

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

Facilitated Listening Session

Saturday, September 29, 2018

Martin Middle School  
1701 Ridge Road  
Raleigh, NC 27607

Room 2103 Session

Transcription by:  
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1                   SPEAKER: The recorders are officially on  
2 now, so this session has officially begun.

3                   SPEAKER: Do we [inaudible]?

4                   SPEAKER: I would -- I -- I would -- I  
5 already have my own [inaudible].

6                   [Inaudible].

7                   SPEAKER: Right. So for the first  
8 question, again, I'm going to repeat the question  
9 twice, just for folks who don't have the paper in  
10 front of them. So with one word, describe what is  
11 the most important thing to you, or your household,  
12 or business, that must be considered as this  
13 project moves forward? With one word, describe  
14 what is the most important thing to you, or your  
15 household, or business, that must be considered as  
16 this project moves forward?

17                   SPEAKER: Disruption.

18                   SPEAKER: Congestion.

19                   SPEAKER: Ruining.

20                   SPEAKER: Was that ruining?

21                   SPEAKER: Ruining. Yes.

22                   SPEAKER: Ruining? Thank you.

23                   SPEAKER: Quality.

24                   SPEAKER: Safety.

25                   SPEAKER: Preservation.

1                   SPEAKER: Stupid.

2                   SPEAKER: Value.

3                   SPEAKER: It's not one word, but it's a  
4 phrase, R-O-I. Return on investment.

5                   SPEAKER: Yep.

6                   SPEAKER: [Inaudible]?

7                   SPEAKER: Anacronym.

8                   SPEAKER: One? Pair of them?

9                   SPEAKER: What was that last one?

10                  SPEAKER: He just said it's an anacronym.

11                  SPEAKER: R-O-I.

12                  SPEAKER: Besides R-O-I, was there  
13 something after that?

14                  SPEAKER: No.

15                  SPEAKER: No.

16                  SPEAKER: Okay. I thought I heard  
17 something.

18                  Everybody got one word?

19                  SPEAKER: Integrity. Integrity is what  
20 the neighborhood is today and what will be the  
21 integrity of it? [Inaudible.]

22                  SPEAKER: The integrity of our  
23 government.

24                  SPEAKER: Any other words before we move  
25 on?

1 SPEAKER: Neighborhood.

2 SPEAKER: All right. We'll move on to  
3 the second question. What do you believe is needed  
4 to ensure the safety of your family, the people who  
5 live in the area and the people that travel through  
6 the area? What do you believe is needed to ensure  
7 the safety of your family, the people who live in  
8 the area and the people that travel through the  
9 area?

10 SPEAKER: Accurate information, to start.

11 SPEAKER: Sounds like there was more on  
12 that accurate information to go on.

13 SPEAKER: Decrease traffic and traffic  
14 speed.

15 SPEAKER: Decrease traffic and traffic  
16 speed?

17 SPEAKER: Yeah.

18 SPEAKER: Is there a specific area that  
19 you're thinking about when you say that?

20 SPEAKER: All of Ridge -- all of Ridge  
21 Road.

22 SPEAKER: All of Ridge --

23 SPEAKER: I mean, the whole -- the whole  
24 community area. Glen it-- Glen Eden -- Glen from  
25 Ridge Road everything.

1 SPEAKER: [Inaudible.]

2 SPEAKER: The whole community area is  
3 going to be impacted.

4 SPEAKER: [Inaudible.]

5 SPEAKER: Uh-huh.

6 SPEAKER: It's -- it's an asset to the  
7 city of Raleigh. And that asset, if this moves  
8 forward the way it's planned, is going to be  
9 destroyed. People walk, bike.

10 SPEAKER: Yeah.

11 SPEAKER: We have churches and schools.

12 SPEAKER: Right.

13 SPEAKER: [Inaudible.]

14 SPEAKER: And part of that -- after an  
15 information part, I know when we had the session at  
16 Highland back, I think it was in June, and that we  
17 had held -- told about expanding the study area  
18 because they just went up to the Glen Eden. I  
19 noticed there are folks out there doing a traffic  
20 study in June while neither school was in session,  
21 you know? And it makes no difference. You can't do  
22 it on a day when kids get out early. You need to  
23 be there on a full day of school, with both Martin  
24 Middle and Lacy, to see what's going on.

25 SPEAKER: You need to be there between

1 4:00 and 6:00 in the afternoon.

2 SPEAKER: Yeah. At the Pre-Ks, at the  
3 school, at the churches, you know, and things like  
4 that. So you know, and like I said, doing a study  
5 in June when both schools are out of session  
6 doesn't do -- record what's truly happening here in  
7 the mornings and afternoons.

8 SPEAKER: Mornings and afternoons  
9 [inaudible].

10 SPEAKER: And people from other parts of  
11 Raleigh come to -- come -- come to the area to  
12 walk, bike, et cetera.

13 SPEAKER: Uh-huh.

14 SPEAKER: It's not just the -- the  
15 residents of the community. It's an asset to the  
16 whole city of Raleigh.

17 SPEAKER: And if the road becomes a  
18 diversion, if there's an accident or some type of  
19 traffic flow problem on the Beltline, we've become  
20 a pass-through. And at that point in time, the  
21 road has a very -- we're having a hard time, at  
22 this point in time, of accommodating traffic flow  
23 if there's a diversion onto Ridge Road due to  
24 traffic backup off of 440 Beltline.

25 SPEAKER: And so --

1                   SPEAKER: If we add additional traffic  
2 flow to it, we've got to be worried about the  
3 safety concerns.

4                   SPEAKER: I live on Hampton Road which is  
5 right -- three blocks down here, and there's a  
6 curve there. And I don't know how many times if  
7 I'm coming down and I have to make a left-hand turn  
8 onto my street, that I've almost been plowed into  
9 from behind or people get extremely impatient  
10 because you can't pass. You know? You're sitting  
11 there waiting to make that left and folks coming  
12 around there and, as the gentleman was saying, when  
13 we have an accident, folks are coming off the  
14 Beltline and trying divert over to Wade Avenue or  
15 what not or Lake Boone. You know, traffic is  
16 flowing, and you don't have that thing, you can be  
17 sitting there for minutes trying to do that.

18                  SPEAKER: And did you get the curve on  
19 Hampton?

20                  SPEAKER: Yes.

21                  SPEAKER: The other --

22                  SPEAKER: There's a history of accidents  
23 there.

24                  SPEAKER: The other -- the other big  
25 concern is scheduling. Right now, the Department

1 of Transportation has -- is in the process of  
2 leasing bids or letting bids on the Wade Avenue to  
3 Crossroads expansion that would open up the  
4 Beltline to a three or four lane highway. You've  
5 got a project that is already let at the corner of  
6 Blue Ridge Road and Hillsborough Street to  
7 [inaudible]. So we're going to have two major  
8 projects ongoing, and they want to fast-track this  
9 project. So that -- that -- that's why -- I mean,  
10 we're very alarmed about the impact. You don't  
11 know what impact you're going to have on Ridge Road  
12 once you begin the project widening I-40 -- I-440.  
13 So why would you begin another project without  
14 knowing the impact that's going to further  
15 complicate congestion and problems with  
16 accommodating traffic along Ridge Road?

17 SPEAKER: In addition to the one on Wade,  
18 by the way, because there's Wade through Ridge Road  
19 -- Blue Ridge Road, and then now with [inaudible]  
20 towards the end of Ridge. All of which three, to  
21 my knowledge, unless -- it would affect, directly  
22 or indirectly, Ridge Road. All three of those.

23 SPEAKER: Okay.

24 SPEAKER: And I don't know what the  
25 appropriate time, but could we just back up for a



1 second? What is the actual purpose of this  
2 project? What is DOT trying to accomplish by this  
3 because I believe that this project will not  
4 accomplish increasing the flow of traffic along  
5 Glenwood Avenue and helping with traffic backing up  
6 on the I-440? If anything, it's going to  
7 exasperate the problem and not help the problem.  
8 And has the DOT stepped back in today's environment  
9 to look at other alternatives to this project, to  
10 address what, I understood the purpose of the  
11 project was, which was to help the flow of traffic  
12 along Glenwood Avenue? 'Cause this doesn't  
13 accomplish it. And all that does is help  
14 developers behind Crabtree Valley Mall.

15 SPEAKER: Huh. Good point about  
16 [inaudible]. So you should go to question one  
17 then and put D --

18 SPEAKER: Hold on a second. I'm not sure  
19 we were finished there.

20 SPEAKER: Uh-huh.

21 SPEAKER: Oh, yeah. Add you --

22 SPEAKER: I'm sorry, sir, go ahead. You  
23 were saying?

24 SPEAKER: Nah. I'm just saying, based on  
25 what Russell [phonetic] said, I'd go to question

1 number one and I would put "the need."

2 SPEAKER: Add need as a one word.

3 SPEAKER: Okay.

4 SPEAKER: That's the question?

5 SPEAKER: So I want to go back to make  
6 sure that we're focusing on the question, too. So  
7 what do you believe is -- what do you believe is  
8 needed to ensure safety? So let's focus on what is  
9 needed to ensure safety.

10 SPEAKER: Don't do the project.

11 SPEAKER: There you go.

12 SPEAKER: Lost track [inaudible].

13 SPEAKER: Yeah, I wanted to just mention  
14 about the speeding. I've got people speeding in  
15 front of my house all the time and the funny thing  
16 is, I live in a cul-de-sac. So if people pull off  
17 the Beltline, I'm the first right you can make, if  
18 they make a mistake and they don't know where  
19 they're going. And they're usually in a hurry,  
20 late or something, and they just zip past my -- I  
21 know, it's a cul-de-sac.

22 SPEAKER: Which one?

23 SPEAKER: It's amazing how fast cars can  
24 get.

25 SPEAKER: Which one?

1 SPEAKER: Tazwell.

2 SPEAKER: Tazwell?

3 SPEAKER: It's kind of a long cul-de-sac,  
4 in fairness, but you --

5 [Inaudible].

6 SPEAKER: But -- well, people would think  
7 --

8 SPEAKER: What -- What's the --

9 SPEAKER: Tazwell. And I've -- I jog  
10 every once in a while, and I've seen cars over 65  
11 on the Ridge.

12 [Inaudible].

13 SPEAKER: I'd just like an extension of  
14 the Beltline.

15 SPEAKER: What I do is, I'll -- I'll  
16 start jogging and, like, look the other way, when  
17 they're coming, just kind of make them slow down,  
18 thinking I'm not looking.

19 SPEAKER: There's been proposals in the  
20 past to put speed bumps on Ridge Road, it's always  
21 been thrown out.

22 SPEAKER: Speedbumps are useless.

23 SPEAKER: Speedbumps would help, well, as  
24 far as the speeding goes.

25 SPEAKER: Yeah.

1 [Inaudible]

2 SPEAKER: You cannot safely go to your  
3 mailbox, stand in the bike line even, because they  
4 are trying to pass each other. They're in a hurry.

5 SPEAKER: Did you get that?

6 SPEAKER: Yep.

7 SPEAKER: So in -- in response to this  
8 question, we're listing a lot of -- of the problem  
9 areas, what do you believe is needed to ensure  
10 safety? So kind of the flip side of that. What is  
11 needed to ensure safety?

12 SPEAKER: Speedbumps.

13 SPEAKER: Okay.

14 SPEAKER: Decrease the flow in traffic on  
15 Ridge Road.

16 SPEAKER: Decrease -- decrease traffic  
17 and the speed.

18 SPEAKER: Which -- which speedbumps could  
19 do. Or also those roundabouts things that other  
20 people have. I have seen it on, I think,  
21 Hillsborough.

22 SPEAKER: Roundabouts?

23 SPEAKER: Yeah, roundabouts or  
24 speedbumps. I think speed bumps probably do --  
25 well, kind of, for the integrity of -- of Ridge,

1           which I think we all love.

2                       SPEAKER: There was something about  
3           decreasing something on Ridge? Was it decrease --

4                       SPEAKER: Traffic.

5                       SPEAKER: Traffic and speed.

6                       SPEAKER: Traffic.

7                       SPEAKER: Okay.

8                       SPEAKER: And speed.

9                       SPEAKER: We're going with reduce the  
10          speed.

11                      SPEAKER: Is there anything else for this  
12          question? All right. Well, we'll move to question  
13          three.

14                      Is there a specific valuable community  
15          asset, something important to the community and/or  
16          the neighborhood, located within this project zone  
17          that you are concerned will be impacted? If so,  
18          what is it and how do you believe it will be  
19          impacted? Is there a specific valuable community  
20          asset, something important to the community and/or  
21          the neighborhood, located within this project zone  
22          that you are concerned will be impacted? If so,  
23          what is it and how do you believe it will be  
24          impacted?

25                      SPEAKER: Coggins Farm.

1 SPEAKER: C-O-G-G-I-N-S?

2 SPEAKER: Yes.

3 SPEAKER: Yeah?

4 SPEAKER: Yes. It's like the biggest  
5 opened area, I guess, privately held inside the  
6 Beltline, to my knowledge. Maybe there's another  
7 one, but it's got a lot of old trees on it. It's  
8 in my front yard, essentially. It's right across  
9 the street from me. There's a bunch of animals.  
10 It's really nice. It's a nice buffer for us if I  
11 can say that --

12 SPEAKER: You turn off when you get off  
13 of -- off of 440 to go onto Ridge Road.

14 SPEAKER: Okay.

15 SPEAKER: I think our schools. We have  
16 three schools on Ridge Road; Martin, Lacey, and the  
17 Montessori.

18 SPEAKER: St. [inaudible].

19 SPEAKER: And, you know, also,  
20 after-schools -- the church's school -- schools.

21 [Inaudible].

22 SPEAKER: After school programs in our  
23 churches.

24 SPEAKER: Yeah, there's the Pre-K school.

25 SPEAKER: And there's a lot of, I mean, a

1 lot of parents that walks their kids, or the kids  
2 walk or bike to school on their own.

3 SPEAKER: Yeah.

4 SPEAKER: And that's, you know if you're  
5 having, you know, when they have the school  
6 slow-down for an hour and a half in the morning,  
7 that's probably when the prime traffic is for  
8 anybody going to work and doing everything else.

9 SPEAKER: I think quality of life is  
10 important, too. I think it's been mentioned  
11 earlier, but I mean, we are unique in the sense  
12 that we have schools, churches, residences on a --  
13 I would call it a charming street.

14 SPEAKER: It is.

15 SPEAKER: [Inaudible].

16 SPEAKER: And this is --

17 SPEAKER: Kind of a --

18 SPEAKER: And we don't want it to become  
19 a thoroughfare.

20 SPEAKER: And people from other parts of  
21 Raleigh come here because of the quality the area  
22 to bike, walk, run.

23 SPEAKER: They have the Tuesday night  
24 bikers and joggers that -- that are coming from  
25 their shopping. They're -- they meet there.

1 SPEAKER: Right.

2 SPEAKER: So if they -- if they use --  
3 yeah. It's a used asset; it's -- other than --

4 SPEAKER: A Turkey Trot on Thanksgiving  
5 Day.

6 SPEAKER: Yeah. Yeah. It's very much a  
7 community.

8 SPEAKER: So the Ridge Road community  
9 asset is Ridge Road.

10 SPEAKER: All right.

11 SPEAKER: I have a totally different  
12 concern, but I want to point out that we used to  
13 live in Coley Forest, so I'm -- when I lived here,  
14 we didn't have all the problems you guys do. So I  
15 -- I do have some empathy there. In terms of my  
16 business, we know that they'll stage when I say  
17 they I mean all the DOT subcontractors, will stage  
18 across the street and they'll shut down that side  
19 road, Crabtree View.

20 SPEAKER: Yep.

21 SPEAKER: And that cuts off 60 percent of  
22 my business. So I want to know what they're going  
23 to do and how they're going to impact my business?  
24 The DOT has never been forthcoming before they  
25 come. They show up, shut you down, and you're out



1 of business. And then we're scrambling and trying  
2 to figure out what to do to survive. So that's  
3 where my concern is. Your guy's concern -- well, I  
4 do and I know where your house is. I know where  
5 condos -- man, I knew all those people when they  
6 lived there, but yeah, it is. This was great. You  
7 could jog up and down Ridge Road. Go out to  
8 Meredith. You would -- you can cut right across  
9 the Ridge and never worry about a car coming, but  
10 it's a different world. But it is a great  
11 neighborhood and -- and I hope you guys win out on  
12 whatever you're trying to accomplish, which is  
13 pretty clear.

14 SPEAKER: That staging equipment, it's  
15 just not for the --

16 SPEAKER: [Inaudible].

17 SPEAKER: -- for his business though, so  
18 what's staging equipment on Ridge Road?

19 SPEAKER: Mine is interruption.  
20 Interruption and communication of the interruption.

21 SPEAKER: And it was Crabtree View? Is  
22 there --

23 SPEAKER: Yeah. I want to get that  
24 turn-off reference in just a second, please? So  
25 there was the interruption --

1                   SPEAKER: The turn-off there is just  
2                   describing where Coggins Farm is. The first  
3                   turn-off on Ridge Road is where it is.

4                   SPEAKER: Okay. Thanks.

5                   SPEAKER: Uh-huh.

6                   SPEAKER: And that's the --

7                   SPEAKER: It's the first turn-off from  
8                   440 Ridge Road if you're going [inaudible].

9                   SPEAKER: Hopefully. Got it.

10                  SPEAKER: [Inaudible].

11                  SPEAKER: So somebody said something,  
12                  interruption and --

13                  SPEAKER: Yeah. Just about interruption.

14                  SPEAKER: Okay. Great. Thank you for  
15                  this.

16                  SPEAKER: Revenue. I mean, most of the  
17                  revenue is for small local businesses.

18                  SPEAKER: Oh, yeah. I'm going to lose  
19                  that business. Are they going to [inaudible]?

20                  SPEAKER: [Inaudible].

21                  SPEAKER: It was trimmed off.

22                  SPEAKER: [Inaudible].

23                  SPEAKER: I won't make any money.

24                  SPEAKER: Let's be factual, also. I  
25                  think everybody's concerned about the values of

1           their property going down.

2                       SPEAKER: Okay. Let's focus back on the  
3           -- the specific community assets and how they will  
4           be impacted. So what we have; Coggins Farm, the  
5           schools along Ridge Road, the after-school programs  
6           at churches, quality of life, Ridge Road in  
7           general, businesses, and property values.

8                       SPEAKER: The bikers, the people that  
9           have them. The flower -- well, I mean, there's --  
10          there's, again, it's the whole community -- the  
11          whole integrity of the -- of the area. Those  
12          people who, I don't know that they ever that --  
13          well, those that lived here, work here. I mean,  
14          we're pretty close by, but it's kind of like that  
15          promise that their work, live, and play. We all  
16          kind of do that on Ridge Road, it's is so unique to  
17          us on its own. To me, that would be the biggest  
18          thing that to be able to preserve. I do understand  
19          that the city grows, and you know, I'm not opposed  
20          to that, but the growth has to be balanced. We  
21          cannot lose, you know, the integrity of who we are.  
22          The community. I mean, it's the city's loss,  
23          [inaudible].

24                      SPEAKER: I don't know that I'd call it  
25          an asset, but I'd say air quality, it's not that

1           it's high quality now on Ridge, but it -- it would  
2           be bad if it gets worse. It wouldn't even be worth  
3           going out and exercising out there if it gets  
4           worse. It's tough to jog when you're holding your  
5           breath.

6                     SPEAKER: Uh-huh.

7                     SPEAKER: The neighborhood park at  
8           Varnell would be lost.

9                     SPEAKER: Yeah.

10                    SPEAKER: That's actually a great one.

11                    SPEAKER: Did you say at the Varnell?

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

13                    SPEAKER: With a V, not a B.

14                    SPEAKER: V -- Va --

15                    SPEAKER: V -- V-A. So you said Park --

16                    SPEAKER: Oh, Varn, V-A-R? Var?

17                    SPEAKER: Park Varnell.

18                    SPEAKER: Got it.

19                    SPEAKER: V as in Vic. And you said  
20           access to greenways?

21                    SPEAKER: Uh-huh. That's a park.

22                    SPEAKER: It wouldn't be the asset, it's  
23           more the reduction of greenways as a result.

24                    SPEAKER: Great.

25                    [Inaudible].

1 SPEAKER: It would --

2 [Inaudible].

3 SPEAKER: Well, with all the travel, I  
4 mean --

5 [Inaudible].

6 SPEAKER: It would -- the greenways, the,  
7 you know, environment, air pollution, et cetera.  
8 So I think it's a multi --

9 [Inaudible].

10 SPEAKER: There are already assets in  
11 place, but they would be --

12 SPEAKER: Ma'am. It'd be tough to get  
13 across Ridge Road with all the additional traffic  
14 and everything. So then you couldn't access the  
15 greenways if you can't get across the -- the roads.

16 SPEAKER: Are there specific names of  
17 greenways or intersections that you could list? We  
18 just want to make sure that we're getting as much  
19 specific information as possible.

20 SPEAKER: So as the gentlemen say, the --  
21 the Varnell, there's just like a park, that would  
22 probably be lost if you guys move forward with the  
23 proposed connection of 440 to -- to Glenwood Ave?

24 SPEAKER: Uh-huh.

25 SPEAKER: That would be completely lost.

1           And I do think that that connection, regardless of  
2           where you live on Ridge Road, would also -- instead  
3           of asking people to speed, if you're closed -- if  
4           you close Varnell because you have less decision  
5           making to do. So by default, people will start  
6           looking at Ridge Road as a potential, quote,  
7           unquote or you know, a limit the way or reduced way  
8           of accessing the highway. People will speed if you  
9           have a less decision making to do. You have less  
10          cars going to, you know, how about right turn to --  
11          turning to Varnell, because that's closed. People  
12          will speed. That is like, I mean, it's a  
13          no-brainer, I mean, like -- so that's our concern  
14          and I think that will impact everyone on Ridge  
15          Road. Not just people who live towards the end.

16                         SPEAKER: Uh-huh.

17                         SPEAKER: And I think that greenway trail  
18                         you were talking about is House Creek Trail. If  
19                         you want --

20                         SPEAKER: House Creek Trail?

21                         SPEAKER: That's the closest greenway.

22                         SPEAKER: Okay.

23                         SPEAKER: I mean, I don't understand why  
24                         we can't keep the growth on -- on the highway,  
25                         there's plenty of green space. I can even show

1                   you, too. Like here, by looking at the map?

2                   SPEAKER: Uh-huh.

3                   SPEAKER: What your guys are proposing,  
4                   you could just basically take the same thing, but  
5                   backwards (sic) now, like, standing where it is. I  
6                   don't understand why you have to cut through Ridge  
7                   and do all that impact so that you can connect  
8                   Ridge to Glenwood when you can actually do that  
9                   from the highway, as it is now. You can expand on  
10                  that. There's plenty of space in the highway to do  
11                  so. I'm not an expert, but I don't think it's that  
12                  complicated. And I think it'd be less impactful  
13                  unless you -- you have probably less opposition.

14                 SPEAKER: I'm trying to cap -- can -- can  
15                 you -- I'm trying to figure out a way to capture  
16                 that. Because there's a -- there was a lot in  
17                 there. So can you help me with that? 'Cause I --  
18                 I don't want to -- I don't want to paraphrase it  
19                 and I don't want to change your words.

20                 SPEAKER: When -- are we -- are we  
21                 recording it with a -- are we recording this?

22                 SPEAKER: Yes. We are -- we are  
23                 recording it, but I want to try and get at least an  
24                 essence of that for this as well.

25                 SPEAKER: Right. No. I'm asking because

1 I -- it's already kind of went out.

2 SPEAKER: Uh-huh.

3 SPEAKER: Okay. Okay.

4 SPEAKER: Another asset, that's a little  
5 unusual is just nature, not just the trees, but  
6 it's incredible what I've seen animal-wise in my  
7 yard right near the Beltline. I've seen a coyote.  
8 We've had a little baby fox that's playing around  
9 behind my house. It's got a den back there.

10 SPEAKER: And deer.

11 SPEAKER: Deer.

12 SPEAKER: Deer. We have deer, all the  
13 time. So I'm going to advocate for those animals.

14 SPEAKER: But that's what makes Ridge  
15 Road work for me.

16 SPEAKER: Yeah, but it's all those little  
17 things.

18 SPEAKER: Yeah, it does.

19 SPEAKER: And that is -- that's exactly  
20 it. You will be losing all that, and I don't think  
21 you have to. There's plenty of space on -- on the  
22 Beltline and I don't -- on the highway. There is  
23 -- there is space to do the growth and accommodate  
24 everybody and yet still keep the integrity who we  
25 are. I really, firmly believe that, that everybody



1 can have their cake and eat it, in a sense.

2 SPEAKER: Uh-huh.

3 SPEAKER: Should they keep it over there?

4 I'll have to show you how to when we get to that.

5 Okay?

6 SPEAKER: I know [inaudible].

7 SPEAKER: Let -- let me ask you a  
8 question, then. What -- what would you propose  
9 they do on Ridge Road? Cut off the access to Ridge  
10 Road?

11 SPEAKER: No. No. I don't -- I mean  
12 [inaudible] --

13 SPEAKER: We'll -- we'll have time to,  
14 kind of, some extra space at the end of this  
15 session, I just want to make sure we get all of the  
16 community assets.

17 SPEAKER: Can we have just one more  
18 minute?

19 SPEAKER: One more minute.

20 [Inaudible].

21 SPEAKER: Let's go to four.

22 SPEAKER: We're ready to move on to  
23 question four?

24 SPEAKER: Uh-huh.

25 SPEAKER: All right. Question 4, from

1           your perspective, what are some of the most  
2           problematic traffic and pedestrian problems that  
3           need to be addressed? Be specific with  
4           intersections, direction, and time of day. From  
5           your perspective, what are some of the most  
6           problematic traffic and pedestrian problems that  
7           need to be addressed? Be specific with  
8           intersections, direction, and time of day.

9                         SPEAKER: Speed.

10                        SPEAKER: One is the safety of getting  
11           off of 440 onto Ridge Road, that 180 turn is  
12           probably an accident every three days because  
13           someone is not paying attention to the stop sign on  
14           that bridge that comes over. And the traffic come  
15           over, they don't understand who has the right of  
16           way, and invariably someone gets hit.

17                        SPEAKER: Is there a time of day that  
18           that's --

19                        SPEAKER: All the time.

20                        SPEAKER: All the time?

21                        SPEAKER: All the time.

22                        SPEAKER: Okay.

23                        SPEAKER: Doesn't matter.

24                        SPEAKER: So I -- I don't live towards  
25           the end of what the gentleman said, and for me,

1 I've seen that typically the -- the kind of like a  
2 rush hour time since, you know, people are trying  
3 to get to -- to work in the morning, and also to --  
4 to take the kids to a school.

5 SPEAKER: Uh-huh.

6 SPEAKER: And because of buses and also  
7 the people there using -- so I say that because, I  
8 mean, I see it. And I'm thinking, why would they  
9 want to expand when the -- the kind of like, the  
10 rush hour time for saying, that area, is just  
11 really limited. I mean, I live there. I see the  
12 traffic. It's really limited to either the very  
13 morning or towards the end of the day, kind of  
14 like, around five or six. That's pretty much it.  
15 Matter of fact, we had a media then, I think it was  
16 Channel, maybe 10 or 11 -- and I saw it because it  
17 was there at my neighbors for about an hour or two,  
18 monitoring the amount of traffic towards the end of  
19 the day. And you would see that it really is not  
20 that -- it's not that bad. Could it -- it get  
21 better? I do think that putting the, you know,  
22 speed bumps in certain areas, such as, you know, as  
23 you get closer to -- towards the end where we live,  
24 would probably minimize you know, people who try to  
25 speed. But I think that's pretty much common sense

1 to a lot of -- of their, you know, engineers that  
2 may be here.

3 So common problems as -- as, you know,  
4 most are saying problems saying our speed and  
5 obviously safety. And I think that the times of  
6 day are in the morning when people are dropping off  
7 their kids or, you know, going to work through  
8 Ridge Road or towards the end of the day. Those  
9 are pretty much, as far as whether it gets  
10 impacted, I really think all of Ridge Road gest  
11 impacted. And, you know, we're praying we'll be  
12 safe at the end of Ridge. Some people are using it  
13 coming from that -- that -- what do you call that  
14 -- that intersection?

15 SPEAKER: Uh-huh.

16 SPEAKER: Where you get off. And they  
17 use it cut through. I see some traffic there.  
18 Maybe they could leave that as a side -- side  
19 entrance or something of that sort to be able to  
20 avoid any potential --

21 SPEAKER: If the congestion is heading  
22 south on Ridge Road at rush hour, do you want it --  
23 actual directions?

24 SPEAKER: Yes.

25 SPEAKER: Not heading north, it's heading

1 south.

2 SPEAKER: Okay.

3 SPEAKER: I'm pretty sure that's rush  
4 hour.

5 SPEAKER: [Inaudible].

6 SPEAKER: Well, yeah.

7 [Inaudible]

8 SPEAKER: I was just saying it's just --

9 SPEAKER: Oh, come on.

10 SPEAKER: It's the ones that are trying  
11 to -- to head south on 440 and they bypass 440 and  
12 they -- when they're heading out of it probably.

13 SPEAKER: [Inaudible].

14 SPEAKER: It's -- it's -- it's by -- it's  
15 by the directions.

16 SPEAKER: Directions? Yeah.

17 SPEAKER: Our -- our house is on a --

18 SPEAKER: [Inaudible]?

19 SPEAKER: Yeah.

20 SPEAKER: And it's clearly, by the way --

21 SPEAKER: But even if you slowed it down,  
22 the amount of traffic is an issue. The congestion  
23 is an issue.

24 SPEAKER: You can't get out of your  
25 driveway.

1                   SPEAKER: And I know what's the solution,  
2                   the only solution --

3                   SPEAKER: Now, I believe a lot of the  
4                   residents would love just to see the whole ramps,  
5                   et cetera, coming up on to Ridge Road, off of I-40,  
6                   just eliminated. Get -- get rid of all of it.

7                   SPEAKER: [Inaudible].

8                   SPEAKER: Ridge Road just dead ends at  
9                   the end down there with no access off the Beltline,  
10                  at all.

11                  SPEAKER: If that happens, you're -- my  
12                  son-in-law is at DOT, could actually create a  
13                  straight through from Ridge that would end on Glen  
14                  -- Glenwood. That is my biggest fear.  
15                  Again, because you closed it, you have just less  
16                  the decision making -- the options to make. So you  
17                  would have used Ridge Road if you're driving down  
18                  through it at the speed?

19                  SPEAKER: No. That isn't according to  
20                  Glen --

21                  SPEAKER: But that is --

22                  SPEAKER: Glen Eden anyway.

23                  SPEAKER: -- that is --

24                  SPEAKER: Glen Eden would become the main  
25                  cut through, not that isn't already.

1                   SPEAKER: They -- it could already, but  
2 then they decided to actually --

3                   SPEAKER: No. [Inaudible] talking --

4                   SPEAKER: -- possible to put [inaudible]  
5 in it. It's, you know, pretty wide road.

6                   [Inaudible]

7                   SPEAKER: My concern is Crabtree View,  
8 whether it will be used as the staging area and  
9 shut down?

10                  SPEAKER: I ask if this map is actually  
11 how it looks now, or the proposal says, proposed,  
12 but I'm not sure if it's already, like -- do you  
13 know if this is actually the way it --

14                  SPEAKER: I -- I don't know.

15                  SPEAKER: No. I think the red dots are  
16 saying the proposed improvement locations.

17                  SPEAKER: Right.

18                  SPEAKER: That -- this is just the actual  
19 map.

20                  SPEAKER: So this is the way it looks  
21 now, per se?

22                  SPEAKER: Yes.

23                  [Inaudible].

24                  SPEAKER: What is their proposal? They  
25 want to widen --

1 SPEAKER: That was the question I was  
2 trying to ask.

3 SPEAKER: I think that's a big -- I think  
4 that's the big question, though.

5 [Inaudible]

6 SPEAKER: [Inaudible] can really get  
7 their hands around. I -- our -- it's because --

8 SPEAKER: [Inaudible].

9 SPEAKER: Yeah. I think it does, I mean,  
10 I come in now early morning, but -- and I can see  
11 it -- it -- it does need to be widened.

12 SPEAKER: This little gray area?

13 SPEAKER: Yeah.

14 [Inaudible]

15 SPEAKER: Yeah. And it needs to go all  
16 the way out. I mean, it needs to go all the way  
17 out, obviously.

18 SPEAKER: Well, it will get --

19 [Inaudible].

20 SPEAKER: So I'm hearing some road names  
21 that sound like their intersections that need to be  
22 listed up here. You're saying, Leadmine (sic)?

23 SPEAKER: No. Mine's Crabtree View.

24 It's just --

25 SPEAKER: Got it.



1                   SPEAKER: This is -- this is a separate  
2 discussion, but we're through.

3                   SPEAKER: Okay.

4                   SPEAKER: Okay. Is there -- is there  
5 another specific --

6                   SPEAKER: Well, I think, though of those  
7 concerns is what DOTs plans are on the Crabtree  
8 project -- the Crabtree/Glenwood project? I still  
9 do not have a good understanding of what the  
10 motivation is other than to deal with traffic  
11 congestion around Crabtree Valley Mall.

12                  SPEAKER: On Glenwood.

13                  SPEAKER: On Glenwood.

14                  SPEAKER: On Glenwood, yeah.

15                  SPEAKER: And so that -- that begs the  
16 question that is, you know, the initial plans that  
17 were released in the summer were from 2011. And  
18 still the residents, I feel like, that we're sort  
19 of left in the dark.

20                  Number one, don't present a plan that  
21 isn't relevant if you don't believe that it's  
22 relevant. And again, my question's -- first  
23 question this morning is timetable on when we can  
24 expect to see from the three engineering firms what  
25 type of project, guidelines, and proposals you want

1 to present?

2 SPEAKER: I think they got a [inaudible]  
3 of events.

4 SPEAKER: They already mentioned the  
5 first one was thrown out. They're starting from  
6 scratch. That was mentioned first thing this  
7 morning.

8 SPEAKER: I think that was --

9 SPEAKER: So that 2011's not even  
10 relevant anymore?

11 SPEAKER: Right.

12 SPEAKER: Yeah, but then there goes a  
13 quarter of a million dollars in taxpayers' money  
14 that's no longer needed, right?

15 SPEAKER: Oh, more than that. More than  
16 that, yeah.

17 SPEAKER: And that's also, you know,  
18 something that, you know, I mean, our taxes keep on  
19 going up, right? I mean, I don't know about you  
20 guys, [inaudible], so, yeah. It's -- it's kind of  
21 pretty, you know, it's disappointing, you know?  
22 It's a -- it's a bit -- I -- look, I get it, how,  
23 you know, it works. But it is, you know, over a  
24 quarter of a million dollars and they decided it's  
25 no longer useful. Well, how do you think, I mean,

1 I'm sure we could all use that quarter of a million  
2 dollars to make improvements to our road, right? I  
3 mean, it's got to be, you know, it's difficult, but  
4 it's -- this is what I'm saying.

5 SPEAKER: I'm sure that if you had  
6 [inaudible] on your street and that was happening,  
7 that you wouldn't be, you know, hurrying to  
8 [inaudible] about it.

9 SPEAKER: Okay. Again, I just want to  
10 make sure that we are getting all of the specific  
11 intersections that are problematic for both traffic  
12 and pedestrians.

13 SPEAKER: Lake Boone and Ridge Road with  
14 schools and stuff.

15 SPEAKER: So --

16 [Inaudible]

17 SPEAKER: Glen -- Glen -- Glen Eden --

18 SPEAKER: [Inaudible] it can be kind of a  
19 nightmare for kids and just people in general.

20 SPEAKER: Okay.

21 SPEAKER: Glen Eden. And one of the --  
22 and -- and the intersections on these roads with  
23 Ridge Road are at the crest of hills.

24 SPEAKER: Uh-huh.

25 SPEAKER: And cars come over the crests

1 of the hills extremely quickly, and there have been  
2 numbers of situations where kids, myself, joggers  
3 have almost been hit by cars coming over those  
4 intersections at -- at high speed.

5 SPEAKER: Yeah. The worst ones probably  
6 the Glen -- Glen Eden -- Glen Eden heading north.

7 SPEAKER: Thank you.

8 SPEAKER: As it crosses Ridge Road.  
9 Yeah.

10 SPEAKER: Okay. We have about two more  
11 minutes for the problematic intersections for  
12 traffic and pedestrians.

13 SPEAKER: What -- the street that comes  
14 out in the -- the curve where that big white fence  
15 is?

16 SPEAKER: That's Hampton.

17 SPEAKER: That's Hampton Road.

18 SPEAKER: That's Hampton.

19 SPEAKER: Hampton's Road.

20 SPEAKER: And that's another one. We  
21 have all kinds of accidents there. People hitting  
22 trees. Plus, people when they come across, trying  
23 to jog across, and you can't see coming down the  
24 road, and -- and that traffic. Even though there's  
25 signs saying 25 miles an hour, they're doing 40 -

1 45 --

2 SPEAKER: 50.

3 SPEAKER: -- their tires are squealing as  
4 they're going around the curve.

5 SPEAKER: Hampton --

6 [Inaudible]

7 SPEAKER: Hampton Road? Hampton --

8 SPEAKER: Yeah. Hampton Road.

9 SPEAKER: It's a lot.

10 SPEAKER: Okay.

11 SPEAKER: Off of Ridge.

12 SPEAKER: And is there a curve there?

13 SPEAKER: It's a curve, I mean, it's a  
14 prominent curve. It's the biggest curve there on  
15 Ridge Road.

16 SPEAKER: Yeah, the right -- the --  
17 Hampton comes out right in the center of the curve.

18 SPEAKER: And people just, you know, fly  
19 along, and they ignore the speed limits, I mean,  
20 it's worse than it is on the rest of Ridge Road,  
21 you know. And then, like I said, that it's a wide  
22 top of the hill trying to cross there. So people  
23 are jogging or kids getting across and people  
24 flying and like, I said, that's one where I get hit  
25 at least once or twice a week where people just

1 don't want to stop. You know when I'm sitting  
2 there, trying to make my left into the street.

3 SPEAKER: You should at least put up  
4 signs and warnings, people you're entering Hampton  
5 Speedway. Quarter-mile an out or a half a mile  
6 out.

7 SPEAKER: Okay. Any other intersections  
8 before we move on? All right. So question number  
9 five. What additional one or two things are  
10 important things to your household or business that  
11 you want to be considered as this project moves  
12 forward?

13 What additional one or two things are  
14 important to your household or business that you  
15 want considered as this project moves forward?

16 SPEAKER: I want a quick timetable on  
17 completion.

18 SPEAKER: Protect our neighborhood.

19 SPEAKER: Quality and decreased cost.

20 SPEAKER: Honesty.

21 SPEAKER: Restate a purpose for the whole  
22 project and look at the alternatives to the -- for  
23 the project because the project's not going to help  
24 with Glenwood Avenue traffic.

25 SPEAKER: Can -- can -- can you say that

1           one more time?

2                   SPEAKER: Sure.

3                   SPEAKER: I'm trying to capture --

4                   SPEAKER: Sure. Reassess alternatives to  
5 the project as the current proposed project does  
6 not address or improve the flow of traffic along  
7 Glenwood Avenue.

8                   SPEAKER: And make sure to put in on that  
9 proposal, you know, what I mean --

10                  SPEAKER: Yes. Yes. I see. So on these  
11 things on quick timing -- timetable for completion,  
12 protect our neighborhoods, quality. Can -- can you  
13 guys be a little more granular, a little more  
14 specific?

15                  SPEAKER: Making sure accurate  
16 information and decision making, like I said,  
17 because traffic studies when they're done, time  
18 periods, that sort of thing. Not just one 2-hour  
19 period or 4-hour period to see what the impacts are  
20 in the study area and just beyond the study area  
21 and down Ridge Road.

22                  SPEAKER: Yeah. You had mentioned that  
23 earlier in [inaudible]. Got it.

24                  SPEAKER: I think you look at new ideas.  
25 You look at, you know, our changing economy and

1           that it -- my concern is this, is we've heard so  
2           much discussion about alleviating traffic getting  
3           into and out of the mall. Well, I would submit to  
4           you, that may be a decreasing problem over the next  
5           five to ten years. Retail's changing. Now, I  
6           don't know if the traffic counts will change  
7           because of the growth rate that we're experiencing,  
8           but I think we need to look at -- at new ideas of  
9           how we accommodate that traffic.

10           SPEAKER: What is the other important  
11           things that should be considered? So we have a  
12           quick timetable, we want more accurate information,  
13           more accurate studies for all times of day,  
14           protecting the neighborhood, quality, decreased  
15           costs, honesty, reassessing the project and new  
16           ideas and alternatives.

17           SPEAKER: What -- we don't want to become  
18           another Six Forks Road.

19           SPEAKER: Can you say a little bit more  
20           about that?

21           SPEAKER: Well, I -- the community -- the  
22           asset, it's -- it's destroyed. It's -- it's just a  
23           big thoroughfare now.

24           SPEAKER: Seven Falls [inaudible].

25           SPEAKER: What about there when it was



1                   only two-lane road? Yeah.

2                   SPEAKER: It's what the country's doing,  
3                   it's direct line.

4                   [Inaudible]

5                   SPEAKER: It's just [inaudible].

6                   [Inaudible]

7                   SPEAKER: So I think, with honesty maybe  
8                   it's a bit -- to put getting effort that it would  
9                   be transparency.

10                  SPEAKER: Uh-huh.

11                  SPEAKER: You know, you can be honest and  
12                  transparency [inaudible].

13                  SPEAKER: I imagine that's the questions,  
14                  you know.

15                  SPEAKER: So when -- when you say honesty  
16                  and transparency, what -- what -- can you give me  
17                  more specific things that, you're --

18                  SPEAKER: Well, the perfect example  
19                  turned out to be, you know, is that we're here. I  
20                  mean, it's a 50/50. It's 50 percent of a -- the  
21                  people that are in this room right now are in here  
22                  are engineers -- or so 'cause the other 50 percent  
23                  are actually people that are living it and will get  
24                  [inaudible]. It's a perfect example of  
25                  transparency. It's not really transparency if we

1 would have known beforehand that this was going to  
2 be here today? No, I don't think many people would  
3 like that. But when you guys -- when you guys, so  
4 when the NCDOT invited the press to say, we're  
5 going have two -- three -- three listen -- no,  
6 listening sessions, that was very cool, right? And  
7 then here we are after on -- on the last listening  
8 session with, again, those two facts I just simply  
9 pointing out on how it comes across the  
10 neighborhood. I'm just simply pointing out a  
11 problem. Don't shoot the messenger here.

12 I said, here we are in the listening  
13 session. What do we have for the turnout here?  
14 50/50. 50 people that live here, and the other 50,  
15 again, without offending, with all due respect,  
16 people that are either engineers or reporters, so,  
17 that will not all the time or has to be -- when  
18 they did, will get in contact. So, yeah. I find  
19 that to be not very transparent, with all due  
20 respect.

21 SPEAKER: Well, I -- I -- you know, I  
22 would like to add to that because back in the  
23 summer we were told we would be meeting with  
24 engineers during these listening sessions. And now  
25 we're listening to, what I consider to be a -- a

1 group of individuals that's are really just trying  
2 to help control us. And not -- to really be able  
3 to give us feedback and give us specifics about the  
4 project and where the project's hitting -- headed.  
5 So, I mean, this is kind of a bait and switch in my  
6 opinion as to what we were told last summer as to  
7 who were going to be meeting with during these  
8 sessions.

9 To me, these sessions are more -- more  
10 about trying to quiet us versus really being  
11 transparent sessions where we really learn exactly  
12 what's going on and what's being planned.

13 SPEAKER: I just -- I echo that. I run a  
14 company here in Raleigh called Campaign  
15 Connections. For ten years, I've worked for the  
16 second largest homeroom improvement retailer in the  
17 country based here in North Carolina. I do exactly  
18 what you do. So I know for a sure-toot-fact that  
19 the reason we go to smaller classrooms is to  
20 disengage.

21 SPEAKER: For over --

22 SPEAKER: I've done it for ten years and  
23 made a lot of money doing it.

24 SPEAKER: And that way, sir, my first --  
25 my opening question is that we have to have some

1 type of form whether DOT does it, or whether the  
2 citizen's association does it, or whether we as  
3 private citizens do it, but we need to come back as  
4 a collective group and have a collective voice.  
5 Not 15 frigging small little groups that dissect  
6 our voice and undermine our thought process.

7 SPEAKER: What --wait. Did -- you guys  
8 are all -- and I know where Russell [phonetic]  
9 lives, and I know where you are. And I know where  
10 that is, so you guys are all Ridge Road. It just  
11 surprises me that, is anybody from Glen Eden? Is  
12 anybody from [inaudible] Road, Coley Forest? I  
13 mean, it just -- is it -- is a -- and the impacts  
14 going to be to the whole neighborhood.

15 SPEAKER: Absolutely.

16 SPEAKER: It is.

17 SPEAKER: I'm surprised 'cause that would  
18 that other people aren't here.

19 SPEAKER: It is.

20 SPEAKER: There's -- and you drive  
21 around, like, there's signs all over that full area  
22 that says, "Save Ridge Road." And so it is an  
23 expanded -- and I don't know why -- here, again,  
24 breaking up into these small sessions, you may not  
25 get a full feel of all the -- the impacted --

1                   SPEAKER: Yeah. And I mean, that I do,  
2                   and I mean that's -- that's exactly where I am  
3                   mostly, but you know, I am surprised --

4                   SPEAKER: Because -- because they think  
5                   that it would -- that they won't be affected  
6                   because they're not towards the end, but truly,  
7                   everybody will be impacted.

8                   SPEAKER: Oh, yeah. No. I mean, you got  
9                   enough votes in that area.

10                  SPEAKER: From the -- from like -- from  
11                  the people that voted through the, you know, Ridge  
12                  Road, of the village of -- what do you call that  
13                  there? The shopping mall? The beginning of the  
14                  route -- that one. From there all the way to the  
15                  end.

16                  SPEAKER: Yeah.

17                  SPEAKER: And that's who'll be impacted.  
18                  Indirectly more -- some more than others, but  
19                  everybody will. My biggest concern is, I do live  
20                  towards the end, if -- and I love the -- the look  
21                  and feel of what we have and I would love to be  
22                  able -- it's -- it's just -- it's so unique. It's  
23                  just the kids, you know, walk in -- the older  
24                  people -- I love everything about what Ridge Road  
25                  is. And I would love to be able to keep it as is.

1                   SPEAKER: I don't think this is going to  
2                   make a tinker's damn bit of difference on what DOT  
3                   wants to do and that's what makes me mad as hell.  
4                   I've worked in politics, public affairs for a  
5                   living, and I don't believe what you're doing here  
6                   today, you know, I appreciate you doing it. I  
7                   don't think it's going to make a damn bit of  
8                   difference on what DOT comes out with on their  
9                   plans. And that's what pisses me off. Now I'll  
10                  tell you what, I am smart enough, I've got enough  
11                  money, and our homeowners on Ridge Road have enough  
12                  power to make it a political issue. And we will  
13                  make it a political issue.

14                  SPEAKER: So that's a good segue to our  
15                  last question. What can NCDOT do to demonstrate  
16                  being a partner with the community of stakeholders  
17                  while tackling the complex transportation  
18                  challenges created by rapid urban growth in Wake  
19                  County?

20                  SPEAKER: You can [inaudible].

21                  SPEAKER: Public transportation.

22                  SPEAKER: Show a little respect.

23                  SPEAKER: Yeah. Public --

24                  SPEAKER: Public transportation. Put the  
25                  money into public transportation and not into the

1 roads.

2 [Inaudible]

3 SPEAKER: [Inaudible] Ridge Road?

4 SPEAKER: Yeah, [inaudible].

5 SPEAKER: [Inaudible].

6 SPEAKER: Keep the -- keep the traffic on

7 the highway.

8 SPEAKER: Slow down with making the

9 decisions that they're trying to do.

10 SPEAKER: Yeah.

11 [Inaudible]

12 SPEAKER: [Inaudible] crazy that they're

13 --

14 SPEAKER: Yeah.

15 SPEAKER: -- moving full-speed on

16 something.

17 SPEAKER: Have the big surprise to a lot

18 of us. I mean --

19 [Inaudible]

20 SPEAKER: We were told that they had this

21 money and they had to spend it. That was why they

22 had to move forward on it and that's the craziest

23 reason to do anything.

24 [Inaudible]

25 SPEAKER: Yeah. Do the --

1 SPEAKER: Do the right thing.

2 SPEAKER: [Inaudible].

3 [Inaudible]

4 SPEAKER: So quite a few that I didn't  
5 get, so if you guys could help me out? I've got  
6 put money in public transportation, not more roads.  
7 Do the right thing, not just anything.

8 SPEAKER: Keep the highway on the  
9 highway. For us, that is as simple as that. There  
10 is plenty of space in there. I don't understand  
11 why they have to, you know, keep the highway like  
12 they have and keep control from the highway.

13 SPEAKER: And is this, you know, is their  
14 concern really the neighborhood or is it Crabtree  
15 Valley and transit? Who is really driving this?

16 SPEAKER: Ben's got it. Because that's  
17 -- as well as the developers --

18 SPEAKER: Are the -- are the developers  
19 driving this?

20 [Inaudible]

21 SPEAKER: Crabtree are driving the  
22 connect --

23 SPEAKER: The drivers are -- the  
24 developers are, you know --

25 [Inaudible]



1                   SPEAKER: So nobody tells us this, and  
2                   because of that fact I did a little research and  
3                   there is -- there's supposed to be a -- which I  
4                   think is great for the city, you know? There's  
5                   supposed to be a -- the Marriott redone, you know,  
6                   which is going to impact jobs positively, as well.  
7                   There's parking and driving. There's also a -- a  
8                   building with 612 parking spaces promised above  
9                   Creedmoor and an intersection with Glenwood Ave.  
10                  No one's discussing that those two elements that  
11                  I'm aware of, I'm sure there's probably more, will  
12                  impact greatly Glenwood Avenue.

13                  SPEAKER: See, there's --

14                  SPEAKER: So why isn't anyone mentioning  
15                  that? I feel like the city is not being  
16                  transparent. And why -- which will -- that it will  
17                  impact on Glenwood Avenue. And it will impact  
18                  jobs, and I think it's great. I'm sure that the  
19                  left side of -- of Glenwood would look prettier  
20                  than it does now. I get it. All right? But does  
21                  it have to be at the residents' expense? It  
22                  doesn't have to. There is plenty of green space on  
23                  -- on this and this.

24                  SPEAKER: Public -- public news reports  
25                  from the newsroom server and the Triangle Business

1 Journal have said that the apartments there on  
2 Glenwood are looking at putting in one to two  
3 additional towers, which could have as many as  
4 1,400 additional residents.

5 SPEAKER: There you go.

6 SPEAKER: The Sears building at Crabtree  
7 Valley has been sold -- or that -- yeah. That's it  
8 -- Sears building has been sold, and they're  
9 looking at developing a multi-use facility there  
10 that will be retail that goes vertical and will  
11 have apartments in it, offices in it and retail.

12 SPEAKER: What's it look like?

13 SPEAKER: Somewhat like North Hills is  
14 doing now.

15 SPEAKER: Absolutely.

16 SPEAKER: That's the concept.

17 SPEAKER: Which is fine, but then keep it  
18 on the -- keep it there.

19 SPEAKER: [Inaudible] on the 440.

20 SPEAKER: Keep it there. There's plenty  
21 of ideas [inaudible].

22 SPEAKER: There are.

23 SPEAKER: There's plenty of models in  
24 other cities [inaudible]. There's plenty of models.

25 [Inaudible]

1                   SPEAKER: Why is it that they have to  
2                   take a nice little neighborhood road that it looks  
3                   so -- so pretty. I've lived in for what? I'm not  
4                   even from here. Right? I've been here for ten  
5                   years and I fell in love with the look and feel of  
6                   it. Why? There's plenty of green space. Why do  
7                   they have to take it to -- but why do they have to,  
8                   you know, impact Ridge Road? That -- that's --

9                   SPEAKER: There are better are  
10                  alternatives to this one.

11                  SPEAKER: You need --

12                  SPEAKER: I -- I've drafted up some and  
13                  I've provided it to an attorney. To what they're  
14                  proposing that -- to address the traffic flow along  
15                  Glenwood and the congestion on I-440 trying to  
16                  access Glenwood. The DOT is hell-bent on this  
17                  project. They really need to slow the whole  
18                  project down and go back, meet with us, meet with  
19                  whoever and look at alternatives to this project  
20                  that are far better than what they are looking at  
21                  here.

22                  [Inaudible]

23                  SPEAKER: I did that as well. I do feel  
24                  like that there's other cities -- bigger cities  
25                  with bigger problems, that they'll be able to, you

1 know, sometimes ideas get scrapped, sometimes they  
2 don't. But I've seen plenty of different models  
3 that I think, and the DOT, they know.

4 SPEAKER: So whoever mentioned the  
5 options that were presented to the DO -- when was  
6 that? Do you know?

7 SPEAKER: They haven't been. They  
8 haven't listened to us. They're just --

9 SPEAKER: No. We're not whether they've  
10 listened to you or not, when were they presented?  
11 I just want to capture that.

12 SPEAKER: They've not been present to  
13 them.

14 SPEAKER: Okay.

15 SPEAKER: Yet, because they're not --  
16 they -- we thought today the engineers and the DOT  
17 were going to be here so that we could discuss  
18 them. I've got maps, drawings, et cetera, but  
19 there's nobody from the DOT here that is listening  
20 to anything that we have to say.

21 [Inaudible]

22 SPEAKER: So did you -- you've -- hang  
23 on, I -- I want to finish this one and I'll come  
24 back over here. So you have options that you want  
25 to present?

1                   SPEAKER: Yes.

2                   SPEAKER: Not that have -- that's what I  
3 wanted.

4                   SPEAKER: That's correct. That's  
5 correct.

6                   SPEAKER: Okay. So --

7                   SPEAKER: [Inaudible].

8                   SPEAKER: This is a [inaudible].

9                   SPEAKER: I -- I want to -- I want to say  
10 [inaudible].

11                   SPEAKER: Oh, I [inaudible].

12                   SPEAKER: Okay. So getting back to the  
13 question --

14                   SPEAKER: Now, hold on a second. I'm  
15 turned to -- I want to echo that.

16                   SPEAKER: Okay.

17                   SPEAKER: I want to come back -- I want,  
18 you know? I appreciate what you guys are doing,  
19 but I -- I've -- my frustration is that we was told  
20 that there would be engineers here that we'd --  
21 that would be an open dialogue and discussion of  
22 options and that is not the case. And -- and you  
23 know, I appreciate what you're doing, but for them  
24 to be honest, transparent and effective in getting  
25 a true representation of what the neighborhood

1 wants, the business community and the residents,  
2 then I think you've got to have that engagement.

3 SPEAKER: So when is the proposal? I  
4 mean, when are they going to -- what? What?

5 SPEAKER: They don't know.

6 SPEAKER: What is the widening? How far  
7 does it go out? When can I have the blue  
8 [inaudible]? And -- and does this project -- is --  
9 this is one project and then the highway connection  
10 on the 440, is that a separate project?

11 SPEAKER: Those aren't questions that I  
12 can answer. I've --

13 SPEAKER: Okay.

14 [Inaudible]

15 SPEAKER: One of these guys is an  
16 engineer. Do you know the answer?

17 SPEAKER: We don't know what the design  
18 is going to be yet. That's what this -- this is  
19 for, to get your input so we can come up with a  
20 concept.

21 SPEAKER: Well, this is hocus-pocus bull  
22 blubber. And it's horse feathers. You're not  
23 getting any input on what the freaking road  
24 schedule ought to look like. And -- and the maps  
25 ought to look like. That's what our frustration

1 is.

2 SPEAKER: [Inaudible].

3 SPEAKER: Duly noted. We've got  
4 transparency up here. The way I've captured it and  
5 if you'd like to add something else, I'm happy to  
6 do it. Business community and residents want a  
7 direct engagement with the --

8 SPEAKER: Well, there is no transparency.  
9 I don't believe.

10 SPEAKER: This is the -- the topic here  
11 is, what can the DOT do?

12 SPEAKER: oh, yes.

13 SPEAKER: Okay? So the -- the topic --  
14 the topic was transparency, business community and  
15 the residents want a direct engagement with the  
16 engineer and design teams. Not this process.

17 [Inaudible]

18 SPEAKER: Does that capture it?

19 SPEAKER: Oh, Yeah.

20 [Inaudible]

21 SPEAKER: Okay.

22 SPEAKER: And I think what he just said  
23 is communicate. Communicate direct dialogue back  
24 with us. And don't be afraid. Don't hide behind  
25 the damn PR firm. Come talk to the citizens.

1                   SPEAKER: And then, you don't have to  
2                   divide us, either, though we know why they do it.  
3                   It still not going to normally work. Don't ever --  
4                   never underestimate social media.

5                   SPEAKER: And I'm going to burn up the  
6                   phones Monday morning because I know the secretary,  
7                   I know the two deputy secretaries, so they will be  
8                   hearing from me. And those [inaudible] state  
9                   representatives, and we need to doggone as a  
10                  community, get mad about it and get on the damn  
11                  horn with our legislators. The only elected  
12                  representative here this morning who's got the guts  
13                  to come is our city council member.

14                  SPEAKER: Yep. So is there anything  
15                  else, besides that, that you want me to capture?  
16                  For -- for not only you, sir, but anyone else? And  
17                  anything else in terms of other things the DOT,  
18                  specific or general, beyond the transparencies for  
19                  the DOT, that you want noted? That --

20                  SPEAKER: No.

21                  SPEAKER: Okay.

22                  SPEAKER: How long has this been going on  
23                  now? They going to -- they've -- they've been  
24                  talking about Glenmoor Avenue --

25                  SPEAKER: 2010.



1 [Inaudible]

2 SPEAKER: No, 2001, I think.

3 SPEAKER: So the last section is  
4 something that we've been touching a lot on  
5 throughout this. But it -- what else? So what are  
6 things that has not been said during this session?  
7 What are things that have not been written down  
8 already that needs to be added?

9 SPEAKER: You can ask them from a  
10 business perspective, if they impair me, I don't  
11 want to pay any property tax that year. I don't  
12 want to have to pay all the bills that they've  
13 forced on me if they're going to force me out of  
14 business or force me to have a -- a curtailment in  
15 my [inaudible] productions.

16 [Inaudible]

17 SPEAKER: I want more engagement.

18 [Inaudible].

19 SPEAKER: With DOT.

20 SPEAKER: Need more engagement, you're  
21 right. With DOT.

22 SPEAKER: Okay. Can -- and can you be  
23 more specific with that?

24 SPEAKER: I want DOT to have the guts to  
25 come and talk to us, not send an out of town PR

1 firm. Not any disrespect to you, I do what you do,  
2 but I do it for a private company. I know Greer  
3 Beaty. I respect Greer Beaty a lot. But I think  
4 that she and David Howard, and the secretary, and  
5 the division engineer, and the project managers  
6 need to suit up and come down here and talk to us.

7 SPEAKER: Okay. What else?

8 SPEAKER: You know when you have these  
9 communications where we've all signed in and logged  
10 in if you have this meeting, I'd like -- I would  
11 like to get a communication through our collective.

12 SPEAKER: Okay.

13 SPEAKER: You'll have to let us know  
14 that, you know, saying it'd be nice to come back to  
15 the same room.

16 SPEAKER: We need timetables. We need a  
17 schedule. We need to see the plans from the three  
18 different competing engineering firms. I fault DOT  
19 for having the guts to put together multiple plans.  
20 They've been working on this for a long period of  
21 time, and I believe that we ought to be able to see  
22 some type of initial plans coming from the  
23 engineering firms relatively quickly.

24 SPEAKER: And I've mentioned earlier  
25 about this.

1                   SPEAKER:  Yep.  My understanding on that  
2                   is after these sessions are concluded, the report  
3                   will go back, and there will be a second session --  
4                   a follow-up session with somewhere between six --  
5                   help me with this -- six to nine different designs  
6                   that the community will have a chance to input.  I  
7                   don't know specifically when that is.  I don't know  
8                   what the format will be in terms of that session or  
9                   what those maps will look like.  But there will be  
10                  another chance to engage after the engineering  
11                  firms and the DOT have had a chance to digest the  
12                  feedback coming back from those folks affected and  
13                  participating in the process.

14                                [Inaudible]

15                   SPEAKER:  When --

16                   SPEAKER:  Are they still talking about  
17                   fast-tracking this to start in the spring?

18                   SPEAKER:  Okay.

19                   SPEAKER:  Yes.

20                   SPEAKER:  Captain?

21                   SPEAKER:  One second.

22                   SPEAKER:  So how do -- how do you want me  
23                   to capture that?  Is that a question or is it a  
24                   concern?  Is it --

25                   SPEAKER:  Well, I -- question.  I just

1 want -- is this what they're still on, you know,  
2 fast forward? That's, you know after they get to  
3 November input, will they care about it or not?  
4 Because it's --

5 [Inaudible]

6 SPEAKER: Unless they take it down or  
7 change it?

8 SPEAKER: Is anybody familiar with the  
9 University Club situation that they were going to  
10 decimate the University Club, which I'm a member.  
11 And there was a similar situation where everybody  
12 was, there's an uproar, and they're just going to  
13 destroy -- cut it in half, and the parking lots  
14 gone, the tennis courts are all gone. They ended  
15 up; I do believe there are elements of DOT that are  
16 willing to work with us. I don't -- that's why  
17 it's concerning to me that they're moving so fast  
18 when there's so many question marks of that plan  
19 and -- and all these questions marks of that plan  
20 and all these question everybody's posing. I'd  
21 like to get in touch with those elements. And I  
22 think because they tweaked that plan to where  
23 they're not going to decimate the University Club  
24 now.

25 SPEAKER: [Inaudible].

1                   SPEAKER: So that they built a wall and  
2 they -- they said instead of a retaining wall, it's  
3 a safety wall. So they could build it because of a  
4 loophole or -- I don't know. They just worked with  
5 the people a little bit. I'd like to see that and  
6 maybe not rush it so much.

7                   SPEAKER: Because that's -- correct.  
8 What I'm saying --

9                   [Inaudible]

10                  SPEAKER: And I don't think the question  
11 is what's impacting the University Club, and I  
12 think he was using it as an example.

13                  SPEAKER: Yeah. Yeah. Yeah. No.

14                  [Inaudible]

15                  SPEAKER: That has nothing directly to  
16 deal with this, I want to let you know.

17                  SPEAKER: The University Club is a sort  
18 of, a precedent that the DOT is -- there are  
19 elements of flexibility there that I've seen and --

20                  SPEAKER: You would like that to see --  
21 it could it apply here?

22                  SPEAKER: Applied here with this  
23 situation.

24                  SPEAKER: Correct.

25                  SPEAKER: Because it -- because my --

1 [Inaudible]

2 SPEAKER: The money that's been listed  
3 was 200 and some odd million --

4 SPEAKER: \$230 million.

5 SPEAKER: 230? Is that already budgeted  
6 as use or lose? Or can it be redirected?

7 SPEAKER: In my understanding, general  
8 legislature -- because for all these projects that  
9 have been backed up for a long time told the DOT,  
10 you need to move forward and start building a  
11 number of the projects that are out there. And  
12 they've got all this money that's actually been  
13 built up over a number of years for road projects.  
14 And so the DOT is looking at what projects they can  
15 fast track and spend this money on based on this  
16 fixed date from the North Carolina legislature.

17 SPEAKER: That's terrible.

18 SPEAKER: So that goes back in -- so that  
19 goes back into the partnership. Put it into public  
20 transportation, not roads.

21 SPEAKER: [Inaudible].

22 SPEAKER: [Inaudible].

23 SPEAKER: And I mean, our bus system in  
24 Raleigh has improved, but it still is a joke. I  
25 was in Washington earlier this week and, you know,

1           their buses run on time. You go up here on Ridge  
2           Road, at a -- literally at the top of Charleston  
3           Ridge, the reason I don't use the bus, the bus is  
4           supposed to come at 8:10 in the morning. It may  
5           get there at 8:20. The second day I'm riding the  
6           bus, it gets there at 8:27. Third day it gets  
7           there at 8:40. There's no schedule on our bus  
8           system at all. So I don't -- I mean, I agree.  
9           Invest the money in public transit and make the  
10          damn transit system work.

11                    SPEAKER: Don't -- don't put the Crabtree  
12          Valley Avenue interchange at Ridge Road.

13                    SPEAKER: Yes. I agree.

14                    SPEAKER: Because that's the bottom line?

15                    SPEAKER: Yes. I agree.

16                    SPEAKER: You said don't put Crabtree  
17          Valley?

18                    SPEAKER: Valley --

19                    SPEAKER: The interchange.

20                    SPEAKER: Yeah. The interchange we're  
21          talking about.

22                    SPEAKER: Is this --

23                    SPEAKER: For Ridge.

24                    SPEAKER: The Crabtree Valley Avenue  
25          interchange. Do not put that at Ridge Road. You

1 can put it right directly onto the Beltline.

2 SPEAKER: Exactly what I was saying.

3 Keep it there. It's very plain as day.

4 [Inaudible]

5 SPEAKER: All right. Any -- anything

6 else that we haven't already covered?

7 [Inaudible]

8 SPEAKER: That -- that we haven't already  
9 captured, that's not on the tape, that you want to  
10 make sure that it's shared back with you at the  
11 end?

12 SPEAKER: You know, I'm -- I'm going to  
13 echo his comment. I wanted -- I agree that you can  
14 work with DOT. They, God, I don't know what the  
15 point is, but they were proactive on our project  
16 that I had a couple of weeks [inaudible], and I've  
17 had been out of -- and I'm not a rich man. I'd  
18 been out of 300 Grand, but they came up with a  
19 solution. And I mean a very workable solution. So  
20 what they -- they can communicate, as long as they  
21 don't have to play the politics. So we do need  
22 them here at a meeting and see if they can come up  
23 with a solution for everybody. And I think they  
24 can.

25 SPEAKER: I don't think they'll have a



1 pair of shoes at the table. I'll be honest with  
2 you.

3 SPEAKER: Yeah. I would say that too.

4 SPEAKER: Why does it if we have money,  
5 that we have to spend it anyway? I mean, it just  
6 seems stupid to me.

7 [Inaudible]

8 SPEAKER: I mean, you could save it.

9 SPEAKER: That's what the representative  
10 from the DOT told us.

11 SPEAKER: Yeah.

12 SPEAKER: That's crazy.

13 SPEAKER: [Inaudible].

14 [Inaudible]

15 SPEAKER: It's a designed build too, so  
16 it's not like the DOT engineers and design team's  
17 doing it. They've contracted it out and right,  
18 wrong, or indifferent, they're expediting the cash  
19 flow.

20 SPEAKER: Anything else that we haven't  
21 covered? Last chance.

22 SPEAKER: Thank you.

23 SPEAKER: Thank you. Y'all -- y'all --  
24 all of y'all have been great to listen to our  
25 frustrations.

1 [Inaudible]

2 SPEAKER: So we just want to quickly go  
3 over what's next. The comments will be listened  
4 to, so we do have a recording. We also have the  
5 flip charts. Things are going to be extracted so  
6 the -- the points that a lot of people have shared  
7 the data from all sections will be aggregated into  
8 a report that goes to the engineering firms that  
9 are doing the design. The report will also be  
10 available on DOT website when it is completed.  
11 The engineering firms will generate ideas based on  
12 many factors including the values expressed in  
13 these listening sessions. Then the designs will be  
14 brought back to the community for more input.

15 SPEAKER: Cool.

16 SPEAKER: Yeah?

17 [Inaudible]

18 SPEAKER: End the recording.

19 SPEAKER: [Inaudible].

20 SPEAKER: Yes. Yes, if you could drop  
21 your cards off, we'll collect them at the door.  
22 This formally concludes the meeting. And we thank  
23 you for your participation.

24

25

