

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

Facilitated Listening Session

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

Room 207 Session

Transcription by:  
Worley Reporting  
P.O. Box 99169  
Raleigh, NC 27624

1                   SPEAKER: September 20. Okay. We'll put  
2                   that right there so it can capture everyone's  
3                   thoughts. Okay. Our first question and if you  
4                   want to see the questions ahead of time there are  
5                   these vic sheets right here, you can pass around,  
6                   if you would like so you can see kind of what we're  
7                   going to be talking about. But the first question  
8                   is and this -- this is a tough one, because in one  
9                   word we want you to describe what's the most  
10                  important thing to you or your household or your  
11                  business that must be considered as this project  
12                  moves forward? Now, the trick with this is to say  
13                  it in one word. Now, I will give you a heads up  
14                  that there is a loaded question where you will be  
15                  able to amplify that. So we're not going to hold  
16                  your comments to that one word. But just to get us  
17                  started what is one word that would describe that  
18                  you believe is the most important thing to you or  
19                  your household or your business that must be  
20                  considered as the project moves forward? Yeah.

21                  SPEAKER: Preservation.

22                  SPEAKER: Preservation.

23                  SPEAKER: So as reporters we really like  
24                  these one-word answers, because it really makes  
25                  summing up the theme very easy. Who else would

1                   like to share one word?

2                   SPEAKER: Ridge Road.

3                   SPEAKER: Ridge Road. We'll count that

4                   as one word.

5                   SPEAKER: Options.

6                   SPEAKER: Options.

7                   SPEAKER: Hiking.

8                   SPEAKER: Hiking.

9                   SPEAKER: Hiking, right. Like one of the

10                  --

11                  SPEAKER: Sure.

12                  SPEAKER: -- like -- like on the House

13                  Creek Greenway trail --

14                  SPEAKER: Absolutely.

15                  SPEAKER: -- or the Crabtree Greenway

16                  trail. So hiking.

17                  SPEAKER: I love greenways.

18                  SPEAKER: I do, too. That's the main --

19                  that's the really -- that's really the -- the --

20                  the main reason that I'm here.

21                  SPEAKER: Yes, that's great.

22                  SPEAKER: But [inaudible] -- the person

23                  that situation --

24                  SPEAKER: We're glad you are. We don't

25                  want to go into that level of detail right now

1                    though.  So hold that thought.

2                    SPEAKER:  Okay.  Okay.

3                    SPEAKER:  Now, if I'm not mistaken,  
4                    you're observing.  Is that right?  So you're either  
5                    with DOT or an engineer or something so that's why  
6                    this nice gentleman is not speaking up.  Are there  
7                    any other one words that are not captured up here,  
8                    if you like?  Is there another one word that you  
9                    like to add?

10                   SPEAKER:  Non-interconnectivity.

11                   SPEAKER:  Non-interconnectivity.

12                   SPEAKER:  I'll have to make up some words  
13                   for you.

14                   SPEAKER:  You're really -- you're really  
15                   stretching this one-word thing.

16                   SPEAKER:  I apologize.

17                   SPEAKER:  It's all good.

18                   Non-interconnectivity.  You're also stretching my  
19                   ability to spell today.

20                   SPEAKER:  Just make it up.  It's all  
21                   right.

22                   SPEAKER:  I wouldn't know.

23                   SPEAKER:  Anyone other -- I would know if  
24                   got it right or not?  Any other one word that you'd  
25                   like to get up here on the board?  Okay.  I'm going

1 to open the door. It's getting warm. All right.  
2 No more one words? All right. We're going to move  
3 to question two. I'm going to grab this sheet and  
4 put it here, sorry. All right. One thing about  
5 being a short facilitator is you always make  
6 certain sheets are as far down as they can be. I  
7 noticed in the big room the sheets were way up high  
8 on the wall and I'm like okay. So that wouldn't  
9 work for me. All right. Second question. What do  
10 you believe is needed to ensure the safety of your  
11 family, the people who live in the area and the  
12 people that travel through the area? So this  
13 question is on safety. What do you believe is  
14 needed to ensure the safety of your family, the  
15 people who live in the area and the people that  
16 travel through the area? This does not have to be  
17 a one word answer.

18 SPEAKER: Do not connect Ridge Road.

19 SPEAKER: Now, what's -- what's the --  
20 what's the -- can you get to the safety aspect?

21 SPEAKER: Yeah. I don't want Ridge Road  
22 connected to Edwards Mill or the back of Crabtree  
23 Valley, because that will open up many safety  
24 challenges.

25 SPEAKER: Could you be more [inaudible]?

1 SPEAKER: Or Edwards Mill? Did I get  
2 that right?

3 SPEAKER: Right. I guess it's Blue Ridge  
4 Road and or Edwards Mill.

5 SPEAKER: Did I -- did I capture it fine  
6 here?

7 SPEAKER: That's fine.

8 SPEAKER: And what's the safety concern  
9 specifically? Not just what to -- what not to do,  
10 but what's the safety issue that would result if  
11 they did this?

12 SPEAKER: Large increase in traffic on  
13 Ridge Road.

14 SPEAKER: Okay. Okay. Other -- other  
15 comments?

16 SPEAKER: More sidewalks and crosswalks.

17 SPEAKER: Okay. The safety is -- so the  
18 safety issue is the need for more sidewalks and  
19 crosswalks?

20 SPEAKER: Yes. Because kids have to walk  
21 to Lacy and to Martin.

22 SPEAKER: How would they cross to school?

23

24 SPEAKER: I think the fact that Lacy and  
25 Martin and the churches are not included in the

1 study area is a -- is a safety issue. Matter of  
2 fact it ought to go from Wade Avenue -- the study  
3 area should include Wade Avenue to get the full  
4 impact of safety.

5 SPEAKER: Ditto.

6 SPEAKER: Other issues? The question  
7 again is, what do you believe is needed to ensure  
8 the safety of your family, the people who live in  
9 the area and the people who travel through the  
10 area? What do you believe is needed for safety?  
11 So I think I'm going to reword this to include. So  
12 that's what's needed for the safety is including  
13 the churches and schools and the study areas. Is  
14 that you were trying to say? Did I get that right?

15 SPEAKER: Yes. Basically, all of Ridge  
16 Road. Just to add -- just you add all of Ridge  
17 Road.

18 SPEAKER: Yeah.

19 SPEAKER: And all of Ridge Road.

20 SPEAKER: Include the intersection of  
21 Wade Avenue and Ridge Road.

22 SPEAKER: We don't want Ridge Road to be  
23 the Edwards Mill-Wade Avenue connector.

24 SPEAKER: So are you saying that you  
25 don't -- you saying that you don't think Crabtree

1 Valley Avenue, which currently ends at Blue Ridge  
2 Road, should be -- should be connected to Ridge  
3 Road?

4 SPEAKER: Absolutely. Do not do that.  
5 That's what I'm saying.

6 SPEAKER: Because of --

7 SPEAKER: The worst thing could ever  
8 happen.

9 SPEAKER: And I've got that -- I've got  
10 that captured up here.

11 SPEAKER: Okay.

12 SPEAKER: Are there other needs for  
13 safety that we don't already have captured up here?

14 SPEAKER: Well, can I say something?

15 SPEAKER: Please.

16 SPEAKER: I was just going to say that if  
17 -- I think I read in the paper one -- in The News &  
18 Observer, but one possibility was extending  
19 Crabtree Valley Avenue eastward to Ridge Road.  
20 Which if that -- if that were to happen that --  
21 that wouldn't affect I know -- that wouldn't affect  
22 either one of the greenway trails. But I -- but I  
23 see and at the same time it doesn't seem like it  
24 would really affect the people living on Ridge Road  
25 in -- like -- like in terms of the road being



1 widened which is not going to happen anyway from  
2 what they're say.

3 SPEAKER: So what you're suggesting is  
4 your suggesting to extend Crabtree Valley Road, no  
5 -- no --

6 SPEAKER: Where Crabtree -- where  
7 Crabtree Valley Avenue --

8 SPEAKER: I know that's not what you may  
9 not be thinking. I'm just trying to capture his  
10 thoughts.

11 SPEAKER: Yeah, he -- yeah, I'm not  
12 trying to disagree, but -- but even though he  
13 doesn't think Crabtree Valley Avenue should be  
14 extended eastward to Ridge Road -- offhand I can't  
15 really see any problem with that happening.  
16 Because again that wouldn't affect either one of  
17 the greenway trails and -- and -- and -- and it  
18 wouldn't really affect Ridge Road in -- in terms of  
19 like if the road being widened which is really not  
20 going to be happening anyway from what they've  
21 said. I'm not trying to disagree. I'm just  
22 pointing out what -- what I'm thinking.

23 SPEAKER: We want all voices heard, so we  
24 want all perspectives. So what I'm writing if  
25 you'll make sure I've got this right is, I am

1 writing, don't affect Greenway trails.

2 SPEAKER: Right. Yes.

3 SPEAKER: And I'm going to put in  
4 parenthesis --

5 SPEAKER: That's correct.

6 SPEAKER: -- maybe extend Crabtree --

7 SPEAKER: Valley Avenue.

8 SPEAKER: -- Valley Avenue.

9 SPEAKER: Yeah.

10 SPEAKER: Eastward.

11 SPEAKER: Like you got, just put a maybe.  
12 I'm -- I'm not asking that it be done.

13 SPEAKER: Yeah, but the -- your main  
14 point is don't affect the greenway trails.

15 SPEAKER: Yes, it is. Yes, that's  
16 correct.

17 SPEAKER: That's what I wanted to  
18 capture.

19 SPEAKER: Yes, that's my main point.

20 SPEAKER: Got it.

21 SPEAKER: Yeah, like right now there's a  
22 -- there's a -- there's -- I think it's temporary  
23 blocked off, but there's like a driveway going  
24 straight up a hill where there used to be a Motel 6  
25 at one point.

1 SPEAKER: Yes.

2 SPEAKER: I'm thinking that might be  
3 where the extension of Crabtree Valley Avenue would  
4 be --

5 SPEAKER: Yes.

6 SPEAKER: -- if -- if -- if -- if it's  
7 extended or at least that's a possibility.

8 SPEAKER: Good. Excellent. So again,  
9 the question is what do you believe is needed to  
10 ensure the safety of your family, the people who  
11 live in the area and the people who travel through  
12 the area?

13 SPEAKER: I know --

14 SPEAKER: Is there anything we've not  
15 captured?

16 SPEAKER: We're not deals with safety  
17 what I just mentioned.

18 SPEAKER: Uh-huh. I know, it does.

19 SPEAKER: And that deals with safety?

20 SPEAKER: It does. I got it right there.  
21 Anything else that relates to safety? Things that  
22 are needed for safety? Are we good? Okay. All  
23 right. We're going to go to the third question.  
24 Let me give you a sense of the third question so  
25 you can be thinking about it before I switch. Is

1           there a specific valuable community asset,  
2           something important to the community -- thank you  
3           -- something important to the community and or  
4           neighborhood located within this project zone that  
5           you are concerned will be impacted? So we're  
6           looking for any specific valuable community asset  
7           that's important to the community and or  
8           neighborhood located within the project zone that  
9           you're concerned will be impacted? If so what is  
10          that community asset and how do you believe it will  
11          be impacted? So just pause and think about that  
12          for a moment while I swap out the paper. And just  
13          so you know the reason why I have this extra piece  
14          of paper here is if something comes up that is  
15          separate or different from the question I have a  
16          place to capture it so we can capture that  
17          throughout. Okay. Any specific valuable community  
18          asset that's within the zone that your concerned --

19                           SPEAKER: Quietness.

20                           SPEAKER: Quietness. And it went on to  
21          say --

22                           SPEAKER: You asked to put it to one  
23          word.

24                           SPEAKER: You did really good with that  
25          one word. And how do you believe it will be

1                   impacted? I think that's pretty populous.

2                   SPEAKER: I think it'll diminish.  
3                   Significantly diminished with the proposed  
4                   projects.

5                   SPEAKER: Okay. Any other specific  
6                   valuable community assets?

7                   SPEAKER: Well, just trees and basic  
8                   quality of life, and they need to think about more  
9                   than just Ridge Road. If people don't like riding  
10                  down Ridge Road there's going to be more traffic  
11                  everywhere else, like there is in our neighborhood.

12                  SPEAKER: And if I could ask you, how --  
13                  how will the trees be impacted? I know this may be  
14                  kind of --

15                  SPEAKER: Well, gone.

16                  SPEAKER: Gone.

17                  SPEAKER: Removing them.

18                  SPEAKER: Yep.

19                  SPEAKER: We want to cut -- want cutting  
20                  them down?

21                  SPEAKER: And quality of life. How could  
22                  that be affected?

23                  SPEAKER: Like he said quietness, but  
24                  also just a feeling of safety. And the more people  
25                  you put into a neighborhood moving through the less

1 security you feel.

2 SPEAKER: The bike lanes would be  
3 impacted through Ridge Road.

4 SPEAKER: And how impacted?

5 SPEAKER: They would be -- the added  
6 traffic is going create more hazards for bikers and  
7 trying to connect bike lanes to Crabtree Valley is  
8 a -- an opportunity to get yourself killed on a  
9 bike so --

10 SPEAKER: Other valuable community assets  
11 that could be affected?

12 SPEAKER: I think there's church and the  
13 schools will be impacted. Churches there, plural,  
14 daycare, schools are all assets to this community.

15 SPEAKER: And how impacted? How will  
16 that be impacted?

17 SPEAKER: Again, more traffic.

18 SPEAKER: Limited access.

19 SPEAKER: Limited access.

20 SPEAKER: Well, just getting your kids in  
21 and out.

22 SPEAKER: Oh, that's part of the -- part  
23 of this. Is that right?

24 SPEAKER: Okay. Okay. Yes. Uh-huh.  
25 Just the act of buses that -- and moving kids

1                   around those schools.

2                   SPEAKER: Yes. Other valuable community  
3 assets? You talked about hiking. Do you -- do you  
4 want us to mention the greenways?

5                   SPEAKER: Well, yeah you -- well, I --  
6 excuse me -- I guess you can. I didn't -- yeah, I  
7 guess that is a specific -- a specific valuable  
8 community asset.

9                   SPEAKER: Okay.

10                  SPEAKER: Yeah hiking. But I want -- I  
11 just want is the greenway trails themselves are  
12 non-affected. It really doesn't seem to me that  
13 hiking would be affected, sort of speak.

14                  SPEAKER: Okay. Any other specific  
15 valuable community assets that could be affected?  
16 Okay. So think about the next question while I  
17 swap out paper. From your perspective, what are  
18 some of the most problematic traffic and pedestrian  
19 problems that need to be addressed? And I'm going  
20 want you to be specific with intersections,  
21 direction, time of day, et cetera.

22                  SPEAKER: My apologies to my colleagues.  
23 I got the contractor showing up at my place so --  
24 make sure they don't things -- that you know, so --

25

1                   SPEAKER: Now, were you thinking about  
2 specific intersection because it's --

3                   SPEAKER: No.

4                   SPEAKER: Okay. Then we're good. Thank  
5 you for taking your time.

6                   SPEAKER: Sure. Okay.

7                   SPEAKER: We appreciate it. All right.  
8 There we go. Okay. Now, we're looking for some of  
9 the most problematic traffic and pedestrian  
10 problems that need to be addressed. Problematic  
11 traffic and pedestrian problems and if you're  
12 thinking about an intersection, direction or time  
13 of day, be specific about that.

14                   SPEAKER: Well, I would say the schools.  
15 When they open and when they close.

16                   SPEAKER: Uh-huh.

17                   SPEAKER: The -- all the -- you know, the  
18 -- though are safety concerns, they'd have to be  
19 considerate and the traffic is worst on Ridge Road  
20 and around there then.

21                   SPEAKER: It goes back to not including  
22 them in the study area. Your trying to deal with  
23 -- your creating a problem outside the study area  
24 that is not being considered in the -- within the  
25 scope of the study area.



1 SPEAKER: And the good news is --

2 SPEAKER: And that's part of the issue.

3 SPEAKER: -- that point is covered in one  
4 of our earlier questions so they will see that and  
5 it will be reaffirmed by this comment as well.  
6 Other problematic traffic and pedestrian problems  
7 that need to be addressed in this project?

8 SPEAKER: Well, anytime that the Beltline  
9 backs up, it dumps onto Ridge Road.

10 SPEAKER: Uh-huh.

11 SPEAKER: So there are periods that Ridge  
12 Road becomes the alternate path for Beltline  
13 traffic. And by opening up to Crabtree Valley,  
14 that would create an even heavier load from folks  
15 going from Hillsborough Street in West Raleigh to  
16 -- to Crabtree Valley area to Glenwood Avenue area.

17

18 SPEAKER: Especially at Christmas.

19 SPEAKER: It's --

20 SPEAKER: I would like to put on here the  
21 -- what I don't see is a problem. I think it's  
22 important for these engineers to understand,  
23 there's a -- there's a -- there was some  
24 consternation about the access from Ridge Road to  
25 the Beltline.

1                   SPEAKER: Um-huh.

2                   SPEAKER: That is really not a problem so  
3 if we would put -- you can put all this in  
4 parenthesis if you will as a negative. Don't try  
5 to solve what's not a problem and that is the Ridge  
6 Road to Beltline access. The entire Beltline was  
7 built in a different time where access ramps were  
8 all too short and there's no way to solve all that  
9 within the given space. You can't make 60 mile an  
10 hour access ramps in the city like we're trying to  
11 do.

12                   SPEAKER: All right. So I have captured  
13 that as, don't try to solve what isn't a problem.  
14 Access, not assess. Access to and from the  
15 Beltline and Ridge Road, did I capture that  
16 correctly?

17                   SPEAKER: Right. That's correct.

18                   SPEAKER: Okay.

19                   SPEAKER: Just that -- just -- I think  
20 part of the other consideration for everybody in  
21 this room is, I get it, there's a big considerable  
22 for -- for Ridge Road, but the intent is to leave  
23 Ridge Road with the consideration where it's at  
24 right now. If you take the interchange from Wade  
25 going up through Lead Mine and up toward Creedmoor,

1 are there concerns with that in front of the mall?  
2 That's -- you know, I think that's what the other  
3 part of this. There's -- there's options that  
4 include and don't include Ridge Road.

5 SPEAKER: Yeah, I think the trick there  
6 is to solve that problem in that area and not dump  
7 it on Ridge Road.

8 SPEAKER: And -- and that's what this  
9 question is about.

10 SPEAKER: I think --

11 SPEAKER: For those of you who live in  
12 this area and drive that stretch all the time, I  
13 think and forgive me, I think that --

14 SPEAKER: No, I appreciate you  
15 clarifying.

16 SPEAKER: -- the true focus here is  
17 really getting too far into Ridge Road, which is  
18 not part of the project. What we're trying to do  
19 is solve the solutions of Wade Ave., i.e. for  
20 instance, if you're coming -- if you're going --  
21 trying to get to Ridge Road, coming westbound on  
22 440, you're going to take that loop, that's one of  
23 the worst loops in the state, because there's a  
24 stop sign at the bottom of it, there's accidents  
25 there 20 times a day, right? That's one of the --

1 SPEAKER: Which one?

2 SPEAKER: The loop that comes out and  
3 you're going basically, west bound -- I-440 going  
4 toward the city. It's a stop at the bottom.

5 SPEAKER: You're talking about going --  
6 going on south Westwood on the Beltline and that's  
7 then onto Glenwood Avenue in which you're going --  
8 you're going towards Triangle or -- or going inside  
9 the Beltline.

10 SPEAKER: The loop that comes down.

11 SPEAKER: You're talking about going --  
12 you're talking about coming around the Beltline --

13 SPEAKER: To the northside.

14 SPEAKER: Toward --

15 SPEAKER: Toward Wade Avenue.

16 SPEAKER: Toward Wade and then you get  
17 off on Glenwood.

18 SPEAKER: Yeah and you take that loop.

19 SPEAKER: Which is not a loop, it's just  
20 a ramp down to Glenwood.

21 SPEAKER: No, no, no. That's -- that's  
22 coming back into the city.

23 SPEAKER: Are you talking about the short  
24 loop on the Glenwood coming back this way?

25 SPEAKER: Yeah and that -- that's one of

1 the worst loops we have in the state, I mean,  
2 there's 20 accidents a day. I mean, my office used  
3 to be over there for 18 years, I get it.

4 SPEAKER: Okay.

5 SPEAKER: And so what we're asking is  
6 taking that interchange, the way it's set up today,  
7 the traffic in front of the mall, Lead Mine coming  
8 down going over to Creedmoor, what are the things  
9 -- those of you who live in the area commuting  
10 through here, see every day, that can be considered  
11 enhancements and to your point if those problems  
12 are solved, some of these things at Ridge Road go  
13 away, because people find alternate roads.

14 SPEAKER: Well.

15 SPEAKER: So that's -- that's -- that's  
16 what we're trying to get to.

17 SPEAKER: The point I'm trying to get to  
18 is don't solve those on the back of Ridge Road and  
19 that's kind of the flavor of early designs. Ridge  
20 Road gets the load from another problem. The  
21 problem happens to be building more properties  
22 behind Crabtree in a loaded area that's already  
23 overloaded, and there's no management of that such  
24 that there's continued increased in traffic into  
25 that area.

1 SPEAKER: And that's --

2 SPEAKER: And then the solution has been  
3 -- pardon me -- is let's dump some of that load  
4 onto Ridge Road and it just creates another wreck,  
5 if you will, in terms of the environment and  
6 community and Ridge Road, that's -- that's the  
7 flavor I'm trying to prevent.

8 SPEAKER: And -- and I think -- I think  
9 that's what -- what it's trying to get to and  
10 that's why we're here, is changing the dynamic of  
11 the early studies and to what everybody has in  
12 their head.

13 SPEAKER: Got it.

14 SPEAKER: Okay. We're trying to find  
15 different solutions.

16 SPEAKER: The other suggestion --

17 SPEAKER: And I don't have detail of the  
18 project so I'm here to capture your thoughts and  
19 views --

20 SPEAKER: The other thing I would ask --

21 SPEAKER: and I'm going to come -- I'm  
22 going to come to you next. I just want to be sure  
23 that I capture the -- I just want to be sure I've  
24 captured what's -- what we're talking about.

25 SPEAKER: I think we can better utilize

1 the area to the, I call it the west of 440 and the  
2 east or north of Glenwood Avenue. That area is --  
3 there's a big solar panel out there. If you put  
4 all that on top of --

5 SPEAKER: West of I40 and what? Better  
6 utilize the are west of I40 and --

7 SPEAKER: The area behind the Holiday  
8 Inn, you know, right there.

9 SPEAKER: It's -- yeah the area behind  
10 the -- just put area behind the Holiday Inn would  
11 probably be better, where the solar farm is. You  
12 can just take all that out and use that as the  
13 place to design roads to solve the traffic issue  
14 that is around Crabtree Valley and I understand  
15 there's some, you know, there's a lot of traffic  
16 issues around Crabtree Valley. The other thing you  
17 got to do is slow the people down on 440. I mean  
18 there -- you can't -- the road is not built for the  
19 way people are driving on it.

20 SPEAKER: Slow down people on what?

21 SPEAKER: Traffic on 440.

22 SPEAKER: Well, I think, just looking at  
23 the group of people that are here, they don't go to  
24 Crabtree. You go to Crabtree? I don't go to  
25 Crabtree, I stay away from there. I think and

1           having these meetings on Ridge Road, kind of brings  
2           Ridge Road people in, but doesn't bring people in  
3           that really travel in that area. I mean, quite  
4           honestly, I don't know about you guys, but I don't  
5           go to Crabtree.

6                         SPEAKER: Well I know and that's one  
7           reason why we want your help in spreading the word  
8           --

9                         SPEAKER: Right.

10                        SPEAKER: -- so that we -- so that we get  
11           all voices to the table so that all voices are  
12           heard.

13                        SPEAKER: Yeah.

14                        SPEAKER: Yes.

15                        SPEAKER: So -- so here's -- here's a  
16           question for you, if you don't mind me -- just it's  
17           a -- why don't you go there? That's part of this.

18                        SPEAKER: And it's because it's terrible.  
19           I mean and -- the mall.

20                        SPEAKER: It's terrible. The traffic is  
21           -- what?

22                        SPEAKER: The traffic is terrible, I  
23           mean, absolutely, but I agree that it shouldn't be  
24           -- we shouldn't fix it, on the back of Ridge Road,  
25           I mean, I -- I couldn't agree more with that.



1                   SPEAKER: Especially around Christmas  
2                   it's terrible.

3                   SPEAKER: Yeah.

4                   SPEAKER: So build some more apartments  
5                   out there.

6                   SPEAKER: Absolutely.

7                   SPEAKER: I mean, come on, we got to get  
8                   on top of this. We got -- we have to manage a city  
9                   and couldn't just, you know, throw in a few more  
10                  thousand people or so.

11                  SPEAKER: I have a question.

12                  SPEAKER: Yes.

13                  SPEAKER: What's -- in parenthesis you  
14                  got -- you got behind the Holiday Inn, is that --

15                  SPEAKER: I did that because this  
16                  gentleman explained that, that would better explain  
17                  the area that he was referring to.

18                  SPEAKER: Well he said --

19                  SPEAKER: Better utilize it.

20                  SPEAKER: -- well he -- he said -- you're  
21                  not asking that, that area be developed, are you?

22                  SPEAKER: Absolutely.

23                  SPEAKER: Well because I said --

24                  SPEAKER: Use road -- develop with roads,  
25                  put the road. The solution to the traffic issues

1 are roads in that area behind the Holiday Inn.

2 SPEAKER: Because I spend -- because I  
3 spend time -- and I know Crabtree Valley Mall  
4 itself is in a floodplain, well that's kind of a  
5 flood -- a floodplain also and just like Crabtree  
6 Valley Mall typically floods, though fortunately,  
7 it didn't flood during Hurricane Florence which  
8 came as a -- as a -- as a -- as a -- as a surprise,  
9 but -- but earlier this year it flooded right back  
10 in May and -- and if -- if that area gets developed  
11 around the Holiday Inn, I'm sure that area's going  
12 to get flooded too just -- just -- just like the  
13 mall or the parking lot gets flooded from time to  
14 time. So I would -- I would suggest leaving that  
15 like -- leaving that area like it is so that -- but  
16 that's -- but that's my opinion.

17 SPEAKER: Sure, and we're trying to  
18 capture all opinions, yes. So based on that  
19 conversation, would you like me to add something  
20 around, be careful with flood prone -- prone areas?

21 SPEAKER: Yes, I -- yes, that's I say --  
22 I say.

23 SPEAKER: Okay.

24 SPEAKER: That's right. Yeah, be careful  
25 with flood prone areas. Yeah, I definitely would

1 not -- I definitely would not live in a flood -- in  
2 a flood prone area myself.

3 SPEAKER: Okay. Other problematic  
4 traffic and pedestrian problems that need to be  
5 addressed and I did -- you said Christmas a couple  
6 of times so I did reference that here to make sure  
7 that I got that time period in there and another  
8 time period we got in was the school opening and  
9 closure times. So help me be certain that we had  
10 captured your time of day directional specific  
11 intersections. Any of those problematic, traffic  
12 and pedestrian issues, yep.

13 SPEAKER: Any time 440 gets backed up, it  
14 adds traffic onto Ridge Road. I don't know if we  
15 captured that.

16 SPEAKER: I did. Let me think about  
17 where I got it.

18 SPEAKER: Second line. Second line.

19 SPEAKER: Okay. That's fine.

20 SPEAKER: Yes. Periods of time when  
21 Beltline backs up, it affects Ridge Road, opening  
22 up to Crabtree magnifies that issue.

23 SPEAKER: Yep that's good.

24 SPEAKER: Does that work?

25 SPEAKER: That's fine. Thank you.

1                   SPEAKER: Well, time of day, I mean  
2                   you've got the -- what, the 6:30 to 8:30, traffic  
3                   in the 4:30 to 6:30 traffic.

4                   SPEAKER: Work drive time.

5                   SPEAKER: Work drive time.

6                   SPEAKER: For us engineers we call it  
7                   peak hour, but we get it.

8                   SPEAKER: Peak hour. Peak hours. Okay.  
9                   Do we think we have it?

10                  SPEAKER: Yeah -- yeah -- I guess that's  
11                  about it for this question.

12                  SPEAKER: All right. Then think about  
13                  this next question while I shift the paper. What  
14                  addition -- now, so this is where you get to  
15                  elaborate on your one word answers that you gave at  
16                  the very front end. So what additional one or two  
17                  things, are important to your household or business  
18                  that you want considered as this project moves  
19                  forward. Welcome, please come in and have a seat.

20                  MALE SPEAKER 6: How you doing? I'm  
21                  [inaudible].

22                  SPEAKER: You're roaming -- you're  
23                  roaming through.

24                  MALE SPEAKER 6: I am.

25                  SPEAKER: Got it. Okay. So what

1 additional one or two things are important to your  
2 household or business that you want considered as  
3 the project moves forward. Think about that for  
4 just a moment while I shift.

5 SPEAKER: There's only one issue with me,  
6 and that's Ridge Road should not be connected to  
7 Crabtree Valley. You get that one, if you -- you  
8 got to solve that one, I'll help you. I'll help  
9 you, I'll give you my time and I'm not an engineer  
10 from certain standpoint.

11 SPEAKER: Okay.

12 SPEAKER: Well, I think that -- one of  
13 the things we saw with all the Hillsborough Street  
14 stuff, was it really affected neighborhood's near.  
15 And looking at how even the construction is going  
16 to affect the neighboring neighborhoods and -- and  
17 then how it's going to affect them once it's all  
18 there. Once it's all done.

19 SPEAKER: Okay. So describe to me what  
20 the affect is that you're concerned about.

21 SPEAKER: More traffic. More traffic in  
22 neighborhoods close to the study. They make a big  
23 change in the study area and then the areas  
24 surrounding it get the runoff.

25 SPEAKER: Okay. Other things that are

1 important to you, your household or business that  
2 you want considered, especially anything you have  
3 not had a chance to mention.

4 SPEAKER: That I can't really find or  
5 really find -- myself concerning this --

6 SPEAKER: Okay.

7 SPEAKER: -- which I don't -- I don't  
8 live nor work within -- within the study area.

9 SPEAKER: Okay.

10 SPEAKER: But I do live and work  
11 adjacent.

12 SPEAKER: Yes.

13 SPEAKER: I -- I work at Whole Foods  
14 Market out here at Ridgewood Shopping Center.

15 SPEAKER: Yes.

16 SPEAKER: And I live off -- and I live  
17 off -- and I live off of Duraleigh Road which --

18 SPEAKER: Right.

19 SPEAKER: -- which of course merges --  
20 merges off of Blue Ridge Road and goes to Glenwood  
21 Avenue.

22 SPEAKER: Yes. And -- and the great  
23 thing is we'll capture that with your comments on  
24 your card so that's -- that's terrific.

25 SPEAKER: Okay.

1                   SPEAKER: All right. So do you want me  
2 to move to the next question, there's no other --

3                   SPEAKER: Well, can I ask him, the man in  
4 the red shirt, one question?

5                   SPEAKER: Sure.

6                   SPEAKER: What if the -- based on what we  
7 talked about earlier, but at the same time it's a  
8 little different, what if -- what if Crabtree  
9 Valley Avenue were only extended to the Beltline in  
10 which Ridge Road is not -- is not -- is not being  
11 affected in terms of -- in terms of Crabtree Valley  
12 Avenue being extended, say right to Ridge Road,  
13 it's only being extended to the Beltline or the --  
14 how would you -- how -- how -- how would you feel  
15 about that?

16                   SPEAKER: That's fine. That's fine. I  
17 mean if they could --

18                   SPEAKER: He's got his main concern right  
19 up here. With that first thought, yep.

20                   SPEAKER: Yeah. If they wanted to  
21 connect Crabtree Valley Road, whatever that is, to  
22 behind Crabtree Valley from a left exit lane off  
23 440, and go over, that's fine. Just don't look at  
24 the Ridge Road.

25                   SPEAKER: Okay. Well, that's what I was

1 asking. Yeah, of course the Beltline is just  
2 immediately on the other side of where what was the  
3 Motel 6 is. I don't know what's there now, but  
4 yeah, you know, Crabtree Valley Avenue being it  
5 connected directly to the Beltline, not being  
6 connected to Ridge Road, that way we wouldn't see  
7 that as a problem I'd say.

8 SPEAKER: All right. So what we want to  
9 hear with this question is anything that you  
10 consider important that you want considered as the  
11 project moves forward. Is there anything that  
12 we've not captured that we want to put up here on  
13 the board?

14 SPEAKER: The -- I'm not sure there's  
15 been full visibility from the state and or the city  
16 about this project. I'd like a better visibility  
17 around the project in terms of the budgeting  
18 process, the timeline, the direction and project,  
19 you know, where do all this project got going. I'm  
20 not saying that very well. You have to make some  
21 sense.

22 SPEAKER: And when you say better  
23 visibility, better visibility with?

24 SPEAKER: Communications to the -- to the  
25 residents in this area.



1 SPEAKER: Okay.

2 SPEAKER: You can do it, you know, just  
3 give us electronic access to -- to the project  
4 management information. I don't want to have to do  
5 freedom of information to get that stuff.

6 SPEAKER: Right. Okay. Anything else  
7 that you would want to have considered that's  
8 important to you? All right. Then think about  
9 question six as I transition. What can North  
10 Carolina DOT do to demonstrate being a partner with  
11 the community of stakeholders while still tackling  
12 the complex transportation challenges created by  
13 our rapid urban growth? So what can DOT do to be a  
14 good partner, while still dealing with the issues  
15 of rapid growth?

16 SPEAKER: What he just said. More  
17 communication.

18 SPEAKER: You want more communication.

19 SPEAKER: I think visibility around long  
20 range planning. Clearly there's people looking  
21 further down the road than this project, but -- and  
22 we don't see any of that stuff. Because all  
23 that'll do is just get us -- get our hackles up  
24 more. I understand why they don't want to share it  
25 because it just gets us jacked up.

1                   SPEAKER: So -- so how would you suggest  
2                   that they do that so as you -- as you talk about  
3                   the -- the greater communications and the more  
4                   visibility, what would be a meaningful way for DOT  
5                   to do that?

6                   SPEAKER: They got long range plans and  
7                   put them out to the public, just -- public -- put  
8                   them out. Put their budgets out. Put who's in  
9                   charge out and who's in charge is not always DOT,  
10                  it gets back to who's driving it from the  
11                  legislature and all that kind of stuff and the city  
12                  counsel. Because we're going to get some new city  
13                  counsel people if they connect this road. I can  
14                  assure you of that.

15                  SPEAKER: So what [inaudible] --

16                  SPEAKER: Maybe he should put that up  
17                  there, that --

18                  SPEAKER: What do want me to put up here?

19                  SPEAKER: No.

20                  SPEAKER: The political consequences of  
21                  --

22                  SPEAKER: What can DOT -- well, the  
23                  question is what can DOT do?

24                  SPEAKER: I know. That's true.

25                  SPEAKER: What can DOT do?

1 SPEAKER: Yeah.

2 SPEAKER: DOT is just the actionable  
3 folks. The drivers are all politicians. Of  
4 course, the DOT has to worry about traffic safety  
5 and traffic flow and that kind of stuff. See their  
6 -- the DOT needs to do better to help the city  
7 understand these roads won't hold this traffic and  
8 tell the city to quit building apartments where  
9 there is no access to them.

10 SPEAKER: Got to capture that right, help  
11 city understand capacity of roads as they make  
12 decisions on apartments and development.

13 SPEAKER: That's good.

14 SPEAKER: They probably are going to need  
15 to figure out how to communicate, what we're saying  
16 today, that they really did consider it. I don't  
17 know how they would do that, but I think a lot of  
18 people are going to think they're spitting in the  
19 wind today.

20 SPEAKER: Right.

21 SPEAKER: Stanley.

22 SPEAKER: Right.

23 SPEAKER: And I don't know how you would  
24 communicate that but --

25 SPEAKER: Well, the first thing they can

1 do is they can suggest even that, after this next  
2 session, they're actually going to revise the  
3 design. The timeline that Beth put up there didn't  
4 give any opportunity to revise a design after the  
5 next seven meetings.

6 SPEAKER: So what I captured was be sure  
7 to communicate effectively that they heard,  
8 considered and redesigned as a result of input.  
9 Does that capture it?

10 SPEAKER: 'Cause it's easier to comment  
11 on something you can see.

12 SPEAKER: Uh-huh. Uh-huh.

13 SPEAKER: Are there other things that you  
14 would want to be certain that DOT was doing going  
15 forward, even beyond this project? I know we've  
16 captured these, but is there anything else or  
17 anything specific and concrete that you would want  
18 them to do as they make and follow through on  
19 long-range planning, to be a good partner?

20 SPEAKER: Are you talking about, like,  
21 for build -- for buildings or roads -- for building  
22 or roads in general?

23 SPEAKER: Could be.

24 SPEAKER: Like in the future?

25 SPEAKER: Anything that DOT is involved

1 in. Are there things that you would want them to  
2 consider as being -- what could they do to be a  
3 good partner in their work?

4 SPEAKER: Oh, [inaudible] something --  
5 something I would suggest. Of course, this doesn't  
6 have anything to do with this, with this particular  
7 project.

8 SPEAKER: Uh-huh.

9 SPEAKER: But I would suggest that they  
10 -- that they -- that they stop having toll roads or  
11 having people pay to drive on certain roads. I  
12 mean -- I mean if they can't afford to build the  
13 road then don't -- then don't build the road,  
14 rather than build it and expect or want people to  
15 pay for driving -- for driving on certain -- for  
16 driving on certain roads. I even wrote -- I even  
17 wrote a letter to DOT about that earlier this year,  
18 but I never got -- but never got a response by --  
19 in which I made up a story of why I think it's a  
20 bad idea to -- to build toll roads. 'Cause after  
21 all they're not going -- it's going to take  
22 probably about fifty or sixty years before they --  
23 before they ever -- before they even -- even get  
24 paid for them.

25 SPEAKER: So I captured that by saying



1 DOT more fully participate in listening sessions  
2 than using contactors. Ah, yes -- yes, I would  
3 agree with that. Besides responding to all letters  
4 from interested people.

5 SPEAKER: Okay. All right. Well, we're  
6 now to the infamous and what else? So this is the  
7 opportunity to say anything that's on your mind  
8 that you didn't have a chance to share, as we went  
9 through the six structured questions. And thank  
10 you for your patience with the six structured  
11 questions. It just gives -- it just gives Beth and  
12 her team the ability to better collect the data in  
13 a structured way so that DOT and the engineers can  
14 -- can make use of it in a structured way. So what  
15 else would you want to say that you haven't had --  
16 we don't have to repeat things that have already  
17 been said, this is anything else that didn't fit  
18 within the structured question process. And I put  
19 your comment about toll roads here because it  
20 didn't fit here.

21 SPEAKER: Okay.

22 SPEAKER: And I think it certainly is  
23 part of the and what else.

24 SPEAKER: Okay.

25 SPEAKER: So I went ahead and put that

1 right there.

2 SPEAKER: Okay.

3 SPEAKER: You could put no roundabouts.

4 SPEAKER: No roundabouts.

5 SPEAKER: Couldn't help it.

6 SPEAKER: Well, this is your opportunity.

7 SPEAKER: Of course, it's too late for --  
8 Harrisburg Street it's got, like, three or four  
9 roundabouts now.

10 SPEAKER: At least they don't go the  
11 other way like they do in Australia.

12 SPEAKER: Oh, my.

13 SPEAKER: Anything else that you've not  
14 had a chance to say or comment?

15 SPEAKER: Oh, yeah, I'm having -- here's  
16 one. They're talking about -- the DOT's talking  
17 about making certain -- making certain US highways  
18 -- I think known -- I think known as freeways, in  
19 which -- in which people won't be able to exit or  
20 get -- or get onto the road from certain areas.  
21 Well -- well, that's definitely going to affect  
22 bicyclists.

23 SPEAKER: Yes.

24 SPEAKER: And bicyclists won't -- won't  
25 be able to ride -- ride on those sections or roads



1                   anymore.

2                   SPEAKER: So those have a name. Are  
3 those called superhighways?

4                   SPEAKER: I don't know.

5                   SPEAKER: It's like down in Holly Springs  
6 and --

7                   SPEAKER: When you say -- yeah, I mean  
8 it's -- it's basically called a controlled access  
9 facility.

10                  SPEAKER: They're called something.  
11 Controlled access facility, I knew they were called  
12 something.

13                  SPEAKER: Controlled access, that's a --  
14 that's a good thing.

15                  SPEAKER: Well, my -- my statement simply  
16 is they need -- when coming up with these ideas  
17 they need to keep bicyclists in mind or -- because  
18 -- or in effect they're going to be taking roads  
19 away from bicyclists, that currently bicyclists can  
20 ride on, but later on won't be able to. If they  
21 become like a free -- if they become like a freeway  
22 or -- or something like that. Which is so -- which  
23 is similar to an interstate, even though right now  
24 it's currently not -- even though right now -- even  
25 though it's not an interstate, but it would become



1 interstate, just take the guy straight to a mental  
2 hospital because there is no reason to have a bike  
3 out there.

4 SPEAKER: No.

5 SPEAKER: So I captured it both ways,  
6 I've got keep bicyclists in mind, you know, when  
7 you're closing access to some intersections and  
8 highways and ensure connectivity between existing  
9 bike system and greenway. So I've got it both  
10 ways. Yes.

11 SPEAKER: Okay. This is just to be --  
12 this is just to be fine -- when I first moved to  
13 Raleigh I did -- I did not -- I actually -- I  
14 actually did not know that it was against the law  
15 to ride a bicycle like on the 440 Beltline or the  
16 Raleigh Beltline. So one day I rode right from  
17 Greenwood Avenue to White Boone Trail --

18 SPEAKER: On the highway.

19 SPEAKER: And then -- right, and -- which  
20 I didn't get in trouble, but I called up a high  
21 school -- an old high school friend from in  
22 Charlotte, North Carolina. He was already living  
23 here in Raleigh, he had gone to NC State. And --  
24 and so I told him about it and he was the one that  
25 actually told me that it's actually against the law

1 to ride a -- to ride a bike on the Beltline. And  
2 one other person told me that also, so then of  
3 course I didn't ride the bike on the Beltline  
4 anymore. But --

5 SPEAKER: He was being a good friend.

6 SPEAKER: Oh, he was, but at the same  
7 time I didn't get in any trouble either, that is,  
8 no policeman went by stopping me so, yes. So --

9 SPEAKER: That was a good point to learn  
10 though, right, for safety purposes?

11 SPEAKER: Oh, yes, it -- yes it was.

12 SPEAKER: Okay. So any thing else that  
13 you've not had a chance to say that you want them  
14 to hear?

15 SPEAKER: I have zero confidence that  
16 what we're talking about today will have any  
17 significant influence on the design. And the  
18 reason I say that is because of the timeline. I'm  
19 not sure they can fundamentally redesign the  
20 project and still meet the timeline. And they're  
21 not willing to go back to the legislature and tell  
22 them they're not going to meet the timeline.

23 SPEAKER: So -- so just real quick, as  
24 far as the timeline, just to give those of you --  
25 so what they're being asked is to take on this

1 [inaudible]. Then like they said, the consultants  
2 are going to come up with the seven different  
3 designs. And then those number of designs are  
4 going to be trimmed down to several, let's call  
5 them. And they're going to come back to the  
6 community and they're going to ask them for  
7 options. And then the option that is preferred,  
8 which is -- this is the typical process DOT goes  
9 through, that will progress. And I know you keep  
10 going back to the premise of the original design.  
11 And for those of us who are now being brought into  
12 it, like my company, we don't -- we're not being  
13 asked to that design and then expand upon it, we're  
14 being asked to start fresh and listen to the  
15 community and come up with new ideas. And the  
16 second part of that is, as far as the schedule,  
17 what's going to end up happening with this project  
18 because it is such a critical component, traffic  
19 has continued to grow and grow and grow by the day  
20 here. It will eventually go to most likely what is  
21 called a design build project, where an engineer  
22 will take whatever design is developed to this  
23 point, stick to that and then team up with a  
24 contractor to deliver -- fund the project delivery.  
25 So that's where the schedule enhancement comes into

1 play. But I think what the real intent of what  
2 we'll end up here doing is to basically get  
3 everyone to -- and this is what the -- each of  
4 these sessions is. So please, get out of your head  
5 whatever has been presented to you previously.  
6 That's why we're doing this. I think you guys all  
7 recognize it wasn't a good process and DOT is  
8 probably in the same boat. That's why they're  
9 trying to restart. They don't want a contentious  
10 group of people around a project, right? And  
11 that's what we're trying to get to. Okay?

12 SPEAKER: Yeah.

13 SPEAKER: And this is testing -- this is  
14 testing a new design for -- for getting public  
15 input before it is too late, you know?

16 SPEAKER: Right.

17 SPEAKER: Well, I just -- I think there's  
18 a lot of opportunities in the design to deal with  
19 putting roads behind the Holiday Inn where the  
20 solar field is and connecting to Lead Mine. And  
21 then back over to Crabtree and solve a lot of that  
22 congestion, that's really in that quadrant -- in  
23 that quadrant. The other side is, it's a mall and  
24 it's Christmas. You can't build roads to deal with  
25 that.

1 SPEAKER: It's a little like a flood.

2 SPEAKER: You know, it's kind of like a  
3 flood. It's going to flood occasionally.

4 SPEAKER: And you're absolutely correct.  
5 You know, it -- what the typical design that we  
6 design to is -- they call the 85th percentile. You  
7 design to what typically you see 85 percent of the  
8 time. There's 50 percent of the time, i.e. the  
9 flood that we just coming through. If -- we -- no  
10 one can design to that.

11 SPEAKER: No. No.

12 SPEAKER: And the expectation is not to.  
13 During Christmas what we're going to try and do is  
14 provide -- alleviate a little bit of the traffic  
15 the best we can, but it's really intended to be  
16 those other 320 days a year, not the rush between  
17 Thanksgiving and Christmas.

18 SPEAKER: Right.

19 SPEAKER: Right.

20 SPEAKER: The other thing I considered is  
21 like I mentioned is doing a left exit off of 440 to  
22 the whatever that -- Crabtree Valley back road is.

23 SPEAKER: You talking -- you talking  
24 about Crabtree Valley Avenue?

25 SPEAKER: Okay. If that's what it's

1           called. I know left exits are not pretty but it's  
2           better than tying into Ridge Road. So you can just  
3           -- you know, ramp over and go get access that way.  
4           So that's a -- I'll look at trying to come up with  
5           solutions that don't involve ruining this road and  
6           I think those are some, they're not ideal. The  
7           other solution, somebody has to stop the added  
8           growth in places that the traffic is already over  
9           loaded. And there's no place for roads. And low  
10          and behold, nobody ever thinks about mass transit.

11                         SPEAKER: Excuse me, what'd you say about  
12          mass transit?

13                         SPEAKER: Somebody's got to figure out  
14          how to deal with a city that -- that needs mass  
15          transit.

16                         SPEAKER: Oh, yeah. Well, you know, I'm  
17          greatly -- I'm greatly in favor of mass transit.  
18          As a matter -- as a matter of fact I don't -- as a  
19          matter of fact I don't drive or don't have a  
20          drivers license. So and -- which I routinely ride  
21          in Number 6 Crabtree Valley and Number 4 Rex  
22          Hospital buses. So as to what this lady said, she  
23          doesn't go to the mall. Well, I -- I frequently  
24          end up going to the mall, not necessarily inside  
25          though -- though, sometimes I do, but -- but since



1 I ride the bus -- the Crabtree Valley bus -- yeah  
2 goes right there to the bus terminal over there at  
3 the mall.

4 SPEAKER: Maybe -- maybe DOT just tells  
5 Amazon no thanks. But I'm greatly in favor of mass  
6 transit.

7 SPEAKER: I captured that too, that's  
8 great. All right. So let me share with you kind  
9 of next steps. I know Beth touched on this, but  
10 let me touch on this again. So comments are being  
11 heard through these themes. So we've got the  
12 recordings, we've got the chart paper. They're  
13 going to aggregate the data from all of these  
14 sessions into a report that will go to the  
15 engineering firms. That report will be available  
16 on DOT's website when it is complete. So when it  
17 goes to the engineering firms complete it will also  
18 go on the DOT website, so you will have access to  
19 it.

20 SPEAKER: And what's your timeline for  
21 that?

22 SPEAKER: They did not specify a  
23 timeline.

24 SPEAKER: You've got a project with no  
25 time line?

1                   SPEAKER: Well, they may have a time  
2 line, I don't know what the timeline is. But the  
3 listening sessions go through the 29th of the month  
4 and then the team -- Beth and her team will -- will  
5 aggregate all the data into a report that they will  
6 submit to DOT, who will then share it with  
7 engineering firms and it will go on the website.

8                   SPEAKER: Can I go back and add one more  
9 thing?

10                  SPEAKER: Sure.

11                  SPEAKER: I think that --

12                  SPEAKER: Can I finish, let me just, I  
13 got two more then I will have to trouble you with  
14 this again. Then, engineering firms will generate  
15 ideas based on many factors including the values  
16 expressed in these listening sessions and they will  
17 bring that back to the community. So that's the  
18 process. So, we capture the data, goes into  
19 report, report shared with engineering firms and is  
20 on the DOT website and engineering firms will  
21 generate ideas and it'll come back to the  
22 community. So that's the process. Now, what did  
23 you want add over here?

24                  SPEAKER: I think, your group or I am not  
25 sure who, probably Beth and somebody, should



1 thought.

2 SPEAKER: Okay.

3 SPEAKER: The city's bike lanes are  
4 insane.

5 SPEAKER: So how do you want me to turn  
6 that -- I mean I can call it that right there.

7 SPEAKER: That's close enough. The city  
8 has developed not much of bike lanes that --

9 SPEAKER: They come and go.

10 SPEAKER: -- are useless and there, I  
11 think they're doing that to tell somebody they got  
12 X many miles of bike lanes, but reality they're  
13 just not functioning.

14 SPEAKER: What do you do at a roundabout  
15 on a bike?

16 SPEAKER: Well, if you want to deal with  
17 bikes, you really need to give bikes more greenway  
18 type opportunities and they're separate. You know,  
19 bikes and cars just don't mix and we're trying to  
20 mix bikes and cars and --

21 SPEAKER: But for a long time they've  
22 been bike lanes -- bike lanes here on -- on Ridge  
23 Road and they seem -- they seem to do good.

24 SPEAKER: You bike a lot?

25 SPEAKER: Well -- well, not really. I --

1 I -- I need to get my bike fixed up before - before  
2 I ride it again, but I do like to bike.

3 SPEAKER: I just don't understand when  
4 there's a bike lane and all of sudden there's not,  
5 what are the poor biker supposed to do?

6 SPEAKER: And there are no -- I have no  
7 -- gone back and researched this, but in my view  
8 there's no rules of the road in the state driving  
9 regulations on how bike lanes are supposed to be  
10 treated. So you draw a line and call it a bike  
11 lane then you put some funky symbol in the road.  
12 That's not represented in any of the how am I  
13 supposed to drive rules. So that's just whatever  
14 you interpret it to be, I mean, to me it looks like  
15 a target. So you put a biker there and so let's  
16 see if I can hit him. And let me -- let me be  
17 honest, I am a biker. Okay. I ride bikes, I ride  
18 on the roads. Okay, but not on these city roads.

19 SPEAKER: So that feels like something I  
20 can put on this DOT page.

21 SPEAKER: Hope so..

22 SPEAKER: So you -- so you -- so you  
23 don't ride a bike on a bike lane, is that correct?

24 SPEAKER: Well, if you -- if you attempt  
25 to ride on the city bike lanes, you find yourself

1 in the middle of an intersection with no -- with no  
2 support.

3 SPEAKER: Exactly.

4 SPEAKER: In other words, you go take a  
5 bike lane, down Glen Eden and when you get to  
6 Glenwood Avenue, what are you suppose to do?  
7 You're on your own, buddy. Just you and the cars.

8 SPEAKER: Well, yeah. Okay. I see what  
9 you're saying.

10 SPEAKER: What do you do in a circle?

11 SPEAKER: In other words, you temporarily  
12 have a bike lane, but then once the bike lane ends  
13 you -- you -- you have to more so go along with the  
14 traffic.

15 SPEAKER: And that's a setup, yes.

16 SPEAKER: Yeah, I see what you're saying.

17 SPEAKER: And there are bike lanes with  
18 people parking in them. You take the bike lanes on  
19 Anderson, I believe, you will find that there are  
20 cars parked and all of kinds of things in those  
21 bike lane.

22 SPEAKER: Yes.

23 SPEAKER: And one of the most dangerous  
24 things you can do on a bike is ride beside a parked  
25 car and somebody opens the door and you are toast.



1                   SPEAKER: Yeah, I don't see why they  
2                   can't run on a sidewalk, I mean, you know, a  
3                   pedestrian and a bike, you might run into them, but  
4                   you're not going to die.

5                   SPEAKER: That's -- yeah, that won't work  
6                   either.

7                   SPEAKER: Yeah.

8                   SPEAKER: Kids would be fine on  
9                   sidewalks, but bikers not.

10                  SPEAKER: Well, again, thank you for, for  
11                  making time to come and be a part of this process.  
12                  Watch -- I'm sure there will be a way to  
13                  communicate out when the final court is on the DOT  
14                  website and then of course, you'll hear when it  
15                  comes back to the community again and they hold  
16                  additional listening sessions to work through the  
17                  next deliberation, but thank you for making the  
18                  time.

19                  SPEAKER: You've done a good job, thank  
20                  you.

21                  SPEAKER: Thank you, I appreciate that.

22                  SPEAKER: Thank you for listening too.

23                  SPEAKER: No problem.

24                  SPEAKER: And I think, I have all of your  
25                  cards, if I missed a card.



