

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

Facilitated Listening Session

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

Chapel North Session

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

1                   SPEAKER: Okay. So this is Susan Auger  
2                   [phonetic] and today is September 20th and it's 10  
3                   o'clock and we're here at the first listening  
4                   session. Apparently, it picks up everything.  
5                   Okay. So just to go over the -- the guidelines  
6                   again about listening, focusing on and answering  
7                   any questions or answering these questions for the  
8                   -- the technical part of the process, turning off  
9                   your cell phones or putting them on vibrate,  
10                  considering different opinions, speaking at one  
11                  time -- and that is also, in particular, for the  
12                  recording process as well. And speak from your own  
13                  household experiences. And that really helps us in  
14                  terms of making sure that when she was mentioning  
15                  -- if they're trying to track are we getting  
16                  representative voices from the whole area. So if  
17                  you can speak to where your lived experience is,  
18                  that would be terrific. Okay.

19                  So thinking about, off the top of your  
20                  head -- and we're going to take with the first  
21                  question -- what is one word that really summarizes  
22                  the most important thing to you about this project  
23                  and about being here? What's the one thing that  
24                  you would say is really important?

25                  SPEAKER: Preservation.

1 SPEAKER: Preservation. Okay.

2 SPEAKER: I would say safety.

3 SPEAKER: I mean, I'm not sure one word  
4 is the right word, but culture, we have a certain  
5 culture we'd just like to preserve. So maybe it's  
6 preservation, but --

7 SPEAKER: Okay.

8 SPEAKER: It's hard to do it in one word.

9 SPEAKER: Uh-huh.

10 SPEAKER: Yeah.

11 SPEAKER: We'll sneak in a couple. Okay.

12 SPEAKER: Traffic congestion or access, I  
13 guess. And --

14 SPEAKER: And I'll just put in here --  
15 okay.

16 SPEAKER: Quality of life.

17 SPEAKER: Okay. Okay. All right. What  
18 do you believe is needed to ensure the safety of  
19 your family, the people who live in the area and  
20 the people that travel through the area? So when  
21 you talk about safety, this is a way to kind of go  
22 a little bit deeper into that.

23 SPEAKER: Uh-huh.

24 SPEAKER: And also, the -- the -- might  
25 tie into some of these other issues that you're

1 talking about with culture, quality of life. So  
2 I'll say it again, what do you believe is needed to  
3 ensure the safety of your family, the people who  
4 live in the area and the people that travel through  
5 the area?

6 SPEAKER: I live at the end of Ridge  
7 Road, near Judy's farm, and cars start really fast  
8 right off The Beltline. So I'd like to see  
9 reducing speeds and less cars.

10 SPEAKER: Okay. So the cars -- cars are  
11 fast off The Beltline, so reduce speed and --

12 SPEAKER: And possibly less cars.

13 SPEAKER: Okay.

14 SPEAKER: An awareness that this is a  
15 neighborhood and not a freeway.

16 SPEAKER: I mean, to me Ridge Road is a  
17 residential street, not a -- not a State highway  
18 and -- and this project seems to, you know, turn it  
19 into a State highway and it's a residential street.

20 SPEAKER: Okay.

21 SPEAKER: Well, they need to keep the  
22 highway operations away from Ridge Road.

23 SPEAKER: Okay. Residential -- so it's  
24 -- so, kind of, the core thing for safety is it's a  
25 residential -- so keep as a residential --

1 SPEAKER: Street.

2 SPEAKER: -- street?

3 SPEAKER: Uh-huh.

4 SPEAKER: Okay.

5 SPEAKER: And keep the highway  
6 interchange away from Ridge Road.

7 SPEAKER: Okay.

8 SPEAKER: And that -- I think that  
9 includes having a connection behind Crabtree Valley  
10 because it's what we've seen in some of the maps  
11 are walking pedestrian. I mean, you can go one  
12 way, it can also come our way.

13 SPEAKER: Okay. Say -- all right. Say  
14 that again.

15 SPEAKER: Well, it's -- it's just access  
16 -- it's -- there's a lot of older people that live  
17 right there where some of the -- there have been  
18 maps showing pedestrian and bike access coming  
19 across Ridge Road from the back of -- of Crabtree  
20 Valley. So anyone -- any transient -- there's a  
21 lot of hotels. Any transient foot traffic can come  
22 that way and get in -- go in, straight into the  
23 neighborhood. I think that's a safety issue.

24 SPEAKER: Okay. So --

25 SPEAKER: Of limiting -- limiting access.

1                   SPEAKER: Okay. So in terms of -- is  
2 this -- all right. When you say on the maps, is  
3 this proposed changes or is this existing -- so  
4 this is -- your concern about the proposed change  
5 creates safety issues?

6                   SPEAKER: Concerned about having a  
7 connection from the back of Crabtree Valley --

8                   SPEAKER: Okay.

9                   SPEAKER: -- that leads over to Ridge  
10 Road. Whether or not there's direct traffic access  
11 to Ridge Road, just having that interchange there.

12                  SPEAKER: Okay.

13                  SPEAKER: The Crabtree Valley Avenue  
14 interchange anywhere near Ridge Road.

15                  SPEAKER: Okay. So concerned about  
16 having a connection behind Crabtree Valley  
17 interchange into the neighborhood.

18                  SPEAKER: Up at the neighborhood. Even  
19 if it doesn't -- even if the roadway, it doesn't  
20 directly attach to Ridge Road. If you put it there  
21 at our -- at our buffer.

22                  SPEAKER: So that -- for example, that  
23 invites transients?

24                  SPEAKER: It -- I mean, it could.

25                  SPEAKER: Uh-huh. That's a good point

1 about that.

2 SPEAKER: What other general -- when I  
3 get up here, for some reason, my spells -- my  
4 ability to spell, like, goes out the window. So  
5 I'm just going to say that for the record.

6 SPEAKER: It's okay.

7 SPEAKER: When he tries to read these  
8 sheets. Anyway, transient -- anyway --

9 SPEAKER: Listen, there's a -- it's a --  
10 there's a lot of hotels right there, so you have a  
11 -- you don't have a -- a set [inaudible] -- you  
12 know, you have a -- you could have a transient  
13 population.

14 SPEAKER: Okay.

15 SPEAKER: Uh-huh.

16 SPEAKER: It's just easy -- it's easy  
17 access, probably easier than it needs to be if  
18 you're a 92-year-old Lane Reed [phonetic] who lives  
19 right there. I mean, what are you going to do?

20 SPEAKER: Okay.

21 SPEAKER: Uh-huh. I never thought about  
22 that.

23 SPEAKER: It is scary.

24 SPEAKER: Okay. People in and out. So

25 --

1                   SPEAKER: Well, we've just had -- we've  
2 had a lot of robberies lately anyway, so if you  
3 make the -- if you make that access --

4                   SPEAKER: Uh-huh.

5                   SPEAKER: Okay. A lot of robberies  
6 lately. Okay. Others? Uh-huh.

7                   SPEAKER: I was going to say that it's --  
8 I've always felt like this was a low crime area  
9 compared to --

10                  SPEAKER: Oh, it's insanely low. Yeah.

11                  SPEAKER: -- other places. And -- what's  
12 that?

13                  SPEAKER: It's insanely low. Yeah.

14                  SPEAKER: And -- and, you know, the more  
15 people who have access to this area and -- I  
16 remember complaining about the people that Joan  
17 [phonetic] housed over there -- you know.

18                  SPEAKER: Oh, Family Promise.

19                  SPEAKER: And -- because it did bring an  
20 element in this neighborhood that nobody had ever  
21 seen before.

22                  SPEAKER: Hmm.

23                  SPEAKER: More access could affect  
24 safety.

25                  SPEAKER: Yeah.



1 SPEAKER: Yeah.

2 SPEAKER: Could change the culture, which  
3 is what --

4 SPEAKER: I understand -- it's easy to --  
5 'cause I know a lot of people live behind the --  
6 that have the greenway that come up behind their  
7 house and sometimes that's a problem. It just  
8 depends. You know, nighttime, it's not being  
9 policed, really.

10 SPEAKER: Okay. So --

11 SPEAKER: So [inaudible].

12 SPEAKER: So people come up greenway. Is  
13 that part of the -- that's a different issue?

14 SPEAKER: No, I mean, there's not the  
15 greenway there. I'm just saying if there -- if  
16 it's -- if -- if -- if you have a commercial  
17 neighborhood here --

18 SPEAKER: Uh-huh.

19 SPEAKER: -- and then you have access to  
20 this residential neighborhood here, it makes it  
21 pretty easy to zip in, zip out.

22 SPEAKER: Okay.

23 SPEAKER: I mean -- I mean, yes, so I  
24 understand this is safety, but just to -- just --

25 SPEAKER: I meant as -- as a safety

1 [inaudible].

2 SPEAKER: -- just to follow-up -- to  
3 follow-up, just in general, I think, one of the  
4 things that's frustrating about this project is by  
5 including Ridge Road as part of this -- first of  
6 all, when they say in the -- the main meeting hall  
7 that Ridge Road isn't part of the project, I mean,  
8 it -- it is.

9 SPEAKER: It is.

10 SPEAKER: It -- it's -- that's the reason  
11 why people are here is because Ridge Road is part  
12 of the project. And it's very disturbing to always  
13 hear at the groups to say they're not going to  
14 widen Ridge Road, Ridge Road's not part of the  
15 project. It -- in -- it is and it's just  
16 disingenuous.

17 SPEAKER: Yeah. I mean it did --

18 SPEAKER: Actually, the plan is not to  
19 widen Ridge Road.

20 SPEAKER: Well, they're going to widen it  
21 from Manuel Street to the interchange. That's  
22 widening Ridge Road.

23 SPEAKER: Yeah and we've seen that  
24 [inaudible].

25 SPEAKER: I -- I don't know how you

1 cannot say it's not part of widening Ridge Road.  
2 They're going to widen it for the first half mile  
3 and then, you know -- and, you know, that's part of  
4 Ridge Road. I -- I don't know how you can say that  
5 the -- the last five blocks of Ridge Road aren't  
6 Ridge Road.

7 SPEAKER: Yeah.

8 SPEAKER: They're widening Ridge Road and  
9 --

10 SPEAKER: So it -- so I'm -- what I'm  
11 going to do is actually, kind of -- what you're  
12 making me think about is Ridge Road --

13 SPEAKER: Well, as far as -- say, I have  
14 another safety issue. If they -- if -- if -- some  
15 of the original plans, they talk about dead-ending  
16 Varnell into Ridge Road -- that's going to push a  
17 lot of traffic through Manuel, through Corbin --  
18 through some -- some residential streets. And if  
19 they have a high-speed access ramp off of Ridge --  
20 off of 440 to Glenwood, like they're talking about,  
21 that's increasing the traffic and the speed along  
22 that area, that residential area.

23 SPEAKER: Okay.

24 SPEAKER: And the DOT stakes are three,  
25 four or five blocks up Ridge Road. I don't know

1           why they're continuing to say Ridge Road isn't part  
2           of it 'cause it is. It's -- we wouldn't have  
3           gotten letters of entry from the DOT if it -- if it  
4           wasn't part of this.

5                     SPEAKER: Okay. So Ridge Road is  
6           affected.

7                     SPEAKER: Yes.

8                     SPEAKER: Ridge Road is being widened.

9                     SPEAKER: Okay. So let's be -- so in  
10          terms of your mentioning a couple of ways. So one  
11          is, through the widening of the -- forgive me for  
12          not being here -- so you'll have to be really  
13          precise for me, so I can write it down.

14                    SPEAKER: For the last five blocks of,  
15          you know, last four or five blocks of Ridge Road  
16          are being widened.

17                    SPEAKER: What if they add -- so the city  
18          requires any improvements to have bike and  
19          pedestrian access, that is at least 10 feet. If  
20          they put in a bike and pedestrian lane, that's 10  
21          feet where it will be widened. Maybe that  
22          technically isn't the road, but you're, you know,  
23          you're losing your yard there. And also, some of  
24          it is DOT access ramp, so they may be just playing  
25          with the language and saying, well, that's

1                   technically not Ridge Road.

2                   I asked Joey Hopkins, the other day,  
3                   where Ridge Road was and he told me he wasn't sure.  
4                   Well --

5                   SPEAKER: So the ways that you see this  
6                   being affected, Ridge Road, is the last five blocks  
7                   are being widened --

8                   SPEAKER: Potentially.

9                   SPEAKER: Potentially.

10                  SPEAKER: Well, I mean I think -- I think  
11                  what Judy just said is that if DOT calls the access  
12                  ramps not part of Ridge Road, you know, which you  
13                  and I, if you drive down it, think it's part of  
14                  Ridge Road. If they call that part of the access,  
15                  then it's technically not Ridge Road, but I mean,  
16                  it is. It's a city street --

17                  SPEAKER: So it's affecting your lived  
18                  experience?

19                  SPEAKER: Yes.

20                  SPEAKER: But it's being widened  
21                  [inaudible].

22                  SPEAKER: Whether -- whether it's  
23                  technically defined from -- on the technical side,  
24                  your experience as community members are like, this  
25                  affects us in our lives, in our lived -- our daily

1 experience of living here. So --

2 SPEAKER: Well the sign, Ridge Road, says  
3 go that way and that's where it starts, at Glenwood  
4 Avenue.

5 SPEAKER: Okay. So -- so just to be --  
6 so widening the last four or five blocks, the bike  
7 and pedestrian lanes require widening of the road.  
8 So that's three. And then the access ramps.

9 SPEAKER: They have access -- if they  
10 have an access ramp -- if they -- whatever form it  
11 takes, the Crabtree Valley interchange, it will  
12 require a tremendous amount of land. It will  
13 require access ramps, high speed ramps. If there's  
14 no incentive -- if you take away the connection  
15 from Varnell to Ridge Road, there's no incentive at  
16 all to slow down. Traffic will fly through there.

17 SPEAKER: Okay. So, where's Varnell?

18 SPEAKER: Varnell's at the very end of  
19 Ridge Road. If you're coming over the bridge from  
20 Crabtree, when you -- when you come over the bridge  
21 and Varnell's right there. [Inaudible] back end of  
22 it.

23 SPEAKER: Okay.

24 SPEAKER: Right. And I think it's  
25 important to put Varnell -- the -- I mean, maybe

1 not here -- but -- but the idea here is -- is that,  
2 you know, we have a inter-connected residential  
3 grid and they're going to -- the plan is to, you  
4 know, cut off some of the residential and add more  
5 freeway -- you know, add more interchange. So  
6 that's clearly changing the residential to a  
7 non-residential.

8 SPEAKER: And if that's -- if they -- if  
9 they do it in a way that those last eight or nine  
10 houses on Ridge Road -- their only access -- when  
11 they leave their house, they may only be able to  
12 turn right and have to go down to Glenwood Avenue.  
13 That's a safety -- you know, if you're --  
14 especially like I said, there's Betsy Meyer  
15 [phonetic], there's Alice [inaudible].

16 SPEAKER: Okay. So a third way is that  
17 it may change -- it may change your own travel  
18 patterns.

19 SPEAKER: Uh-huh. It may force them into  
20 more dangerous travel patterns when they leave  
21 their homes.

22 SPEAKER: May change into more dangerous  
23 --

24 SPEAKER: Kind of less-convenient. Or  
25 less-convenient.

1                   SPEAKER: But there -- I mean, there --  
2                   there are three -- four -- four of them. I can't  
3                   check. There's 90 here -- they're 90 years old.

4                   SPEAKER: Okay.

5                   SPEAKER: They shouldn't have to go down  
6                   to Glenwood Avenue if they want to [inaudible].

7                   SPEAKER: Okay. So that's -- that's kind  
8                   of an issue over there of traffic problems. And  
9                   then this is -- okay. So inter-connected -- so  
10                  there's all these ways in which you're experiencing  
11                  the change is widening the last four or five  
12                  blocks, bike and pedestrian requires widening  
13                  access ramps, may change into more dangerous  
14                  traffic patterns in your own residence. Okay. All  
15                  right.

16                  SPEAKER: And force -- force more traffic  
17                  through residential streets.

18                  SPEAKER: And --

19                  SPEAKER: I mean, that's really -- yeah,  
20                  that's the main --

21                  SPEAKER: Yeah, can you add that?

22                  SPEAKER: Well, the overall goal is to  
23                  put less traffic into residential streets. But  
24                  there may be one or two streets that you're saying  
25                  that are adversely affected.



1                   SPEAKER: Well, if they connect -- if  
2 they cut off Ridge Road from 440, they're going to  
3 have a connection to Glenwood Avenue, so that's  
4 trading one for the other.

5                   SPEAKER: Yes, I hope they'll keep it  
6 connected, but I don't know.

7                   SPEAKER: Okay.

8                   SPEAKER: I mean, I hope they'll keep it  
9 connected, but a lot of people [inaudible] for that  
10 so they're not going to cut it -- you know, there's  
11 -- there's going to be access from Glenwood Avenue,  
12 that'll be a two way. And there are going to widen  
13 [inaudible].

14                   SPEAKER: All right. Well, we can come  
15 back to this. I want to make sure we get through  
16 all the questions. And again, what I'm seeing here  
17 is that some of these things are overlapping. So  
18 you're already talking about some of the traffic  
19 problems and how that connects to safety.

20                   And also, the other thing that you're --  
21 the next question is; is there a specific valuable  
22 community asset, something important to the  
23 community and/or neighborhood located within this  
24 project zone that you are concerned will be  
25 impacted? If so, what is it and how do you believe

1           it will be impacted? Yeah?

2                         SPEAKER: Judy's gorgeous farm is a gem.  
3           And I think it's just criminal to think about  
4           taking any of that property, any of those trees.  
5           We just thought we were so blessed to have bought a  
6           house straight across that looked at a farm. In  
7           2016, we moved in, we see horses inside the  
8           Beltline out our window every day. Sheep -- and it  
9           just -- it's a gem. And --

10                        SPEAKER: It's one of the last -- it's  
11           close to 18 acres. It's the last hardwood, mature,  
12           probably privately-held parcel of this size within  
13           the Beltline. I'm doing a tree inventory. There  
14           are oaks that are 140 feet tall that are back  
15           there. Tulip poplars, there -- it's just -- to  
16           take that for the -- for a access road to the mall  
17           is criminal.

18                        SPEAKER: Exactly.

19                        SPEAKER: And the rest of it too. And  
20           the other side -- if you go over the right-of-way,  
21           it's not just my land. There's -- it would  
22           probably be a total of eight to 10 acres of  
23           hardwood forest, the neighborhood's buffer. We  
24           have land behind Varnell. On the other side of my  
25           fence, there are trees that are just as big. It's

1 DOT right-of-way, but it's still buffer. And our  
2 open space is buffer.

3 And what they would do is take that  
4 buffer and not only remove the buffer from the  
5 highway, but replace it with, you know, an elevated  
6 roadway system with high traffic, high lights, high  
7 noise, pollution.

8 SPEAKER: Okay.

9 SPEAKER: And we originally had 40 acres.  
10 DOT already took 22 acres.

11 SPEAKER: Wait, what was that?

12 SPEAKER: I said originally, we had 40  
13 acres. So the DOT already took 22 acres.

14 SPEAKER: For the Beltline.

15 SPEAKER: For the Beltline.

16 SPEAKER: Okay. So --

17 SPEAKER: For the original Beltline.

18 SPEAKER: All right. Originally --

19 SPEAKER: But my land isn't -- like, it's  
20 the buffer for Tazwell. It's the buffer for  
21 Beckanna. It's -- if you walk out my back door,  
22 the noise is incredible. You take those trees, you  
23 do all the extensive -- I mean, I've walked it with  
24 Joey. He was surprised at how extensive the  
25 [inaudible] -- how severe the topography is, the

1 amount of grading that will be needed, the storm  
2 water retention. It's just -- I mean, it's  
3 environmentally devastating to --

4 SPEAKER: So -- so you originally had 40.  
5 The DOT took --

6 SPEAKER: 22.

7 SPEAKER: 22.

8 SPEAKER: 22. Okay. Would be  
9 environmentally devastating.

10 SPEAKER: We do have more than one  
11 [inaudible]. It only [inaudible].

12 SPEAKER: Okay.

13 SPEAKER: I mean, I think there's a --  
14 and there's a -- I guess there's a psychological  
15 aspect too. I think -- I see a lot of cars that --  
16 that -- that think they're getting off at Glenwood  
17 and they get off at Ridge Road and they realize  
18 immediately because of the nature of the -- of your  
19 farm and everything that they've gotten off at the  
20 wrong place. It -- that's really -- it's a  
21 residential area and it's obvious that it's a  
22 residential area. We don't need a sign saying,  
23 this is residential area, because it is a  
24 residential area.

25 And I think that the proposal to put an

1 interchange at Ridge Road is going to make it into  
2 a -- people will exit there if there's still access  
3 and believe that it's a commercial strip. And  
4 it'll encourage zoning to -- will get -- you know  
5 -- it -- down the road it -- it just opens up --  
6 you know, we're going to have a hotel there and a  
7 gas station and whatever else because you're  
8 changing the character of the -- of -- of Ridge  
9 Road. I think that what Judy's farm starts filters  
10 all the way down to the rest, you know, all the way  
11 -- the whole length of Ridge Road.

12 SPEAKER: I mean, you can look at Six  
13 Forks and any of those and that's how it started.  
14 It always starts at the edge and they say, oh no,  
15 we're not going to change it. Well, if you make it  
16 unlivable at one end, then there's nothing left but  
17 to have commercial there.

18 It would be -- I mean, for those houses,  
19 those nine houses, that they want to put the  
20 interchange literally feet from their door, it  
21 would be unlivable.

22 SPEAKER: Makes unlivable. And so then  
23 it's like a cascading effect. Then -- then that's  
24 when the commercial comes in.

25 SPEAKER: Well, you'll have higher

1 density zoning. You'll have you know, you'll be --  
2 have a highway right there.

3 SPEAKER: Now, which nine houses are you  
4 referring to?

5 SPEAKER: If you -- the 2900 block of  
6 Ridge Road. It'll start at Manuel. There's nine  
7 -- it's the one way. It becomes one way there, but  
8 they have the option and you can turn around easily  
9 and go back up Ridge Road.

10 SPEAKER: And -- and although it's not as  
11 important as the rest of it, there's a -- the kids  
12 play basketball. There's a nice -- there's a nice  
13 city park with a basketball goal and I -- you know,  
14 that -- that's going to -- that's going to get  
15 taken away. It's our neighborhood park and it's,  
16 you know, it's a little -- it's a little thing, but  
17 it's -- it's huge to the residents that -- that --  
18 that use it.

19 SPEAKER: It's important to the -- and  
20 the trees there. Again, my -- well my father  
21 donated that land to the -- to the city to use as a  
22 park. He didn't donate it to be used, you know, as  
23 part of a -- a way to have --

24 SPEAKER: More traffic.

25 SPEAKER: -- get back and forth to the

1 back to Crabtree faster.

2 SPEAKER: I was talking to a -- a friend  
3 of mine yesterday who's, you know, who's my age and  
4 he grew up on Manuel Street as a little kid and he  
5 talked about oh, that -- is that basketball court  
6 still there? And [inaudible].

7 SPEAKER: So how long has the park been  
8 there then? So it sounds like the [inaudible] --

9 SPEAKER: Since the -- yeah, since the  
10 50's.

11 SPEAKER: Late 50's, 60's when the  
12 developed it. And Beckanna is a historic  
13 neighborhood. Beckanna is a community asset.  
14 That's a historic neighborhood. There's houses  
15 that -- back from the 50's. There's some --  
16 there's architectural significance.

17 SPEAKER: So wait, it's called Backend?

18 SPEAKER: Beckanna.

19 SPEAKER: Oh.

20 SPEAKER: B-E-C-K --

21 SPEAKER: All right. Thank you.

22 SPEAKER: A-N-N-A.

23 SPEAKER: Beck -- is that for Becky and  
24 Anna?

25 SPEAKER: Yeah.

1                   SPEAKER: Oh, okay. Yeah. Oh, okay.  
2 All right. So say that -- now that I'm with you on  
3 the spelling.

4                   SPEAKER: It's a historic neighborhood.  
5 It's from the -- it's from the 50's. And some of  
6 the architecture -- one of the -- I think it's the  
7 Lawson's [phonetic] house, isn't it -- that -- that  
8 was [inaudible] who designed that on the corner of  
9 Swann and Varnell.

10                  SPEAKER: Varnell and -- and Corbin?

11                  SPEAKER: Swann and -- I think they're on  
12 Swann and -- not on the corner. They're one over.

13                  SPEAKER: Yeah, whatever. Yeah, the one  
14 over.

15                  SPEAKER: You know Manuel was my  
16 grandmother's maiden name.

17                  SPEAKER: I did not know that.

18                  SPEAKER: Oh, wow.

19                  SPEAKER: I didn't know that.

20                  SPEAKER: So her father developed  
21 Beckana.

22                  SPEAKER: Oh, okay.

23                  SPEAKER: So I'm passionate about this --

24                  SPEAKER: Yeah.

25                  SPEAKER: -- when I see they want to put



1 an interstate through there.

2 SPEAKER: Oh, I can see why.

3 SPEAKER: Certainly. Absolutely.

4 SPEAKER: Okay. So -- so the historic  
5 neighborhood from the 50's -- so architecture --

6 SPEAKER: Significant.

7 SPEAKER: The --

8 SPEAKER: Historic.

9 SPEAKER: But it's also emotional --

10 SPEAKER: Post-modern -- pre-modern --  
11 post-war modern houses. And a lot of the residents  
12 are second and third generation. Like I'm -- I'm  
13 second generation. There's a lot of people --  
14 there's some that are third generation.

15 SPEAKER: So -- and it's -- so it's  
16 community ties and I'm going to put roots here  
17 'cause that's really the roots of it, right, if  
18 you're talking about the generations?

19 SPEAKER: And I feel like this area has a  
20 real future where, you know, a family lived in my  
21 house for 30 years and I'm sure that even if we're  
22 not here in the next 50 years, there'll be another  
23 family in our home. And I feel like shopping and  
24 things like that are really going to be changing a  
25 lot in the next years. But my house will still be

1 a family home if the neighborhood stays nice.

2 SPEAKER: When they contemplated that  
3 interchange, that was because they thought there  
4 was going to be retail behind the mall and there's  
5 -- it's not retail, it's mixed use development.  
6 And every zoning application that's happened  
7 lately, I've reviewed it all, and none of them rely  
8 on Crabtree Valley Avenue for their traffic  
9 analysis. None of them talk about it. They all  
10 say that they -- that there will be no -- to little  
11 to no traffic impact because it's mixed use,  
12 everybody's going to live and play and stay there.

13 It's not the same -- there's not the same  
14 motivation when they first considered this. It  
15 didn't develop into retail behind the mall like  
16 they thought it would.

17 SPEAKER: Okay.

18 SPEAKER: So it's different -- the  
19 circumstances have changed.

20 SPEAKER: Okay. So how -- does that dove  
21 tail with what we were saying?

22 SPEAKER: My home will stay residential.  
23 It will still be a family home in, I presume, 50  
24 years, but I don't think shopping will be the same.  
25 And it sounds like --

1 SPEAKER: Right.

2 SPEAKER: -- even with the current  
3 applications, it's not what we predicted anyway.

4 SPEAKER: Okay. So how would you  
5 describe that as an asset? So it's -- so --

6 SPEAKER: I mean, it's really a -- maybe  
7 we're into traffic problems because I mean, they're  
8 trying to solve yesterday's traffic problems, you  
9 know, with -- I mean, you know, that's really the  
10 issue. The -- I mean, I don't want to jump ahead  
11 to traffic, but that -- I mean, that's really --  
12 the issue is Glenwood Avenue and The Beltline is a  
13 terrible interchange. They need to spend, you  
14 know, their hundreds of millions of dollars to  
15 improve that interchange.

16 And -- but the problem is that Crabtree  
17 Valley Avenue and that, it's really getting traffic  
18 from, you know, Brier Creek to The Beltline and --  
19 and Lead Mine Road and there -- there really are,  
20 you know, US 70 and I-440 is the -- is the traffic  
21 problem not -- not Crabtree Valley Avenue.

22 SPEAKER: Well, just take care of the  
23 congestion at Glenwood and the congestion on  
24 Glenwood Avenue, take care of it at Glenwood. Take  
25 -- you know, improve the intersections there. The



1           When you first look at the DOT description of this  
2           project, the language included Ridge Road. It's  
3           been changed. So it's -- it included Ridge Road  
4           and now they're saying well, we're looking at it --  
5           but that's another thing. You can play with what's  
6           the definition of Ridge Road. If you get to a  
7           certain point, you can say well, that's not Ridge  
8           Road, that's DOT right-of-way, so that's really an  
9           access ramp. So you can fiddle with the language,  
10          but not -- that's, you know, the --

11                   SPEAKER: Which is where the community  
12           becomes so important because you live with the  
13           daily realities of what it's like and with the  
14           impact would be.

15                   SPEAKER: Right. And if the interchange  
16           -- maybe the -- 'cause originally, they wanted to  
17           connect the interchange with Ridge Road. Then they  
18           were saying no, we're just going to put it at Ridge  
19           Road, but there's no direct connection. Well, it's  
20           still there so we have the whole brunt of this --  
21           this interchange in the neighborhood.

22                   SPEAKER: Okay.

23                   SPEAKER: Whether or not it's actually  
24           connected to Ridge Road. That's the way you can  
25           wiggle around saying well, it's not doing anything

1 to Ridge Road. It --

2 SPEAKER: Well, traffic really is at the  
3 heart of everything that's being discussed today.  
4 And nobody can deny the traffic is absolutely  
5 terrible around Glenwood and the whole nine yards.  
6 I think when 440 is widened up on the Faculty Club  
7 in Meredith College, I think that will really  
8 remedy a lot of the congestion that comes onto  
9 Ridge Road 'cause people will stay on 440.

10 SPEAKER: Yeah. Well, that's -- that's  
11 another thing. To see past [inaudible] -- asking  
12 to -- [inaudible] asking them to wait because this  
13 actually -- she was saying in there how this has  
14 been on the books and is ready to go. That's  
15 actually not -- the way she presented it isn't  
16 actually correct.

17 This was slated for 2025, partial  
18 construction in 2023. This has been speeded up.  
19 So it's not really like this has been sitting  
20 around waiting for it to happen. There's a --  
21 there's a huge project at Wade Avenue that'll be  
22 happening and there's also, on the other end,  
23 Falls. And when the traffic is backed up, and I  
24 see it twice a day when I walk back there. The  
25 traffic's backed up, like you said, it's backed up

1 because of Wade Avenue. It's not backed up 'cause  
2 people are trying to get down to Crabtree. You can  
3 see that -- you can see that interchange. And it  
4 backs up from Falls on the Neuse. So it would make  
5 sense to let those projects be completed and then  
6 conduct said -- and see what else needs to get  
7 done.

8 SPEAKER: So let the existing projects --  
9 okay. So one is the Wade Avenue. What was the one  
10 you were describing? Is that a different one?

11 SPEAKER: The 440 widening.

12 SPEAKER: Yeah. And Wade Avenue.

13 SPEAKER: Between Meredith and the  
14 Faculty Club.

15 SPEAKER: What's being proposed at Falls?

16 SPEAKER: They want to do --

17 SPEAKER: [Inaudible].

18 SPEAKER: They want to do one of those --

19 SPEAKER: What's it called? DDI?

20 SPEAKER: It's a -- it's a funny kind of  
21 interchange. Like they'd have up at [inaudible] --

22 SPEAKER: So it's not Falls. That's  
23 Western Boulevard.

24 SPEAKER: No, no. I'm going the other  
25 direction. On either side. So -- say Crabtree is

1 here, Wade Avenue is here, there's also another one  
2 at Falls and -- not -- Falls and 440.

3 SPEAKER: That's -- that's Wake Forest  
4 Road.

5 SPEAKER: So that's Wake Forest Road  
6 then.

7 SPEAKER: Yeah, Wake Forest. Sorry.  
8 Sorry.

9 SPEAKER: It becomes Falls later, but  
10 it's Wake Forest.

11 SPEAKER: Yeah. Yeah. So Wake Forest  
12 and 440, they're going to -- they're going to  
13 improve the interchange there and they're going to  
14 improve at Wade. So wait for that to happen before  
15 you do something that's going to impact this  
16 residential community.

17 SPEAKER: Okay. So there's existing  
18 projects. The Wake Forest 440 widening around  
19 Meredith?

20 SPEAKER: Uh-huh.

21 SPEAKER: And then Wake is --

22 SPEAKER: It's Wade -- Wade --

23 SPEAKER: So that's part of it. No, I'm  
24 sorry.

25 SPEAKER: 440 Wade -- it's a 440 Wade



1 interchange that they're [inaudible].

2 SPEAKER: So Wade Avenue and Meredith are  
3 one. And Wake Forest and 440 are -- are the other.  
4 They all happen along 440.

5 SPEAKER: Okay. So let the existing  
6 projects be completed first --

7 SPEAKER: 'Cause that's going to --

8 SPEAKER: -- then to see if it resolves  
9 some of these -- the -- the traffic. 'Cause you  
10 think it might actually change the traffic --  
11 resolve some of the traffic patterns.

12 SPEAKER: Oh, it definitely would;  
13 wouldn't solve it, but it would help it along.

14 SPEAKER: I'm just going to put C, agree,  
15 that it alleviates the problems.

16 SPEAKER: Un-mm, and then conduct the  
17 studies.

18 SPEAKER: Okay. And I guess the -- well,  
19 we said this before, but, you know, maybe it's not  
20 relevant, because it's not my personal experience,  
21 but the Lead Mine/Blue Ridge Road/Glenwood Avenue  
22 interchange is a huge problem and, you know, that  
23 needs --

24 SPEAKER: Okay. Yeah. They classify --  
25 I mean they've classified Lead Mine as a failed

1           undertaking.

2                       SPEAKER: That needs to be solved and I  
3           think that would really help the whole area. If  
4           you solve the really bad interchange, that's going  
5           to -- and I guess I have one more thing, which is,  
6           I don't understand how connecting Ridge Road to  
7           Glenwood Avenue --

8                       SPEAKER: Helps.

9                       SPEAKER: -- helps anything, other than  
10          adding more traffic to Ridge Road.

11                      SPEAKER: Actually, it's going to take  
12          traffic off Ridge Road.

13                      SPEAKER: Yeah, but where the two connect  
14          it'll come back.

15                      SPEAKER: How does it -- how does it take  
16          traffic off of Ridge Road?

17                      SPEAKER: Because if you have to go all  
18          the way around to Glenwood, you're not going to get  
19          run off the road at 5 o'clock in the afternoon  
20          coming down Ridge Road.

21                      SPEAKER: Which is the cuts [phonetic].

22                      SPEAKER: No, they are talking about at  
23          Varnell. They are talking about getting rid -- if  
24          you get rid of that bridge and connect Ridge Road  
25          straight into --

1 SPEAKER: Straight down into Glenwood.

2 SPEAKER: -- So Glenwood is coming up on.

3 SPEAKER: So basically, that's going to  
4 be a direct connection to Glenwood Avenue.

5 SPEAKER: Ridge Road would parallel the  
6 belt line.

7 SPEAKER: So if you're on -- if you are  
8 on, you know, any -- anyplace you're going to have  
9 a full blown interchange. You're just adding  
10 another interchange at Glenwood that's going to  
11 feed all of Glenwood. You know, US70 has a lot of  
12 traffic on it and it's going to become a regular --

13 SPEAKER: Well, it'll be -- it'll make  
14 Ridgewood an alternative to the Beltline, if the  
15 Beltline -- you know, when the Beltline is backed  
16 up. And everybody's mapping app will take them  
17 there.

18 SPEAKER: Uh, yeah. I mean, it might be  
19 a new connection to -- it's not, at first, so easy  
20 to see how to do it, but we can do it. I mean, we  
21 would do it to get home; they could do it, too, to  
22 come through.

23 SPEAKER: Okay. So was there is  
24 something that you teased out of there that was,  
25 like, something important to write down?

1                   SPEAKER: Well, that Lead Mine/Glenwood  
2 interchange is --

3                   SPEAKER: Needs to be resolved.

4                   SPEAKER: -- is a failed interchange and  
5 resolving that will help with the traffic.

6                   SPEAKER: I think for this community the  
7 biggest problem is 440. If 440 actually didn't back  
8 up every day, nobody would get on Ridge Road.

9                   SPEAKER: Right. That's a good point.

10                  SPEAKER: Okay. So if 440 doing back up  
11 every day --

12                  SPEAKER: I mean, really, 440 is the  
13 issue that directly affects Ridge Road, in my  
14 opinion.

15                  SPEAKER: Well, me -- I guess I somewhat  
16 disagree, in the sense that even, you know, without  
17 the -- I mean, I do agree with that, but having a  
18 full-blown, you know, fly-over interchange at the  
19 end of our street is going to change the character  
20 of our street, regardless of how wide 440 is. You  
21 put --

22                  SPEAKER: The lights and taking trees  
23 down.

24                  SPEAKER: -- right. You do that, you're  
25 going to, you know --

1                   SPEAKER: You'll destroy the  
2 neighborhood.

3                   SPEAKER: -- it'll just a while before  
4 becoming -- it'll become Six Forks Road, and --

5                   SPEAKER: You'll destroy the  
6 neighborhood.

7                   SPEAKER: -- because you now have this --  
8 oh, gosh, we have this interchange and this could  
9 put, you know, X number of cars through here, you  
10 know. It's under-utilized, let's make it a -- into  
11 a -- into a, you know -- a state highway.

12                  SPEAKER: Well, you just bet -- it'll  
13 come -- it'll become a commercial --

14                  SPEAKER: Okay. So --

15                  SPEAKER: I mean, Six Forks didn't start  
16 out -- I mean, when I became, you know, Six Forks  
17 was also a two [inaudible]. All of these were, you  
18 know -- were residential.

19                  SPEAKER: You start at the edges you  
20 encroach and you work your way up.

21                  SPEAKER: Well, it's -- I understand that  
22 one of the biggest problems down at Crabtree is the  
23 fact you have so much congestion, people trying to  
24 turn off one way or the other and a lot of people  
25 just want to go straight.

1 SPEAKER: Uh-huh.

2 SPEAKER: And I lived in Texas for eight  
3 years, up until a couple of years ago, and they  
4 just had an elevated road so that the through  
5 traffic could go straight on the elevated part and  
6 then the other people that wanted to turn off and  
7 do that, you know -- now, I know it has to cost a  
8 lot of money, but I would think that, you know, all  
9 of the people who are going to be -- could be  
10 adversely effected by what they've got to do, it  
11 would be a whole lot better to elevate the road  
12 Glenwood.

13 SPEAKER: So fix Lead Mine and Glenwood  
14 --

15 SPEAKER: Right.

16 SPEAKER: -- Glenwood harder, like the  
17 corridor with an elevated road.

18 SPEAKER: Yeah.

19 SPEAKER: 64 and Glenwood, if you can try  
20 and figure it out.

21 SPEAKER: For people who wanted to go  
22 straight to Durham.

23 SPEAKER: Ridge Road doesn't really feed  
24 -- it just needs to give them a --

25 SPEAKER: Like a -- or through, like a

1 through -- maybe it doesn't have to be elevated,  
2 but a through -- a freeway -- a throughway, where  
3 you don't have to get off of Crabtree or whatever  
4 the road is.

5 SPEAKER: Yeah.

6 SPEAKER: I think people, like -- if you  
7 had a direct access you could always -- the airway  
8 from the Wade Avenue and you would take Ridge Road  
9 to get to Glenwood.

10 SPEAKER: So, like, right now, the people  
11 who get off on Ridge, they're really just going  
12 around the traffic going home. So they'll go up to  
13 Lake Boone or they'll go up to Wade and then get  
14 back on 440.

15 SPEAKER: No, but I think it'll be just  
16 like Boone, it'll be a connection between Wade  
17 Avenue and Glenwood, do you agree?

18 SPEAKER: Yes.

19 SPEAKER: A direct connection between  
20 Wade Avenue and Glenwood and that's going to make  
21 it a traffic corridor. I mean, not immediately,  
22 but it will -- it's -- you basically, you know --  
23 you have the DOTS. If you -- if you -- if you make  
24 -- Ridge Road goes from Wade Avenue to Glenwood  
25 without, you know -- it's a straight line, that's

1 going to, you know -- you know, mapping apps or  
2 whatever, that's the way you're going to go. It  
3 becomes -- it becomes the thoroughfare. You're now  
4 no longer a residential street, you're a -- you're  
5 a whatever the next category up is in a direct  
6 connection between two state operations.

7 SPEAKER: Avenues. My kids are going to  
8 be walking home from school on a highway.

9 SPEAKER: Right.

10 SPEAKER: And there are 2,000 children  
11 going to the schools around here.

12 SPEAKER: Uh-huh.

13 SPEAKER: Okay. Let me just look at --

14 SPEAKER: Maybe we could state the  
15 community aspects. That's our schools, our  
16 churches.

17 SPEAKER: Okay.

18 SPEAKER: I was going to say middle --  
19 Martin Middle and Lacy.

20 SPEAKER: Given the schools and the  
21 pedestrians and the bikers and -- I mean, we had  
22 bike lanes here before bike lanes were, apparently  
23 -- back, you know, before they were fashionable.  
24 Apparently, you know, they're in now.

25 SPEAKER: Well, and there's a lot -- the



1 Moravian Church, I know, has some -- they have a  
2 lot of services for immigrants. I mean, it's hard  
3 enough to negotiate if you're from here and can  
4 speak the language, but if you're an immigrant and  
5 don't know the language and you've got crap -- it's  
6 just --

7 SPEAKER: And they're walking --

8 SPEAKER: Yeah, you're walking.

9 SPEAKER: Those are actually on Highland  
10 Gardens.

11 SPEAKER: Yeah. [Inaudible].

12 SPEAKER: Actually, they're not from the  
13 Moravian junction.

14 SPEAKER: Well, where are the -- you  
15 know, they used to have a nice refugee community  
16 before they tore down these apartments.

17 SPEAKER: Yeah.

18 SPEAKER: So where do they -- where do  
19 they live now?

20 SPEAKER: Mostly at Grand Arbor.

21 SPEAKER: Okay. Yeah, but anyways, I  
22 mean, that's a lot of families that are walking  
23 with their kids.

24 SPEAKER: How many boy scouts?

25 SPEAKER: About 100. Yeah. They're on

1 Tuesday nights.

2 SPEAKER: And truly, in the mornings  
3 Ridge Road looks like a track, there are so many  
4 people running and walking on it.

5 SPEAKER: Okay. So uh --

6 SPEAKER: Like, there -- it's just --  
7 it's really amazing how many people are out  
8 exercising in the mornings.

9 SPEAKER: Actually, more in the evening.

10 SPEAKER: Well, I guess, I go in the  
11 mornings, so there's probably the evening ones too.

12 SPEAKER: From Fleet Feet, there's a  
13 whole [inaudible] thing.

14 SPEAKER: Oh yeah, I did see that.

15 SPEAKER: Joggers running down,  
16 [inaudible].

17 SPEAKER: So, that kind of gets to -- so  
18 when you were talking about quality of life. I  
19 mean, that and the ability to have access to  
20 exercise and whether it's biking or walking,  
21 there's a place. I think this idea of bike lanes  
22 before they were invented.

23 SPEAKER: And the green infrastructure.

24 SPEAKER: So the green infrastructure.

25 SPEAKER: And also, I mean pollinators.

1 I've got [inaudible] and -- in with the bee  
2 organization. She's doing a forest bee study in  
3 the property.

4 SPEAKER: Okay.

5 SPEAKER: And, you know, the bees are in  
6 danger. We've got six hives in trees -- that were  
7 up in the trees and they make the feral colonies.

8 SPEAKER: Okay.

9 SPEAKER: And the majority of my trees  
10 over there are tulip poplars and sourwoods, and  
11 those are very important for the pollinators.

12 SPEAKER: Okay.

13 SPEAKER: So just the environment, the  
14 green infrastructure environment of trees, all of  
15 that is something that should be preserved.

16 SPEAKER: Okay. Tulip, poplars, what was  
17 the other one?

18 SPEAKER: Sourwood --

19 SPEAKER: Sourwood.

20 SPEAKER: They're important they are  
21 nectar trees in the spring.

22 SPEAKER: And no bees, no food, right?

23 SPEAKER: Well, it just -- I mean, to  
24 have that type of green infrastructure, not just my  
25 land, all of it around the buffer, that's something

1           should -- fight to preserve it, not act like it's  
2           so dispensible. I mean, that's something that  
3           would -- that makes Raleigh unique to other areas.

4           SPEAKER: Yeah, they are really coming  
5           out with a lot of studies now about how just simply  
6           being in the forest and being around wood, just  
7           totally helps to relieve the stress.

8           SPEAKER: Even the heat, I mean the heat  
9           is going to be -- destroy that part that's -- you  
10          know, it's already pretty hot.

11          SPEAKER: For han --

12          SPEAKER: Well, I think it should be as  
13          valued as if there were 60 houses there. Get to  
14          develop it and put a housing -- 60 houses there and  
15          they wouldn't even be considering putting an  
16          interchange in there, because they'd look at it  
17          like it's low hanging fruit, oh, this is vacant  
18          land. Well, it's not vacant.

19          SPEAKER: Actually, depending on the  
20          project, they move houses.

21          SPEAKER: They wouldn't move -- I  
22          guarantee you they would not, if that was developed  
23          the way it could have been developed.

24          SPEAKER: Let me just go back to traffic  
25          problems for a second and just make sure that we've

1 covered it. What are -- from your perspective,  
2 what are some of the most problematic traffic  
3 congestion problems that need to be addressed? Be  
4 specific with intersections, direction and/or time  
5 of day. So you've identified a specific  
6 intersection here. We've talked about, you know,  
7 some actual options to consider. Anything else you  
8 want to add to make sure, like time of day, about  
9 -- in terms of traffic patterns?

10 SPEAKER: I do hope they do the studies  
11 all throughout the day. If they do traffic studies  
12 to -- just to make sure on Ridge Road that they do  
13 capture --

14 SPEAKER: So --

15 SPEAKER: So in the evenings. Because --

16 SPEAKER: It backs up every morning and  
17 every afternoon.

18 SPEAKER: Okay. Okay.

19 SPEAKER: So when 440 is backed up, Ridge  
20 Road becomes backed up.

21 SPEAKER: Yeah, we can only turn one way  
22 out of your driveway at certain times of the day.

23 SPEAKER: Okay, so 440 is backed up every  
24 morning and every afternoon?

25 SPEAKER: And that's why people come up

1 Ridge Road and --

2 SPEAKER: Okay, so you are saying --

3 SPEAKER: It's commuter traffic, it's not  
4 -- it's not shoppers, its commuter traffic.

5 SPEAKER: Yes. Yes.

6 SPEAKER: That DOT -- is so -- especially  
7 commuter traffic.

8 SPEAKER: Primarily commuter. I think --  
9 I read something and I think it said the mall, at  
10 the most, maybe was 10 percent of the traffic. But  
11 I don't -- I can't quote that, because I don't have  
12 the --

13 SPEAKER: Well, the mall is the other  
14 direction, so --

15 SPEAKER: I mean, that's what causing the  
16 congestion, especially in the mornings, is not  
17 people going to the mall.

18 SPEAKER: No. No.

19 SPEAKER: Okay. Any other issues?

20 SPEAKER: Maybe traffic in particular or  
21 other intersections.

22 SPEAKER: Well, I mean, just -- 'cause  
23 you have to capture this. I think one of the  
24 things is the original city study was based on  
25 retail; the mall and Crabtree Boulevard and more

1 retail and their -- you know, the proposals need to  
2 identify these traffic problems and the Crabtree  
3 Mall and additional retail there is not the  
4 problem.

5 SPEAKER: It's not a priority.

6 SPEAKER: It's not a priority for it --  
7 it's not causing the congestion. The commuters,  
8 you know, are the --

9 SPEAKER: Yeah. And the original study  
10 was mall-centered, it was all centered at the mall.

11 SPEAKER: Yeah, I mean, it looks all  
12 retail and commercial.

13 SPEAKER: Oh, you look at the -- if you  
14 look where that -- if you could look at --

15 SPEAKER: I like to see where ever it is.

16 SPEAKER: Yeah, division for the valley,  
17 Crabtree Valley.

18 SPEAKER: All right. The problem that  
19 need to get solved is how to get US 70 traffic and  
20 440 traffic, you know, not congested there.

21 SPEAKER: Okay. So the -- okay, so the  
22 retail traffic is not so much of an issue. The  
23 original study, the traffic study, right or was  
24 that development of Crabtree, right?

25 SPEAKER: Right.

1                   SPEAKER: Was mall-centric.

2                   SPEAKER: This study area right here, we  
3 all live down here, and this is the whole study  
4 area of a road that will affect all of us. And  
5 they're studying retail commercial on the other  
6 side of the Beltline. And I -- moving here two  
7 years ago, I would have never thought somebody on  
8 the other side of the Beltline was going to affect  
9 Ridge Road.

10                  SPEAKER: Okay. So, just for the recorder  
11 you're indicating the area below 440 --

12                  SPEAKER: Uh-huh.

13                  SPEAKER: -- as being impacted by all of  
14 the --

15                  SPEAKER: It's seems like they were  
16 developing because of site retailer and commercial  
17 traffic and they want --

18                  SPEAKER: The only reason Ridge Road  
19 really is in play is because the bridge is going to  
20 have to be replaced. If it weren't for the bridge,  
21 Ridge Road really wouldn't be affected, probably,  
22 at all.

23                  SPEAKER: The fact that if they extend  
24 the Crabtree Valley up, I mean, that doesn't have  
25 anything to do with the bridge.



1                   SPEAKER: That -- a lot of times, though,  
2                   that's another thing they -- I've had DOT or their  
3                   consultants and a lot of people who've have had  
4                   this happen say, "Would you like to disconnect  
5                   Ridge Road from the Beltline?" Which -- some  
6                   people might want to do that. That doesn't have to  
7                   do with putting the inter -- they can do that  
8                   without putting the interchange there. They  
9                   presented it as if you have to have one -- you have  
10                  to have them both. If you want to disconnect from  
11                  Ridge Road, you have to have that interchange  
12                  there, and it's -- they're two separate structures.  
13                  They don't have to do that.

14                 SPEAKER: Okay. So do you have a  
15                 suggestion about that? Something that you would  
16                 like to see about that?

17                 SPEAKER: I would like to not see an  
18                 interchange there.

19                 SPEAKER: Okay. So do you have -- would  
20                 you --

21                 SPEAKER: Whether or not Ridge Road is  
22                 disconnected, it's a separate issue from --

23                 SPEAKER: Okay. So would you want to  
24                 have Ridge Road connected?

25                 SPEAKER: It's a bridge. It's a bridge

1 ready to be --

2 SPEAKER: So you don't want to have the  
3 interchange?

4 SPEAKER: Do not want the interchange.

5 SPEAKER: Do you want to have Ridge Road  
6 disconnected?

7 SPEAKER: I'm fine with it. Some people  
8 -- me, personally, I'm fine with it. There are  
9 some people who do want it disconnected.

10 SPEAKER: Yeah. To me, it doesn't matter  
11 one way or the other. But I think what's -- what's  
12 the catcher is that the -- they could make that  
13 decision independent of -- of -- of Crabtree  
14 Valley, extension.

15 SPEAKER: Yeah. And the thing is, if  
16 they disconnect it from the Beltline, but if they  
17 connect it to Glenwood, you know, as far as traffic  
18 impact, it seems to me you're trading one for the  
19 other.

20 SPEAKER: I -- I think that -- yeah. To  
21 me, you know, if you solve the 440 -- if you solve  
22 440 and if you go with that assumption that it's --  
23 connecting Ridge Road to Glenwood is worse than  
24 leaving the -- the Beltline.

25 SPEAKER: Uh-huh. Right. Which is

1 exactly why you can't make a decision about this  
2 area until the other ones are finished.

3 SPEAKER: Uh-huh.

4 SPEAKER: And we will have a traffic  
5 impact.

6 SPEAKER: That's a variable. But first  
7 of all, is we gotta finish those before you really  
8 know what --

9 SPEAKER: Yeah.

10 SPEAKER: Okay. So, I'm going to -- in a  
11 different color --

12 SPEAKER: First things first.

13 SPEAKER: Wait. We're timing. All  
14 right. So, disconnecting Ridge Road from the  
15 Beltline doesn't make a difference, really, to you,  
16 in terms of --

17 SPEAKER: Well, the current problem is it  
18 diverts a lot of traffic off 440 for people who are  
19 trying to avoid standstill traffic.

20 SPEAKER: Uh-huh.

21 SPEAKER: If 440 -- if that issue were  
22 resolved, really, Ridge Road would be in great  
23 shape. So --

24 SPEAKER: Okay. So, you feel like this  
25 issue is really kind of a wait-and-see until they

1 --

2 SPEAKER: Uh-huh.

3 SPEAKER: Okay. This is kind of a --

4 SPEAKER: But that issue is not connected  
5 to the interchange.

6 SPEAKER: That's separate. Okay.

7 SPEAKER: Yeah.

8 SPEAKER: Not connected to --

9 SPEAKER: The Crabtree Valley  
10 interchange.

11 SPEAKER: The Crabtree Valley Avenue  
12 interchange. The new one. Not the existing one.  
13 Not the existing Glenwood Avenue interchange.

14 SPEAKER: Okay. All right -- all right.  
15 I want to just make sure that we can get some of  
16 these other questions. So, we can always go back  
17 if some other ideas come to you. So, the next  
18 question is -- and would it be helpful for me to  
19 move these sheets over here?

20 SPEAKER: No.

21 SPEAKER: That's fine.

22 SPEAKER: It's all right? Okay. What  
23 additional one or two things are important things  
24 to your household or business that you want  
25 considered as this project moves forward?

1                   SPEAKER: The study area seems too retail  
2 or commercial centric.

3                   SPEAKER: Okay.

4                   SPEAKER: It's not studying the  
5 neighborhoods.

6                   SPEAKER: Seems too retail commercial  
7 centric?

8                   SPEAKER: Uh-huh.

9                   SPEAKER: Okay.

10                  SPEAKER: I mean, it's -- I'm just  
11 repeating it. It -- it really bothers me, they say  
12 Ridge Road's not being widened in this part is what  
13 it is. And it just upsets me every time they --  
14 every facilitator, whether they're a part of DOT or  
15 whatever says that and -- and it just irks me,  
16 'cause it's an alternate fact.

17                  SPEAKER: Look at the length of Ridge  
18 Road. I mean, yeah, they may be one in 20 for me  
19 in being widened, but the majority --

20                  SPEAKER: But they say that -- that it's  
21 not being -- they say it's not. If they said that  
22 -- if they said that 1/20 was being widened I would  
23 -- I would totally back you. But they say -- they  
24 say none and none is an alternate fact.

25                  SPEAKER: And it's just not being

1 effective. Whether widening or whatever. Whatever  
2 the correct traffic terminology is -- it is -- we  
3 have stakes in our yard. We have -- there's stakes  
4 up to --

5 SPEAKER: Well, I think -- I think what  
6 I'm hearing you say is, when you say effective.

7 SPEAKER: Uh-huh.

8 SPEAKER: There's a difference between a  
9 technical term of construction or change that's  
10 effective in terms of --

11 SPEAKER: Well, I'm being very -- right.  
12 I think it's effective, but it also bothers me in  
13 its "truthiness" that, when you say Ridge Road's  
14 not being widened, when, in fact, the last, you  
15 know --

16 SPEAKER: Okay. So, you actually mean it  
17 on a technical level?

18 SPEAKER: I mean it -- I mean it on both.  
19 I mean the one that really gets me is on a  
20 technical level.

21 SPEAKER: Okay. So, there's -- so that  
22 -- that bothers you in terms of two issues. One is  
23 a technical issue.

24 SPEAKER: Yeah -- yeah.

25 SPEAKER: Technical terms.

1                   SPEAKER: Like the last 1/20th of Ridge  
2                   Road doesn't count. You know, that -- that  
3                   90-percent of Ridge Road isn't being affected but  
4                   five-percent is and I happen to live near the  
5                   five-percent, and it is going to be widened under  
6                   all these proposals.

7                   SPEAKER: Uh-huh.

8                   SPEAKER: It -- it would necessitate  
9                   widening. And to --

10                  SPEAKER: And -- and -- so one is  
11                  technical term, that 1/20 counts as part of  
12                  something. And the other thing that really is  
13                  bothersome is the fact that lived experience  
14                  counts. And your lived experience is being  
15                  impacted and so to say that it's not affected is --

16                  SPEAKER: Yeah. Even if they  
17                  interchange, they put it right beside it, but it  
18                  doesn't touch Ridge Road, it affects us. It will  
19                  affect all of us, at least at that end.

20                  SPEAKER: So which is an affect?

21                  SPEAKER: Yes.

22                  SPEAKER: So it's -- it's on two levels.

23                  SPEAKER: Uh-huh.

24                  SPEAKER: Okay. What other -- are some  
25                  other important things?

1                   SPEAKER: If a plan is to take traffic  
2 off of Glenwood, but they're saying that it would  
3 not add traffic to Ridge Road, it doesn't seem like  
4 we'd need to be involved in any kind of  
5 interchange. Like I don't -- I don't see how that  
6 plan would -- would work.

7                   SPEAKER: Okay. So, okay. How would we  
8 capture that?

9                   SPEAKER: The -- the emperor has no  
10 clothes is what she's saying.

11                  SPEAKER: Yeah.

12                  SPEAKER: Okay. So --

13                  SPEAKER: Good point.

14                  SPEAKER: All right. Save that. I'm  
15 just going to write it the way you said it.

16                  SPEAKER: Okay. If the plan is to take  
17 traffic off, or if the problem I guess --

18                  SPEAKER: Is congestion traffic.

19                  SPEAKER: -- is congestion on Glenwood --

20                  SPEAKER: See I think the major problem  
21 is actually congestion on I-440. Glenwood Park  
22 probably, too.

23                  SPEAKER: No. No. No.

24                  SPEAKER: That's what they have been  
25 presenting to us.



1                   SPEAKER: I think that if you look at the  
2                   traffic, you know, in the afternoon coming from the  
3                   -- from the east, exiting on Glenwood, they're  
4                   trying to get out towards Briar Creek and the  
5                   Beltline is backed up. In addition to where it's  
6                   backed up at Wade Avenue causing Ridge Road to get  
7                   traffic, a huge problem with the mall is that  
8                   traffic, it backs all the way up to the Beltline,  
9                   up towards Six Forks and the other problem is  
10                  Glenwood Avenue coming into town, the fact that  
11                  they had that Cloverleaf and the fact, you know,  
12                  that it needs to be like what you said, something  
13                  in Texas, some sort of flyover, elevated road to  
14                  get traffic that's going east on 70 to get east on  
15                  440, they need something there, you know?

16                  SPEAKER: At east or west toward Brier  
17                  Creek?

18                  SPEAKER: So the traffic, the problem is  
19                  going west, I mean the problem is both east and  
20                  west, right? The problem is from Six Forks out to  
21                  Brier Creek and from Brier Creek over to Six Forks.  
22                  That's -- that's where all the traffic counts are  
23                  and that -- that needs to get resolved. And the  
24                  problem is that you're dumping all that traffic into  
25                  this failed interchange --

1 SPEAKER: Yeah, Lead Mine.

2 SPEAKER: -- into Lead Mine.

3 SPEAKER: And there's a lot of people  
4 trying to get in and then Lead Mine narrows, it  
5 bottlenecks and --

6 SPEAKER: Okay. So Six Forks to Brier  
7 Creek --

8 SPEAKER: I mean that's just the --  
9 that's the --

10 SPEAKER: Well the infrastructure -- road  
11 infrastructure in Raleigh just hasn't kept up with  
12 the growth in Raleigh, which is problematic.

13 SPEAKER: And vice versa, right? So  
14 that's -- that's -- right. And the fact -- yeah.

15 SPEAKER: And this is -- this is the  
16 commuter traffic?

17 SPEAKER: It's in Glenwood. Yeah, it's  
18 commuter traffic. It's in Glenwood. It's 440.

19 SPEAKER: Right. And today it has two  
20 problems. Going -- going west it has the problem  
21 that it -- it gets backed up because of the Lead  
22 Mine Interchange and coming east it has the  
23 problem, because of that Interchange and because  
24 it's also a cloverleaf and this cloverleaf, people  
25 have to slow down to 10 or 15 miles an hour and you



1                   they're not going to increase traffic on Ridge --

2                   SPEAKER: I'm telling you, they got --

3                   SPEAKER: -- why should we be even  
4                   involved in that at all? Why do that project?

5                   SPEAKER: It's been five years.

6                   SPEAKER: Well, if you think about, if  
7                   you put an elevated road, you don't have to go buy  
8                   more land, you've already got your roadbed and you  
9                   just doubled it.

10                  SPEAKER: Why do you need the off-ramp?

11                  SPEAKER: It's just, any new --

12                  SPEAKER: Why do you need anything up at  
13                  Ridge Road?

14                  SPEAKER: Yeah, anything.

15                  SPEAKER: Why the stakes?

16                  SPEAKER: At Ridge Road?

17                  SPEAKER: Uh-huh.

18                  SPEAKER: Yeah.

19                  SPEAKER: Okay. At Ridge Road.

20                  SPEAKER: Everything is --

21                  SPEAKER: Near Ridge Road if we catch  
22                  that too.

23                  SPEAKER: Yeah. We don't call that Ridge  
24                  Road.

25                  SPEAKER: Near or at Ridge Road. Okay.

1                   SPEAKER: I mean, the thing is, we need -  
2                   - that's -- like I said, that's our only buffer.  
3                   We don't have a traffic wall. We don't have walls.  
4                   We don't have anything. We have land, we have  
5                   trees that's serving a purpose. It's not just  
6                   empty space.

7                   SPEAKER: Okay. So the land --

8                   SPEAKER: So don't take our buffer and  
9                   replace it with more highway.

10                  SPEAKER: Yeah. And if, it's like so  
11                  many places where the wall is where you can't have  
12                  a wall.

13                  SPEAKER: Okay. So the land and the  
14                  trees are serving a purpose. What do you think?  
15                  Any other important things that --

16                  SPEAKER: I don't think so.

17                  SPEAKER: Okay.

18                  SPEAKER: Thank you.

19                  SPEAKER: All right. So the last  
20                  question is, what can North Carolina DOT do to  
21                  demonstrate that they are truly being a partner  
22                  with the community of stakeholders, while tackling  
23                  this complex transportation challenge, which, it  
24                  says here, "created by rapid urban growth in Wake  
25                  County"? So I think they are recognizing that part

1 of the this is the growth.

2 SPEAKER: It's a tough place to be.

3 SPEAKER: So think about this as a --

4 SPEAKER: They can wait on this project  
5 until those other projects are done so that they  
6 can get a true picture of --

7 SPEAKER: Yeah, yeah.

8 SPEAKER: They're all interconnected,  
9 though. They really are.

10 SPEAKER: Okay. So wait on this project  
11 --

12 SPEAKER: So that construction project --

13 SPEAKER: Okay. What else?

14 SPEAKER: Well, I thank them for having  
15 this session and to change their MO.

16 SPEAKER: Okay. So --

17 SPEAKER: And so it's real important for  
18 us to have a say and to have it go back and then to  
19 come back here again to -- after they have  
20 discussed this with their design experts and so  
21 forth, but all of that needs to be put on hold  
22 until these other projects are completed.

23 SPEAKER: Yeah. I mean, I think there's  
24 two -- two things I think about putting on hold.  
25 One is that these other traffic things will -- it

1 makes sense to understand what their impact is.  
2 But the other one that, you know, I think the bad  
3 feelings here is that we have the city proposal  
4 that, you know, was retail centric, that kind of  
5 was there for years and suddenly, it seemed to me,  
6 out of the blue, you know, this project that was  
7 scheduled for three or four or five years out in  
8 the future, suddenly is now like the most important  
9 thing at DOT. And nothing's changed, you know. It  
10 seems like that's just like --

11 SPEAKER: Retail's declined, so that --

12 SPEAKER: -- retail's -- if anything --  
13 right. Retail's declined --

14 SPEAKER: Yeah, I shop less.

15 SPEAKER: -- and it's less of a problem.  
16 And, like, what -- like, it seems like something's  
17 -- something's fishy, you know, something's rotten  
18 in Denmark, because why is this being accelerated?  
19 I mean --

20 SPEAKER: I think it's being accelerated  
21 because traffic around Glenwood is terrible. But  
22 it's not just the mall, it's people who are trying  
23 to get --

24 SPEAKER: But if -- right. But I think  
25 it -- it's not the mall. And that's why -- why do

1                   they dust off an old study that was mall centric --

2                   SPEAKER: Yeah.

3                   SPEAKER: -- to solve what is, you know,  
4 legitimate traffic problems.

5                   SPEAKER: Actually, it isn't that mall  
6 centric, really.

7                   SPEAKER: I -- I disagree. I've read it.  
8 You don't have those. You don't have all the  
9 comments in the study and it's stronger than that,  
10 but it is pretty mall centric, if you look at the  
11 -- if you look at the focus groups, if you look at  
12 the input, if you look what they want to do. Do  
13 they want to improve pedestrian and bike traffic  
14 around the mall access? Part of this was fueled by  
15 wanting to have bike access to the mall. We've got  
16 a Greenway. We don't need -- that's a -- I don't  
17 know where that could go, but --

18                   SPEAKER: Is that a community asset?

19                   SPEAKER: Shouldn't -- well we have -- we  
20 have a -- there's a Greenway connection, a bike  
21 Greenway connection to the mall. We don't need --  
22 because part -- one reason why there's so much  
23 impact is there would be this bike/pedestrian lane  
24 in this interchange to go to the mall. We don't  
25 need that. So I don't know if that's a community



1           asset.

2                   SPEAKER: Right. I think they -- they --  
3 they -- when that -- when that proposal was  
4 proposed, there wasn't the Greenway access and now  
5 we actually --

6                   SPEAKER: Yeah, Greenways.

7                   SPEAKER: -- we already -- we already  
8 have since -- right -- since -- right. Since this  
9 Crabtree Valley city division of the Valley was  
10 produced, it talked about adding pedestrian and  
11 bike access at Ridge Road, but we -- since then the  
12 city has already connected Crabtree Valley to the  
13 Greenway through Marshall Park.

14                  SPEAKER: Yeah. There's a couple of  
15 different connections from the Greenway to this.

16                  SPEAKER: So it's -- they're now  
17 connected, so that's done.

18                  SPEAKER: They're already connected so  
19 they don't need to --

20                  SPEAKER: We don't need it.

21                  SPEAKER: -- we don't need the  
22 pedestrian/bike at Ridge Road.

23                  SPEAKER: Okay. Well, let me -- if I  
24 could -- okay. So that's an asset already  
25 connected to Crabtree?

1                   SPEAKER: Or -- well, the important thing  
2                   is that we don't need a second. We don't need it's  
3                   own dedicated --

4                   SPEAKER: We got one.

5                   SPEAKER: We have a Greenway, they have  
6                   one. We don't need --

7                   SPEAKER: I have never seen a dozen  
8                   people going across that.

9                   SPEAKER: Well you can do it at Glenwood.

10                  SPEAKER: Okay. So -- so if I could just  
11                  ask a follow-up question. When you were saying  
12                  that you didn't see it as mall centric, what are  
13                  some things that made you feel that it was more  
14                  balanced?

15                  SPEAKER: Well, if you look at Raleigh  
16                  basically like a bike roll, I mean all the spokes  
17                  go out and they've all become major congestion  
18                  arteries. The Capital is congested, Six Forks is  
19                  congested, Falls is congested, 70 is congested.  
20                  None of them have kept up with the outlying growth  
21                  and that's -- that's the basic problem.

22                  SPEAKER: But she's asking about the  
23                  study. Is that in the study?

24                  SPEAKER: Yeah. Basically it does say  
25                  that people are trying to get up Glenwood and go



1 is. (Inaudible) it is.

2 SPEAKER: I'm not saying that.

3 SPEAKER: Yeah, that's why we're here.

4 Because it's --

5 SPEAKER: They want to connect --

6 SPEAKER: -- that's the preferred map.

7 That's the preferred alternative in the Crabtree

8 Valley site.

9 SPEAKER: It's Crabtree -- if they  
10 connect Crabtree Valley Avenue over the Beltline  
11 onto Ridge Road --

12 SPEAKER: Yes, that's the preferred  
13 alternative. That's where the DOT said where they  
14 were starting.

15 SPEAKER: -- and it will increase traffic  
16 as people travel --

17 SPEAKER: It was during that study there  
18 was an alternative road --

19 SPEAKER: It connect -- Crabtree Valley  
20 Road --

21 SPEAKER: -- it's a big interchange right  
22 there. It's not a direct connection to Ridge Road,  
23 it's an interchange.

24 SPEAKER: Yes, you go over the Beltline,  
25 it's connected to Ridge Road.

1                   SPEAKER: Yeah, but it's taken out all  
2                   the -- all of our trees. It's ruining --

3                   SPEAKER: Yeah, but you said it was  
4                   connecting to Ridge.

5                   SPEAKER: No.

6                   SPEAKER: It will -- it will increase  
7                   traffic.

8                   SPEAKER: I never said it was connected  
9                   to Ridge Road.

10                  SPEAKER: Or maybe, maybe they're saying  
11                  it's not. I don't.

12                  SPEAKER: Okay.

13                  SPEAKER: I don't know.

14                  SPEAKER: They definitely want to do it.  
15                  It's in the -- it's in the city's comprehensive  
16                  plan. That's another thing that needs to --  
17                  Crabtree Valley Avenue is a city street, so the  
18                  city has been saying we don't really have anything  
19                  to do with this, this is all DOT. That's not  
20                  exactly true. The DOT cannot force the city of  
21                  Raleigh to bring Crabtree Valley Avenue over to  
22                  meet I-440, that is, that's the city decision.

23                  SPEAKER: Okay. So --okay. Well, so is  
24                  there a -- is there anything else in terms that  
25                  would demonstrate the partnership with DOT?

1                   SPEAKER: If they respect the integrity  
2 of their neighborhood, the quality of life, the  
3 environmental considerations, the tree canopy.

4                   SPEAKER: Okay.

5                   SPEAKER: Yeah, but I think also to catch  
6 what Judy said that off of a chart, I think that  
7 maybe this is not, you know, some -- some of, you  
8 know, the -- I don't have any relationship with DOT  
9 or the city, but it seems like whatever they want  
10 to -- they want to hide from the public, they blame  
11 the other. DOT will say, oh, that's not ours,  
12 that's the city. And the city will say, oh, that's  
13 not ours, that's DOT, when in fact, they really --  
14 they -- they need to work -- they are working  
15 together -- wink-wink, nod-nod. And they -- they  
16 -- they can say, well, you know, technically that's  
17 not true, because it's the city or the city can  
18 say, well, technically, that's not true, because  
19 it's a DOT. And then they get their -- their --

20                   SPEAKER: The city has much more of a --  
21 of an impact than they have so far admitted. The  
22 only thing they've, so far, admitted and said,  
23 well, it's just financial. That's not so. I mean,  
24 Joey Hopkins said the city has a seat at the table  
25 and of course they do. They're not going to -- but

1 the city doesn't -- because the city is accountable  
2 in elections, so they don't want to --

3 SPEAKER: They don't want to appear to be  
4 --

5 SPEAKER: -- they don't want to appear to  
6 be --

7 SPEAKER: Well the DOT has really the  
8 toughest position, because they've got to look at  
9 the big picture, whereas really, we just care about  
10 what's in our backyard. Really, if you're a  
11 Raleigh resident, you want this traffic nightmare  
12 to end and so DOT is looking at that in a bigger  
13 picture and trying to make Raleigh work.

14 SPEAKER: They don't need to do it in the  
15 backs of an established neighborhood. They don't  
16 need to --

17 SPEAKER: No.

18 SPEAKER: -- the city doesn't need to  
19 keep allowing higher and higher density behind the  
20 mall and then try and make us pay for that. They  
21 need to have sustainable fresh, sustainable  
22 planning.

23 SPEAKER: So, so in terms of the DOT  
24 Partnership, I want to make sure I'm capturing  
25 this. There is some frustration about this idea of

1                   --

2                   SPEAKER: Transparency.

3                   SPEAKER: Okay.

4                   SPEAKER: There's been a lack of  
5 transparency between what the city and what the  
6 actual roles are, it seems to be.

7                   SPEAKER: So -- and I put down here,  
8 strengthen relationship and accountability between  
9 DOT and the city, noting that the Crabtree Valley  
10 Road is -- Avenue is a city road?

11                  SPEAKER: A city street.

12                  SPEAKER: And increased transparency  
13 about their roles -- respective roles so you're not  
14 getting caught in the middle, or they're not  
15 playing each other off.

16                  SPEAKER: Right. And doing that.

17                  SPEAKER: Yeah. And community members  
18 are kind of caught in the middle. So -- so not  
19 blaming the other, they can -- catching community  
20 members in the middle. Okay, okay.

21                  SPEAKER: Or just step up to the plate  
22 and take responsibility for the city. I mean if  
23 the city wants that, they need to say we want it,  
24 not just well, we have to see what the DOT -- they  
25 need to yeah, they need to be transparent about



1                   what their role is.

2                   SPEAKER: Okay. Anything else in terms  
3 of -- because remember this is going to be going  
4 into how they communicate, what they communicate --  
5 any other things that you would like in terms of  
6 what would demonstrate partnership?

7                   SPEAKER: I mean I think one of the, I  
8 mean they said it in the Fellowship Hall, but you  
9 know there's -- there's three, three or four of  
10 these meetings and there's several breakout groups  
11 that we're only one small thing, it would be good  
12 to understand what these records are saying and  
13 whether them waiting for six months and then it  
14 suddenly something gets stomped. I mean this is  
15 good that we all get to speak our mind because I'm  
16 the type of person that wouldn't speak up in a  
17 large group.

18                   SPEAKER: Okay.

19                   SPEAKER: But --

20                   SPEAKER: This is a group.

21                   SPEAKER: -- but at the same time,  
22 there's -- there's probably a lot of good thoughts  
23 that we don't know about that's happening in the  
24 other 50 groups. And so getting more quicker  
25 feedback from all the other breakout sessions.

1 SPEAKER: Yeah. Yeah.

2 SPEAKER: Transparency of process.

3 SPEAKER: You can do it two ways. You  
4 can do breakout and you could also could have a  
5 larger meeting where everybody can, you know -- it  
6 doesn't have to be just this format, too. You  
7 could have a larger town hall type of meeting.

8 SPEAKER: Okay. So I'm going to say,  
9 since we -- since this hasn't happened before, what  
10 I'll say is quick feedback from these sessions,  
11 like, not waiting and a chance to -- so -- all  
12 right. So in terms of that feedback, I think what  
13 Beth was saying was that they're going to put it on  
14 the Web, they're going to write up a report,  
15 they're going to put it on the Web and they're  
16 going to share it with the different design firms.  
17 Am I hearing that you would also like -- so you'll  
18 have it visually, you know, accessible to read.  
19 Are you saying that you would also like an  
20 opportunity to come back as a large group before --

21 SPEAKER: Yes.

22 SPEAKER: You will be coming back, I  
23 guess, once they come up with the designs. Are you  
24 saying you would like an opportunity to meet after  
25 you see the report but before the designs or, like,

1 in that process?

2 SPEAKER: Well, that kind of makes sense,  
3 doesn't it? I mean, the way you said it, it makes  
4 sense. If they post all this on the Web and you  
5 get a chance to read it, the same input the design  
6 firms gets, wouldn't a large meeting to answer  
7 questions about that make sense?

8 SPEAKER: You tell me.

9 SPEAKER: Yeah.

10 SPEAKER: Okay. So I'll put that down.  
11 So it's really -- you guys are -- what I'm hearing  
12 is you're appreciating the small breakout group,  
13 but you really do want to be able to get together  
14 once you have something to react to, to be able to  
15 hear each other as a large -- as a community?

16 SPEAKER: Yes.

17 SPEAKER: Right, and you're going to  
18 transcribe this flash drive, or whatever you call  
19 it?

20 SPEAKER: Yeah.

21 SPEAKER: And that will be posted on the  
22 Web?

23 SPEAKER: The transcriptions won't be,  
24 because there's just too many. Can you imagine all  
25 of these? So what they're doing is they're going

1 to be compiling themes.

2 SPEAKER: What if you guys -- she said  
3 something about a flip chart? The comments would  
4 be matched up with whatever category they -- what  
5 if you have a comment that's -- you all have not  
6 created a category for, are those going to be still  
7 included?

8 SPEAKER: Yeah.

9 SPEAKER: Like, I mean --

10 SPEAKER: Yeah. Yeah. Yeah. So --

11 SPEAKER: Like -- like if you don't have  
12 a transparency category ---

13 SPEAKER: Yeah?

14 SPEAKER: -- are those comments still  
15 going to be -- are all the comments going to be  
16 captured whether or not they fall into a particular  
17 heading?

18 SPEAKER: Yes. I want -- I just want to  
19 make sure that I have time to do that. Yeah, so  
20 we'll put a pin right there, because we're going to  
21 come right back to that. That's a way that we can  
22 wrap up. So convene a large meeting of the  
23 community with -- to react to the report actually,  
24 right, as a large group?

25 SPEAKER: Where our answers can be -- our

1 questions can be answered. A lot of times, you  
2 know, we're told that our questions can't be  
3 answered. They don't have the specific, you know,  
4 knowledge to do that, they're just facilitating; so  
5 a meeting where our questions can actually be  
6 answered.

7 SPEAKER: So with Q and A and with -- I'm  
8 going to put with discussion and with Q and A,  
9 right? We're talking about two different things  
10 here.

11 SPEAKER: I think, really, until you see  
12 the plans, this is part of the plans that, in my  
13 opinion, when you actually see the plans and can  
14 give feedback on those, until that's --

15 SPEAKER: Well, they should just plan to  
16 let it go well for us.

17 SPEAKER: No, I think that's correct,  
18 right?

19 SPEAKER: Yeah. I mean they did, they  
20 showed us and then said well that's not really the  
21 plan. Well, what are we supposed to give feedback  
22 on then --

23 SPEAKER: Right.

24 SPEAKER: -- if we don't have a plan? So  
25 --

1                   SPEAKER: So just in terms -- I'm not  
2                   sure what the timeline is; is on being able to  
3                   provide feedback online, on the website, important?  
4                   Like, if you have comments on that, or just seeing  
5                   the report?

6                   SPEAKER: I'd make it all available.

7                   SPEAKER: With the capacity to comment?

8                   SPEAKER: Yes. I'd make -- I'd make  
9                   everything available; it's not like they don't have  
10                  the budget.

11                  SPEAKER: Okay.

12                  SPEAKER: Early -- early in -- I thought  
13                  of this earlier and don't know where this should go  
14                  -- but they're talking about, well, there's this  
15                  need to get this done and this and that, but very  
16                  early on a comment was made by the DOT in  
17                  [inaudible] that we have the money and we need to  
18                  spend it; that was made. So -- so that doesn't  
19                  lead me to think there is this burning necessity to  
20                  have -- that's in -- that was the financial reason,  
21                  not that they had to -- that's why they had to do  
22                  this right now. When we asked -- when I have asked  
23                  why has this project been accelerated, I've been  
24                  told it's because we've got the money and we need  
25                  to do it.

1 SPEAKER: That's what Joey said?

2 SPEAKER: That's what Joey said.

3 SPEAKER: Yes.

4 SPEAKER: Joey -- Joey said that. Joey  
5 said that and that's --

6 SPEAKER: No, he said there was no time  
7 limit.

8 SPEAKER: Well he said there's no time --  
9 he said -- at the first meeting -- well, when he  
10 was talking to us, he said with that money, we've  
11 been told -- we've been told to spend it, you know.  
12 That's -- our instructions have been to spend it.  
13 So that's not great way to do a contract.

14 SPEAKER: So would you say an important  
15 thing to be would be, don't just do it because you  
16 have the money?

17 SPEAKER: I'm sorry. Excuse me?

18 SPEAKER: Did you want to make a  
19 recommendation in terms of an important thing or --  
20 in terms of that, in terms of just --

21 SPEAKER: Well just under -- I don't know  
22 where to put it -- just, when they're talking about  
23 the necessity or why has it been accelerated. What  
24 -- I guess the question is why has it been  
25 accelerated? I don't know how to --

1 SPEAKER: And we have that, right? Why  
2 was it accelerated?

3 SPEAKER: Yeah.

4 SPEAKER: I mean just it's -- it's  
5 transparency. Originally for 2025, why was it  
6 accelerated? So that's kind of left a --

7 SPEAKER: I'm going to put here, is it  
8 because of money?

9 SPEAKER: I got just a quick question.

10 SPEAKER: We've been told that they were  
11 direct -- you know, that they have been -- the  
12 general assembly -- has been directed to spend that  
13 money.

14 SPEAKER: Okay.

15 SPEAKER: Though that doesn't seem like  
16 it.

17 SPEAKER: All right. Okay. Well let's  
18 go back to your idea about the -- what else. Was  
19 there anything else that came with the partnership?  
20 Anything you would like them to do, or ways of  
21 communicating that you would like to see? I'm  
22 going to call this, what else.

23 SPEAKER: Do you know when the 440  
24 widening is supposed to start?

25 SPEAKER: It's been -- I think it's been



1 bid out. It was supposed to start --

2 SPEAKER: I think it's starting in the --  
3 it's starting this year, I think, in the spring.  
4 I'll look on the website and see. I think it's  
5 this -- it's this spring.

6 SPEAKER: Okay. So what else?

7 SPEAKER: I mentioned this in a previous  
8 meeting. I think that having multiple,  
9 simultaneous highway projects going on is going to  
10 be very difficult. I really think they need to  
11 widen 440 and get the congestion out from there  
12 before they start doing something down this way.

13 SPEAKER: That's what we've been saying.

14 SPEAKER: I think if it was done  
15 simultaneously, it's just going to create more  
16 nightmare than we already have.

17 SPEAKER: Definitely get more cut  
18 through. Once people are used to cutting through,  
19 they keep doing it.

20 SPEAKER: The process is on widening is  
21 going to just kill us.

22 SPEAKER: That's going to be a difficult  
23 project down there.

24 SPEAKER: Too disruptive to communities.

25 SPEAKER: Well, I look at the problem

1 with traffic now, construction is just going to add  
2 to that problem. And yes, eventually it will  
3 alleviate it, but in the meanwhile, I think if you  
4 have traffic congestion here caused by  
5 construction, as well as up there, you're just --  
6 quite honestly, they should have undertaken that  
7 expansion up there 10 years ago. They've just  
8 waited too long.

9 SPEAKER: Okay. What else?

10 SPEAKER: Don't put a Crabtree Valley  
11 Avenue interchange up at Ridge Road.

12 SPEAKER: I think we have that.

13 SPEAKER: You might as well write it down  
14 again.

15 SPEAKER: I will.

16 SPEAKER: Thank you. You have to put the  
17 Avenue in there --

18 SPEAKER: Avenue --

19 SPEAKER: -- right after -- right after  
20 Valley. Yeah.

21 SPEAKER: Avenue interchange --

22 SPEAKER: Crabtree Valley Avenue at Ridge  
23 Road, near Ridge Road, beside Ridge Road, where  
24 Ridge Road can see it, that kind of thing.

25 SPEAKER: Would include Ridge Road.

1 SPEAKER: At or near Ridge Road.

2 SPEAKER: Okay.

3 SPEAKER: In the viewscape of Ridge Road  
4 -- or hearing.

5 SPEAKER: Any other -- so in a -- we have  
6 a few minutes left, I'm not sure -- in an ideal  
7 world, like, what would be your vision of this --  
8 of what you would see happening?

9 SPEAKER: With the -- with the project?

10 SPEAKER: Uh-huh.

11 SPEAKER: I would like them not to do the  
12 project. Not do it at all.

13 SPEAKER: Okay.

14 SPEAKER: Well, no. I think that --  
15 well, I don't want to put words in your mouth. I  
16 think at Ridge Road, I would think that -- I think  
17 -- I feel like the Glenwood Avenue/440 Interchange  
18 needs massive improvements. So, you know, that's  
19 part of this project.

20 SPEAKER: Yeah.

21 SPEAKER: And they -- they do need to  
22 spend money and put -- you know, put all your money  
23 in making that the best interchange that the  
24 highway designers can design , because that's --  
25 that's where the -- that's where the -- the -- that

1 interchange needs -- it's a 1950's cloverleaf  
2 interchange. It needs improvements.

3 SPEAKER: Okay. So massive improvements  
4 are needed at -

5 SPEAKER: At US-70 and I-440 and that's  
6 where the construction should be and, you know,  
7 they need to have flyovers and bridges and tunnels  
8 and whatever else they need. You know, boring  
9 designs, you know, getting musk out here to bore  
10 under it or something.

11 SPEAKER: And, you know, just like we --  
12 I think you're talking about the emperor's clothes,  
13 I mean fix that. You know Ridge Road shouldn't be  
14 affected.

15 SPEAKER: While preserving our buffers --  
16 what do they do then? Calling it off again.

17 SPEAKER: Yeah, okay.

18 SPEAKER: While preserving our buffers.

19 SPEAKER: They have plenty of  
20 right-of-way down there.

21 SPEAKER: That was the focus of the  
22 product, we're just an ancillary --

23 SPEAKER: Well, no. But I think if that  
24 was really the -- there's -- that's the effective  
25 partnership in this transparency, if -- if we

1                   really believe that, I wouldn't be here.

2                   SPEAKER: We wouldn't be here.

3                   SPEAKER: Like you said, they've changed  
4 the wording on the DOT website. They changed the  
5 description. I have the original handouts and the  
6 description was entirely different. It's let her  
7 down, Ridge Road just pushed away. Language is a  
8 broadened, that's precise --

9                   SPEAKER: But there's still stakes in our  
10 yards and on our streets and there's paint and --

11                   SPEAKER: I mean one thing -- well, I had  
12 one person show me the interchanges of the dot on  
13 the map. Like, what are you worried about? It's  
14 over there. Well, the dot on the map does not  
15 describe the footprint, unless there's new  
16 technology where the cars will go up, hover and  
17 turn. You're going to have to have branches --

18                   SPEAKER: I hear that's coming.

19                   SPEAKER: But you know, it's just --  
20 that's -- that's not the reality of it.

21                   SPEAKER: Right.

22                   SPEAKER: It's not just a dot on the map.

23                   SPEAKER: Exactly. Okay. So massive  
24 improvements are needed, while preserving buffers.

25                   SPEAKER: Existing others.

1 SPEAKER: Existing buffers.

2 SPEAKER: Yeah.

3 SPEAKER: Okay. Okay.

4 SPEAKER: No. I mean, no. I was just  
5 going to say -- I was just saying, yes.

6 SPEAKER: Okay. All right. Well, how  
7 about -- I mean, just in the last minutes, how do  
8 -- how -- where are you at in terms of what you  
9 were feeling when you first sat down to where you  
10 are now? Do you want to, maybe, like have a go  
11 around and just --

12 SPEAKER: I mean it's been nice, but I  
13 need to see the map.

14 SPEAKER: You need to see the designs,  
15 yeah.

16 SPEAKER: Yeah, I'm very curious what  
17 designs they come back with. And honestly, I think  
18 some of those designs could be outstanding for this  
19 neighborhood, I think some could be more  
20 detrimental. We'll just see what they come back  
21 with.

22 SPEAKER: I hope the designs are --  
23 that's another what else, forward thinking designs,  
24 not retro, not, you know -- forward thinking about  
25 what's important.

1                   SPEAKER: Not just playing catch up.

2                   SPEAKER: Well, not just throwing down  
3 concrete. I mean some of that stuff you look at,  
4 it looks a kid dumped a spaghetti bowl upside down.  
5 There's just -- you know, use forward thinking,  
6 innovative --

7                   SPEAKER: So -- so what would be -- what  
8 would be some examples of innovative designs?

9                   SPEAKER: Well, there's, I mean, I don't  
10 remember the names of them all now, but like you  
11 know the DDS, some -- ones that have the more  
12 restricted, have a narrower footprint, a narrower  
13 impact, but with, you know, a better result. Like  
14 those alternatives they had from the vision of  
15 Valley, that's just such old school, is big john,  
16 again there's a version of Cloverleaf's and  
17 flyovers and -- you know, people move away from  
18 that. Raleigh is trying to attract people like,  
19 you know, Amazon and things like that and you know,  
20 people move away from -- I don't hear anybody  
21 bemoaning the fact they don't live near the New  
22 Jersey Turnpike anymore. They don't live up by  
23 Falls Church, you know, places like that, so just  
24 to have some foresight in their design.

25                   SPEAKER: Okay.

1                   SPEAKER: Well, they need to think of the  
2 future, too, so we're not in this again in five or  
3 10 years. I mean, you think ahead in 20 years,  
4 what's traffic going to look like then? So --

5                   SPEAKER: 60 people a day.

6                   SPEAKER: 15, 20 years?

7                   SPEAKER: Oh, yeah.

8                   SPEAKER: Well, they said that Wade  
9 Avenue was going to be obsolete, but [inaudible].

10                  SPEAKER: Any other -- I mean, you've  
11 been referring to some things that you've seen in  
12 other places that you've lived and are there design  
13 ideas, or?

14                  SPEAKER: Texas interchanges are -- are  
15 horrible to look at.

16                  SPEAKER: I love the solar power one and  
17 the streets that collect energy and --

18                  SPEAKER: Okay. Any other thoughts or  
19 feelings from --

20                  SPEAKER: I appreciate the opportunity to  
21 be heard.

22                  SPEAKER: Okay.

23                  SPEAKER: I do hope that, you know,  
24 you're -- that they're hiring you all, spending all  
25 this money -- I do hope that that is really



1           listened to and it's not a dog and pony show just  
2           to make us speak up.

3           SPEAKER: Like there's a skeptical piece  
4           of me that feels like plans are made and I just do  
5           hope that that is something that is heard.

6           SPEAKER: Window dressing. We have --  
7           this is not just window dressing.

8           SPEAKER: Yeah.

9           SPEAKER: But I do -- at the faculty club  
10          they -- they -- DOT did change did change their  
11          mind and did not take as much as that property.

12          SPEAKER: Well, they -- and some of that  
13          though came from tightening the design, you know  
14          they were able to tighten the design and --

15          SPEAKER: Yeah. Yeah, so changes were  
16          made so that was much better so we don't lose the  
17          entire pool.

18          SPEAKER: The golf course.

19          SPEAKER: Oh, I think they'll still lose  
20          all the golf course and all the tennis courts, but  
21          at least not the pool, with the \$100,000 slide,  
22          because it's only a year old, so -- and the sand  
23          box.

24          SPEAKER: So, what I'm thinking --

25          SPEAKER: Well, that's another point too.

1           That -- that's going to be massively  
2           environmentally destructive at that end of Ridge  
3           Road, that so much -- so many trees, so much open  
4           space, you know? We don't need to do it in --  
5           they just need to make an effort to preserve where  
6           they can.

7                         SPEAKER: Okay.

8                         SPEAKER: Well -- just, I mean, I know  
9           that they saved a lot of [inaudible], but then they  
10          also tightened design and Meredith to -- to - to  
11          improve the tree buffers there, between there and  
12          the College.

13                        SPEAKER: I think so. I think they --

14                        SPEAKER: And so, one would hope that  
15          whatever they do, you know, at Glenwood and 440,  
16          that they also, you know, it's not just a spreading  
17          asphalt down, but they also consider the  
18          neighborhood there, that -- maybe we don't have as  
19          big a voice at the Faculty Club and Meredith  
20          College, which have, obviously, thousands, you  
21          know, tens -- hundreds of thousands of alumni.  
22          There's only a finite number of people that live on  
23          Ridge Road, so we're not as a big a voice as that.  
24          But hopefully they -- they'll listen to our voice  
25          the same way they listened to Meredith and the NC

1 State when they tightened the design there.

2 SPEAKER: Okay. So you want to really  
3 see this feedback being reflected in the results?

4 SPEAKER: Yes.

5 SPEAKER: Well, yeah. Just make it as  
6 redundant as we can.

7 SPEAKER: Yeah. It's -- you write it on  
8 that one, and then it comes up over there.

9 SPEAKER: Repetition.

10 SPEAKER: And so, having compiled this  
11 kind of feedback from lots of different people,  
12 those themes really do stand out and all of a  
13 sudden it's like right? You know, so repetition is  
14 good. Okay. Anything? Any other thoughts?

15 SPEAKER: You've done a good job.

16 SPEAKER: Oh, thank you. It's -- and  
17 truly I just appreciate your feedback, in terms of  
18 not really understanding. They kept us kind of in  
19 the dark and I think for us to be able to just stay  
20 really more in a listening mode, so I really  
21 appreciate your clarity and your caring and your  
22 willingness to take time out of your day to be  
23 here. And I do hope that you encourage other  
24 people to come to some of the other sessions. I  
25 know that with all the floods and all of that, it's

1           been very disruptive for a lot of people and so the  
2           fact that you're all here is terrific. Okay. All  
3           right. Let me just double check and see if there  
4           is anything else. Beth has gone through about  
5           aggregating the data into a report. We've got the  
6           idea about making sure that you can comment even on  
7           the website and then also adding in, possibly, a  
8           community meeting in between to be able to respond.  
9           We won't have the results, obviously to -- they  
10          will have that at one point, but I guess this  
11          meeting who I have before you, get the feedback.

12                    SPEAKER: I mean our concerns are going  
13                    to say the same.

14                    SPEAKER: Right.

15                    SPEAKER: Regardless of what it is, so --

16                    SPEAKER: Do you think it would be  
17                    valuable enough to meet together as a group and  
18                    discuss it face-to-face, in that case, or wait?

19                    SPEAKER: I think as many community  
20                    meetings as possible.

21                    SPEAKER: Yeah, I think so, too.

22                    SPEAKER: All throughout the process.

23                    SPEAKER: Okay.

24                    SPEAKER: They can hear what other people  
25                    have to say.

1                   SPEAKER: Well, I think that's important  
2                   for them to hear, because I think -- you know, they  
3                   said they're willing to adjust what the schedule  
4                   is.

5                   SPEAKER: But I mean -- I mean as a whole  
6                   not -- not the breakout session.

7                   SPEAKER: Yeah.

8                   SPEAKER: I mean --

9                   SPEAKER: For discussion and Q and A?

10                  SPEAKER: Uh-huh.

11                  SPEAKER: Okay. And -- okay. So in  
12                  terms of the overall agenda, I guess you all have  
13                  that agenda? Are you meeting back in a larger  
14                  group?

15                  SPEAKER: I don't think so.

16                  SPEAKER: No, I think we just go away.

17                  SPEAKER: No, no. She didn't say.

18                  SPEAKER: There's cards that probably  
19                  turned in the --

20                  SPEAKER: Oh yes, those cards. Yeah. So  
21                  I'll take those.

22                  SPEAKER: Can I borrow your pen?

23                  SPEAKER: Oh, sure.

24                  SPEAKER: Everybody's got one? Terrific.  
25                  Now is this something that you would recommend to

1           your other neighbors and people in the area to  
2           come?

3                         SPEAKER: Oh, absolutely.

4                         SPEAKER: Good. That's always, like, the  
5           litmus test for me is if you're willing to  
6           recommend it to somebody else, then it was worth  
7           your while. Okay. Perfect.

8                         SPEAKER: And I think it's good too that  
9           you've had it at different times of the day,  
10          because working people, you know, various and  
11          sundry other things.

12                        SPEAKER: Okay. Wonderful.

13                        SPEAKER: Thank you.

14                        SPEAKER: All right. Well, thank you all  
15          very much.

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