decision? We want more traffic to
22 come to Crabtree?

23 SPEAKER: Well as -- as I am going to say
24 --

25 SPEAKER: Because for me, I would say

1 make everything two lanes and that stop -- that
2 would stop the growth.

3 SPEAKER: Yeah, okay. Well, that's a
4 technical question.

5 SPEAKER: Yeah.

6 SPEAKER: I don't know the answer, but
7 what I want to do is I want to make sure I'll write
8 it down and that would be a way that they can give
9 information back. So -- so --

10 SPEAKER: Yeah, I -- how that process
11 works.

12 SPEAKER: My question -- I would rephrase
13 it this way. Who is pushing this project?

14 SPEAKER: Yes. I have an idea. Who is
15 pushing this?

16 SPEAKER: Yeah. It's some -- it's
17 something with the City Council. I know there's
18 actually been six previous studies. You can go
19 online and read all these studies and they've spent
20 a lot of money. And so what -- it's not a
21 politically -- it's a very contentious thing either
22 way you go. And there's been six studies and so
23 the easy thing to do is just have another study and
24 no one makes a decision on it. So they keep
25 kicking -- kicking the can down the road.

1 neighborhood, it may be the City Council, but at
2 Glenwood and Blue Ridge, it's the State.

3 SPEAKER: That's the State.

4 SPEAKER: It's the DOT, yeah.

5 SPEAKER: Yeah, [inaudible] the city.

6 SPEAKER: Right. Yeah. And there is a
7 need, but because I didn't know of -- like early in
8 the morning if you take a look at the traffic
9 that's coming south on Creedmoor and the traffic
10 that's coming south on Lead Mine, so what's driving
11 this also is your North Raleigh Road.

12 SPEAKER: Sure.

13 SPEAKER: Yeah.

14 SPEAKER: Right.

15 SPEAKER: So I mean it's --

16 SPEAKER: Okay. So we have -- I added a
17 thing here about clarify State and City roles.

18 SPEAKER: Right.

19 SPEAKER: Right? Because --

20 SPEAKER: That's good.

21 SPEAKER: Okay.

22 SPEAKER: Yeah, from my understanding
23 what happens at the Beltline and the interchanges
24 is the DOT and what happens to Ridge Road and the
25 surrounding roads are the City of Raleigh. And I

1 guess, what you were saying earlier, it's kind of
2 one of those where does one -- where does the --
3 where does Ridge, like the Ridge Road area, Blue
4 Ridge Road, Lead Mine, when do the City roads get
5 that --

6 SPEAKER: I think this -- I think this
7 red -- this red area, I think, this is the State.

8 SPEAKER: Right. Yeah, I'm thinking
9 though, here's the thing.

10 SPEAKER: I'm thinking beyond that it's
11 --

12 SPEAKER: Whatever DOT is going to do,
13 they're going to do it, right?

14 SPEAKER: Yeah. Yeah. That's what --
15 that's --

16 SPEAKER: It's kind of -- we -- we can
17 tell them what we want, at least my feeling is, we
18 can tell them what we're concerned about, but they
19 are going to do what they are going to do,
20 hopefully taking our concerns into consideration.
21 But if -- if they need to get her done, they're
22 going -- they're going to do it anyway.

23 SPEAKER: Yeah, and there's some --

24 SPEAKER: The City tends to be that way
25 too.

1 makers for a project like this. Will they really
2 consider your feedback?

3 SPEAKER: Correct.

4 SPEAKER: And so what you mentioned
5 before about how you know that, that they're
6 actually really considering your feedback, is a
7 consolidated summary of the feedback presenting,
8 kind of, that summary at the CAC meetings. Is
9 there anything else that would help you like --

10 SPEAKER: Well, they have to incorporate
11 it. I mean, they can do all of that summaries and
12 -- but they -- if they don't incorporate anything
13 into their plan, they're not -- they're just
14 humoring us [inaudible].

15 SPEAKER: Okay. So you want to see ideas
16 in the -- in the design.

17 SPEAKER: Well, yeah, that part
18 [inaudible] --

19 SPEAKER: The proof is in the design or
20 the design is -- right? The proof is in the
21 pudding. The proof is in the design.

22 SPEAKER: Yeah, I think we're saying more
23 concern with the local impact or -- you know.

24 SPEAKER: Yeah, listen to the locals or
25 we [inaudible].

1 SPEAKER: Yeah.

2 SPEAKER: Okay. So let's see ideas in
3 design, in -- in concepts I should say.

4 SPEAKER: But -- but that's what I'm
5 saying. If someone higher up the food chain is
6 telling you that we want to accommodate more
7 traffic in this area, I'm not sure what we say. It
8 don't matter. It's just some higher power and I
9 don't know who that would be, but it would Crabtree
10 or money from there, or you know --

11 SPEAKER: Yeah, the studies that they've
12 had --

13 SPEAKER: -- once DOT get motivated.

14 SPEAKER: Well like the Lead Mine
15 intersection is like rated F. And I think it was
16 -- it was something like -- like 80 seconds for a
17 turn of lights and I think the Lead Mine
18 intersection was something like 400 seconds.
19 Somehow they grade -- it was one of the worst
20 intersections in the state. So that's kind of --
21 that's why so much focus on the Lead Mine, Glenwood
22 intersection 'cause it's one of the worst
23 intersections in the state.

24 SPEAKER: Yeah. Yeah. It is.

25 SPEAKER: Okay. Okay. Anything else in

1 terms of process and this partnership idea? And it
2 really about -- I mean, this -- this whole -- from
3 what I understand, this is the first time they've
4 ever done any -- and I know Beth [phonetic]
5 mentioned that, but this was in response to that
6 meeting that y'all had before in terms of like --
7 you know?

8 SPEAKER: Right.

9 SPEAKER: So this is actually, in fact,
10 one response of --

11 SPEAKER: I -- I'm interested in knowing
12 who the three design firms are because I don't
13 think I haven't seen that published who they are.
14 We should know who they are.

15 SPEAKER: Yeah.

16 SPEAKER: Yeah. Yeah 'cause I went to
17 the website even as -- just earlier today when I
18 went to look at, you know, the impacted roads, you
19 know, they're not on there so I wanted to take a
20 look at, you know, some of the other options and
21 things and that's not available. And then looking
22 at -- I actually read all, you know, I peruse, I
23 didn't read really that -- that tightly the other
24 six plans, but I actually looked through them
25 pretty good and I was looking at the dollar amounts

1 and nothing even came close to approaching the \$231
2 million. So I would be very interested to see,
3 like, more or less, like an independent government
4 estimate as to how they even arrived at that \$231
5 million.

6 SPEAKER: So the question then would be
7 how would you -- what's the question -- how would
8 you -- as --

9 SPEAKER: The budget. The budget.

10 SPEAKER: But it's more than the budget.
11 You're saying you want to see a breakdown or you
12 want to see a -- like, what about the budget?

13 SPEAKER: Well, when -- basically, when
14 they do a granular budget, they do like an
15 independent government estimate and they'll have
16 what -- what does that \$231 million comprised of,
17 you know? How did they arrive at that number?
18 Because some of the high numbers on some of the
19 other projects, they were like 90 million and 80
20 million. So now I was just shocked when I saw that
21 \$231 million.

22 SPEAKER: Okay. So breakdown of the
23 budget by an independent -- or just breakdown of
24 the budget?

25 SPEAKER: Yes. Well, I mean, just --

1 whatever they -- whatever -- whatever they went
2 into to arrive at that \$231 million I think it
3 would give a better understanding as to what
4 they're going to do.

5 SPEAKER: Okay.

6 SPEAKER: So are you saying that 231 is
7 the current figure for this project? Is 231 the
8 current figure?

9 SPEAKER: Yes. That's the one that's on
10 the website now is 231.

11 SPEAKER: For -- for the project at hand?

12 SPEAKER: Yes.

13 SPEAKER: So a breakdown of the budget
14 and then would that be available or make it one
15 available?

16 SPEAKER: Yeah, it should be available
17 now.

18 SPEAKER: It should be public
19 information.

20 SPEAKER: And there's certain things that
21 they won't divulge because it's going to be a
22 competitive process. There should be something
23 that they can provide at a less granular level to
24 at least show the people kind of what they're going
25 to do.

1 SPEAKER: Yeah. Okay. All righty. Any
2 other ideas?

3 SPEAKER: I wrote down a question, what
4 is the longer period of time, and I can't remember
5 what I'm thinking about, but they -- they are
6 giving it a longer period of time. Initially, this
7 was fast tracked to start this fall.

8 SPEAKER: Yeah, it was. Yeah.

9 SPEAKER: Okay.

10 SPEAKER: Now they've given it --

11 SPEAKER: This fall.

12 SPEAKER: I think it -- was it this fall
13 or next year? It was very fast track.

14 SPEAKER: They -- they were going to
15 award the contracts by the end of the year and
16 start working on spring I think was [inaudible].

17 SPEAKER: Okay. So why the expedited --
18 why the fast tracking of this project?

19 SPEAKER: Yeah.

20 SPEAKER: I think it is not fast -- I
21 mean, [inaudible] been changed.

22 SPEAKER: Yeah, what's their schedule?
23 What is the schedule I guess we have the right to
24 know.

25 SPEAKER: Yeah. What is the schedule?

1 SPEAKER: Okay.

2 SPEAKER: What I was told and what I had
3 heard is --

4 SPEAKER: Yeah, I've heard that --

5 SPEAKER: -- the state has excess money
6 available for doing road construction and that they
7 have been told they have to use the money.

8 SPEAKER: So they wanted to fast track --
9 yeah, fast track or they're going to lose it.

10 SPEAKER: Follow the dollar. They may
11 lose it.

12 SPEAKER: Follow the dollar always.

13 SPEAKER: Yeah, and then the other thing
14 is --

15 SPEAKER: Every bit of it.

16 SPEAKER: -- is -- is --

17 SPEAKER: Well, I -- well, I guess this
18 -- I guess the -- the issue ties back to the idea
19 of trying to do two projects at one time.

20 SPEAKER: Exactly.

21 SPEAKER: Like why would you do that?
22 Can you excel -- what I'm hearing is what is the
23 schedule for this project and why -- when you said
24 why --

25 SPEAKER: Why the fast track?

1 SPEAKER: -- why the fast track? Can you
2 -- can you postpone it?

3 SPEAKER: And then another major
4 question, especially when you're talking about
5 local impact, what are -- what are the detour
6 routes because the amount of -- the amount of
7 traffic that comes through Crabtree Valley to -- in
8 order to do construction, you're going to have to
9 detour some traffic. So I think the local people
10 really would want to know as to what are those
11 proposed detour routes.

12 SPEAKER: Oops did I -- yeah. Okay. So
13 what is the -- okay. So why the fast track? Can
14 you postpone? What is the schedule for this
15 project? What are the planned detour routes? So
16 these are kind of questions to be able to give
17 feedback when they're -- when -- yeah, okay. What
18 else? It is warm in here, isn't it?

19 SPEAKER: Yeah.

20 SPEAKER: They must cut the air off at
21 night.

22 SPEAKER: Yeah.

23 SPEAKER: Yeah, for the school.

24 SPEAKER: It's budget.

25 SPEAKER: Anything else? What -- all

1 right. So in terms of, you know, going back here,
2 your one word, you talked about safety with extra
3 stars, traffic flow, parking, maintaining
4 neighborhood parking, neighborhood values which are
5 trees, parking, traffic flow, sound, lights,
6 schools, churches, neighborhood, the environment.
7 These are all kind of like one word. If you put
8 yourself kind of like seeing forward and this was a
9 success, are -- what would be some things that you
10 would be seeing and what would you -- how would you
11 consider this a success? What's success to you?

12 SPEAKER: The meetings or the full
13 project?

14 SPEAKER: Whatever -- whatever you -- the
15 whole --

16 SPEAKER: The whole project, I think.

17 SPEAKER: You mean what would we see if
18 we were driving through the Crabtree after the
19 completion?

20 SPEAKER: Yeah. Well, actually, I think
21 you raised a good point, Margaret [phonetic], in
22 terms of it's -- let's take the process first
23 'cause that kind of gets to DOT partnership. What
24 -- what would you be seeing - anything else that
25 you would be seeing other than some of these

1 questions as a success in this?

2 SPEAKER: I think public comments
3 integrated into the plan.

4 SPEAKER: Yeah. Yeah. Be sure we get
5 the feedback. Make sure we get the feedback.

6 SPEAKER: Okay. Public -- public
7 comments on the feedback. All right.

8 SPEAKER: And that -- that kind of speaks
9 back to bullet number two, but instead of a
10 consolidated summary, what -- what I'm looking for
11 are interim feedback from them. So not waiting
12 until the end and saying this is what we heard and
13 this is the outcome.

14 SPEAKER: And this is what you're
15 getting.

16 SPEAKER: I've come to enough of these
17 meetings where I'm ready to hear proposals from the
18 three of them and hear them repeat back to us what
19 we've said needs to be part of the plan.

20 SPEAKER: So in their presentations for
21 their concept designs --

22 SPEAKER: Right.

23 SPEAKER: -- really make explicit what
24 the feedback is.

25 SPEAKER: Yeah.

1 SPEAKER: Like you said you wanted this,
2 here's how we're going to incorporate it.

3 SPEAKER: I'm going to address something
4 else in there.

5 SPEAKER: Yeah. It's something that will
6 be publicly available once they release the
7 proposals. I think what's very important, I think
8 what it is is the evaluation criteria for the
9 proposals because that's the who's going to
10 determine who gets the reward.

11 SPEAKER: Okay.

12 SPEAKER: You can say proposal evaluation
13 criteria.

14 SPEAKER: Criteria for proposals.

15 SPEAKER: You know, if it's -- if it's
16 strictly on budget [inaudible].

17 SPEAKER: Yeah.

18 SPEAKER: Make explicit how feedback is
19 incorporated in designs.

20 SPEAKER: Susan, I'll leave my card here.

21 SPEAKER: Okay. All right. Wonderful.
22 Thank you. Thank you. I appreciate you staying.

23 SPEAKER: Good luck to you.

24 SPEAKER: Yeah, I appreciate you coming
25 out. Okay.

1 SPEAKER: If I can get out of here.

2 SPEAKER: Bye Sally [phonetic].

3 SPEAKER: Bye-bye.

4 SPEAKER: Nice to meet you.

5 SPEAKER: Okay. So what is evaluation

6 criteria for the proposals, making sure that when

7 they give the concepts, it really acknowledges and

8 makes explicit what that feedback is? So what

9 would be an idea of -- or a vision of what your

10 success would be of the project?

11 SPEAKER: Selfishly?

12 SPEAKER: Yeah.

13 SPEAKER: Yeah. That my --

14 SPEAKER: Destroy the property line mall.

15 SPEAKER: -- that my property value stays

16 what it is or better, that traffic is reduced in my

17 neighborhood. That we're not a -- a feeder road

18 for Crabtree Mall.

19 SPEAKER: Okay. All right. So my --

20 property of -- and this -- what was that one?

21 SPEAKER: That we're not a feeder road to

22 Crabtree Mall. So that, you know, people just pop

23 off of Wade and head down Ridge so they can take

24 the connector.

25 SPEAKER: And she also mentioned reduce

1 traffic, which is a great goal.

2 SPEAKER: Reduce traffic would be great.
3 That would be fabulous.

4 SPEAKER: Because it's already a problem
5 right now, correct?

6 SPEAKER: Oh, it's a terrible problem.

7 SPEAKER: It is at my intersection.

8 SPEAKER: All right. Reduce traffic on
9 Ridge Road, or -- yeah.

10 SPEAKER: Well, Ridge --

11 SPEAKER: I won't be specific --

12 SPEAKER: -- well I would say Ridge
13 because everybody feeds off of Ridge. It's got to
14 go down Ridge before it gets anywhere else.

15 SPEAKER: Okay.

16 SPEAKER: And it's -- it's a nightmare.

17 SPEAKER: Okay. Not a feeder road to
18 Crabtree. All right. Success. What -- what other
19 vision of success?

20 SPEAKER: I think it's, you know -- you
21 know for me, from where I'm -- where I'm located,
22 you know, I definitely agree with those as well,
23 but you know, going back to the pedestrian and bike
24 friendly because I do think that will help overall
25 traffic as well.

1 SPEAKER: Oh, yeah. I agree with you.

2 SPEAKER: And then also, there's a major
3 project being on the -- the -- basically, the
4 northeast side of the interchange like as you start
5 going downtown if, you know, like to the left over
6 that -- in that area there, there's a big -- a big
7 project coming up there. But you -- you can't walk
8 from like the Crabtree side to, you know, the mall
9 side, to that area. You can't walk anywhere around
10 there, ride your bike or anything.

11 SPEAKER: Okay. So -- so I think it
12 would be helpful because you were bringing up your
13 area as a little bit different than what other
14 folks are saying.

15 SPEAKER: I agree. Let's get that --

16 SPEAKER: Let's get -- so let me make it
17 specific here on your -- how would you describe
18 your area? I know you said it before someplace
19 else, but --

20 SPEAKER: Well -- well, I'm going to say
21 you can be -- even be specific to the mall area.
22 I'm actually about, you know, seven minutes' walk
23 to the mall. And that whole area, they talked
24 about making it, you know, a pedestrian/biker
25 friendly area 'cause that way --

1 SPEAKER: So this is Blue Ridge and Lead
2 Mine?

3 SPEAKER: Yeah, Blue Ridge and Lead Mine.
4 But then also, even going over, there's a lot of
5 things just being -- starting to be built on the
6 opposite side of 440 as well. I guess that's the
7 --

8 SPEAKER: [Inaudible] on Glenwood?

9 SPEAKER: Yeah, going down Glenwood. And
10 there's no way you could walk to, you know, even if
11 you wanted to go just that short distance, you have
12 to get in your car.

13 SPEAKER: Yeah. Right.

14 SPEAKER: Yeah, I can see that.

15 SPEAKER: Okay. And on opposite side
16 going down Glenwood?

17 SPEAKER: Yeah. Yeah.

18 SPEAKER: Okay. So really enhancing it.

19 SPEAKER: So -- so back to the core of
20 this project, is that interchange -- and what you'd
21 like to see is walking and bike riding that is not
22 subject to that interchange interrupting it or
23 preventing it?

24 SPEAKER: Well, I really don't -- with
25 the amount of traffic they're doing, other than

1 like a pedestrian walkover, you know, I mean
2 it's -- it's really -- I mean, 'cause it -- it is
3 so much traffic that goes through that
4 intersection.

5 SPEAKER: Yeah, right. So I agree with
6 you on -- on the Lead Mine side, but now you're
7 talking about on the northeast side of the
8 interchange, right?

9 SPEAKER: True, because there's a lot of
10 things happening there as well. And so as time
11 goes on, people, you know, there may be some shops
12 like basically, you know, a couple, one wants to go
13 to the mall and the other one wants to go to that
14 side.

15 SPEAKER: Right.

16 SPEAKER: Well, what you're going to do
17 is you're going to force people to drive.

18 SPEAKER: Right, instead of just being
19 able to walk across the street.

20 SPEAKER: So [inaudible] Blue Ridge and
21 Lead Mine. And then I think we're also talking
22 about the northeast corner which is not Lead Mine,
23 but --

24 SPEAKER: So on opposite side -- in
25 northeast corner?

1 SPEAKER: Women's Club Drive.

2 SPEAKER: Woman's Club --

3 SPEAKER: Woman's Club Drive and Glenwood
4 connector to that side there.

5 SPEAKER: Correct.

6 SPEAKER: Woman's Club Drive --

7 SPEAKER: The Koger Center.

8 SPEAKER: Yeah, refer to it -- the Koger
9 -- okay. The Koger Center.

10 SPEAKER: Not the Kroger Center.

11 SPEAKER: Because I think they're putting
12 like a --

13 SPEAKER: Yeah, that's where the --

14 SPEAKER: Okay.

15 SPEAKER: Down in there. They -- they've
16 already started.

17 SPEAKER: Okay. Any other like vision of
18 success?

19 SPEAKER: That's a good start.

20 SPEAKER: We had -- we had -- in the --
21 the last group that I was in, they had somebody who
22 -- I guess who lived in another state and they were
23 talking about, you know, having the roads go over.

24 SPEAKER: Right.

25 SPEAKER: Like getting rid of right --

1 like really kind of like other innovative designs
2 and get rid of the cloverleaf kind of stuff and,
3 you know, having this very innovative kind of
4 design work.

5 SPEAKER: Yeah, 'cause I mean --

6 SPEAKER: Yeah, I've heard some of that.

7 SPEAKER: Well, that's not -- but San
8 Francisco, you know, took theirs out. They used to
9 -- when I -- I lived there [inaudible] tore them
10 down.

11 SPEAKER: Oh, really?

12 SPEAKER: They just over it. They just
13 destroyed them.

14 SPEAKER: They did?

15 SPEAKER: Yeah.

16 SPEAKER: Okay.

17 SPEAKER: I mean, you don't -- you don't
18 want an overhead road like New York City roads
19 overhead.

20 SPEAKER: Yeah.

21 SPEAKER: Look like a mixing bowl, yeah.

22 SPEAKER: Okay.

23 SPEAKER: Yeah. But I guess Crabtree
24 Valley Avenue, the road behind the mall, there was
25 talk about -- the people would come down like

1 Edwards Mill. They wouldn't have to come out on
2 Glenwood, they would just come down Crabtree Valley
3 Avenue. And I guess a couple of the plans had
4 Crabtree Valley Avenue connecting into 440. So I
5 don't know if that's still something they're
6 looking at, but \$231 million and stuff if they --
7 they do it right, they can do quite a bit with
8 that.

9 SPEAKER: Okay. Well if you have other
10 specific ideas, okay. Anything else?

11 SPEAKER: We covered a lot.

12 SPEAKER: Yeah. No, yeah. I mean, you
13 really have. I really appreciate your feedback.
14 Okay. So just a -- just kind of a quick wrap up as
15 we're -- 'cause I guess we have a -- it was
16 supposed to end at 8:00.

17 SPEAKER: If you're going to wrap up,
18 I'll leave. I was going to -- getting ready to
19 leave. I won't do the wrap up.

20 SPEAKER: Oh, yeah. No, no. Okay. How
21 do you feel in terms of when you first kind of came
22 here and how you feel now? Compare and contrast
23 where you were feeling at the beginning of this
24 when you first walked in to where you feel now.

25 SPEAKER: It's still all up in the air.

1 In other words --

2 SPEAKER: It's very ambiguous.

3 SPEAKER: -- we're not convinced that
4 we're going to know anymore this time next month
5 than we know now.

6 SPEAKER: Okay.

7 SPEAKER: I've actually got a few more
8 things to think about now from listening to other
9 perspectives, which is good.

10 SPEAKER: I do too.

11 SPEAKER: I think you tend to start
12 thinking about it from your own personal selfish
13 perspective, but, you know, other people have --
14 have their own thoughts as well which is -- it's
15 good. It's good to hear everybody. So I think
16 it's a good thing.

17 SPEAKER: So still questions.

18 SPEAKER: There -- oh, tons of questions.

19 SPEAKER: Okay. Okay. So now, so still
20 questions. Kind -- a broader perspective, kind of
21 -- it's critical thinking there.

22 SPEAKER: Yeah, and I know they talk
23 about actually going to contract, but you know DOT
24 has even done like a request for information to
25 actually going out to basically getting the -- the

1 actual professional builder's input as to what they
2 proposed. I mean, they can do that before a formal
3 RFP is released. They can do a request for
4 information and get their idea.

5 SPEAKER: Okay. Okay. Any other
6 thoughts? How you're feeling now?

7 SPEAKER: I'm -- I'm encouraged by the
8 neighborhood involvement and also that DOT and the
9 City have gotten together and heard us and slowed
10 things down a bit.

11 SPEAKER: Okay. And shift in process,
12 okay.

13 SPEAKER: Yeah, I think it's still going
14 to be a major mistake if they try and do the I-440
15 widening and this project. I think our whole
16 neighborhood will collapse from the weight of
17 traffic.

18 SPEAKER: Okay. All righty. And would
19 you be willing to, if you found this meaningful
20 enough, to encourage people to come on Saturday?

21 SPEAKER: Absolutely.

22 SPEAKER: Yeah. Good. Yeah, the more
23 perspectives that we can get in this process and
24 the more involvement, that would be terrific.
25 Okay.

1 SPEAKER: Thank you very much.

2 SPEAKER: Wonderful. Well, thank y'all
3 very much.

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