

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

Facilitated Listening Session

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

Room 3112 Session

Transcription by:  
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1                   SPEAKER: Excellent. So again, my name  
2 is Wayne Childers.

3                   SPEAKER: I'm Amelia Brenner.

4                   SPEAKER: It is September 25th. That's  
5 for the record. We're going to go ahead and get  
6 started with this session. A couple of things, we  
7 have six questions that we want to get through.  
8 We'll do, just, a quick round of introductions and  
9 some grounding, so that we know how we're going to  
10 move through these next -- these -- this next  
11 little bit of time together. But I would encourage  
12 you to do a couple of things as we get going here.  
13 Has anybody done a session like this before, just  
14 out of curiosity?

15                   SPEAKER: No.

16                   SPEAKER: No.

17                   SPEAKER: Okay. So the first and most  
18 important thing in a session like this is to  
19 listen, and listen to each other. We're going to  
20 be doing our best to listen to what you guys have  
21 to say and get it up on these pages. We also have  
22 the audio recording here for the detailed  
23 questions, but focus on the question. Often times  
24 in these conversations, it's easy to take a  
25 tangent, to get off on the wrong on ramp or the

1 right on ramp, whatever metaphor you want to use,  
2 but to get diverted into some other things. And if  
3 we come back and reground you in the question,  
4 please don't take offense at us. We're just trying  
5 to focus.

6 And there's a couple of key elements  
7 around safety, around what you value, around  
8 community assets, and we want to make sure that we  
9 capture that. We have, on average, about 10 or 12  
10 minutes per question. Okay? Maybe a little bit  
11 more than that, we'll see how we're doing. If one  
12 goes a little bit long, one goes a little bit  
13 short, we've got an hour and twenty minutes to go  
14 through.

15 If you could, please mute your -- any  
16 electronic devices, or put them on silent. And as  
17 we talk about listening, try and be as respectful  
18 as possible to the other people's opinions. They  
19 might have a totally different experience and a  
20 totally different opinion than you, and that's  
21 okay. This is not about resolution. This is not  
22 about a debate right now, in terms of who's right  
23 and who's wrong. That's not the purpose of this at  
24 all, as you heard Beth say before. We're really  
25 just trying to capture your input, and be as

1 specific as possible, speaking from your home and  
2 your experience, or your business.

3 Try and be concise and give examples  
4 where you can. We may not know exactly what you're  
5 talking about, so if we ask for clarity, please --  
6 please indulge us if it's something that is  
7 specific around here that we may, just, not be  
8 familiar with because we're not in the impacted  
9 area. And we want everybody to participate. So I  
10 think that's everything. Did I miss anything?

11 SPEAKER: No. You're good.

12 SPEAKER: You guys have any questions for  
13 us before we get going?

14 SPEAKER: No.

15 SPEAKER: Okay. All right. So there are  
16 -- so for my friends back there, we have a couple  
17 of things. The recorder's up here. The map of the  
18 impacted area or the study area -- I'm looking to  
19 my guys to make sure I'm getting the language  
20 right. So the map, if you need to reference it, is  
21 right here. We've got -- before we get started,  
22 can we at least -- I'm horrible with names, but it  
23 will help me in this session, and same with Amanda.

24 SPEAKER: Amelia.

25 SPEAKER: Amelia. I'm sorry.

1           (Laughter.) See, I already said it. If we could  
2           just -- just first name around. You guys don't  
3           have nametags, so it'll help me as we're going  
4           through this session. So if we could just -- first  
5           name only, that would be great.

6                         SPEAKER: Luther.

7                         SPEAKER: Luther.

8                         SPEAKER: Muriel.

9                         SPEAKER: One more time.

10                        SPEAKER: Muriel.

11                        SPEAKER: Muriel. Great. Thank you.

12                        SPEAKER: Matt.

13                        SPEAKER: Matt.

14                        SPEAKER: Brian.

15                        SPEAKER: Brian.

16                        SPEAKER: Kevin.

17                        SPEAKER: Kevin.

18                        SPEAKER: Trae.

19                        SPEAKER: Trae. I will flunk the test  
20           later. But that's okay, we're going --

21                        SPEAKER: Milo.

22                        SPEAKER: Milo. Okay.

23                        SPEAKER: Sally.

24                        SPEAKER: Sally.

25                        SPEAKER: Dominic.

1 SPEAKER: Dominic.

2 SPEAKER: David.

3 SPEAKER: David.

4 SPEAKER: Kacey.

5 SPEAKER: Okay. We do have some people  
6 that are observers. They are different than the  
7 residents. So my observers, if you guys can just  
8 raise your hand. Are you -- are you a resident, as  
9 well, or are you an observer?

10 SPEAKER: I'm a former resident and I'm a  
11 graduate student researching public meetings.

12 SPEAKER: Okay. Great. Welcome. Didn't  
13 expect that, but that's cool. So we've got the  
14 questions up here. And we're going to start with  
15 -- we're going to start with the first one and  
16 we'll work our way down. I'm also going to throw  
17 this up because it should help us save a little bit  
18 on time. Has anybody ever seen one of these  
19 before? It's called a Time Timer; it's a reverse  
20 timer. So if you ever need to keep time at a  
21 meeting or anything, or on time sensitive stuff,  
22 when the red runs out, we're done with that item.  
23 If we need to stretch it, we might for an extra  
24 minute or two if it happens to be a really beefy,  
25 juicy conversation, but that just means we'll have

1 a little bit less time on the other things. So  
2 with that, it will help keep me on time. We're  
3 going to start with the first question. Ready to  
4 go?

5 SPEAKER: Uh-huh.

6 SPEAKER: Excellent. I'm going to read  
7 it out loud twice, and then we'll jump into it.  
8 And if you happen to want to read along, we only  
9 have -- unfortunately, we have one copy up here,  
10 and I've got this one here, but -- the question,  
11 Number 1 is; with one word, okay, the emphasis on,  
12 one word, describe the most important thing to you  
13 or your household or your business that must be  
14 considered as the project moves forward. Okay?  
15 With one word describe what is the most important  
16 thing to you or your household or your business  
17 that must be considered as this project moves  
18 forward. Okay. So looking for one word.

19 SPEAKER: Home.

20 SPEAKER: Home. Okay. Great. Home.

21 SPEAKER: Expedience.

22 SPEAKER: Expedience. Home and  
23 expedience.

24 SPEAKER: Safety.

25 SPEAKER: Safety. So we've got home,

1                   expedience and safety.

2                   SPEAKER: Yeah. I'll say expedience,  
3                   too.

4                   SPEAKER: We've got two for expedience.

5                   SPEAKER: Two for expedience.

6                   SPEAKER: Okay. So home, two for  
7                   expedience, E --

8                   SPEAKER: I-E-N-C-E.

9                   SPEAKER: -- I-E-N-C-E, okay. They have  
10                  not invented Sharpies with -- with spell check yet,  
11                  so sometimes when you're up there -- it makes it a  
12                  little bit challenging. We have two for  
13                  expedience.

14                  SPEAKER: Uh-huh.

15                  SPEAKER: What else? What other words do  
16                  we have?

17                  SPEAKER: Congestion.

18                  SPEAKER: Congestion. So again, the most  
19                  important thing to you that must be considered as  
20                  the project moves forward. Yes.

21                  SPEAKER: Well, I think it's hard to do  
22                  one word, but if I had to, I think I'd do --

23                  SPEAKER: You get one word.

24                  SPEAKER: -- respect. And can I  
25                  elaborate on respect?



1 SPEAKER: Yes.

2 SPEAKER: Okay. So I think respect for  
3 the, you know, the houses near where the  
4 interchange might be put, and respect for the  
5 entire community because that is where -- those are  
6 the people who are most impacted, is --

7 SPEAKER: Okay.

8 SPEAKER: -- the people that live there,  
9 so respect for those people.

10 SPEAKER: Respect for home and the  
11 community. Excellent. So we already have  
12 expedience here. What else?

13 SPEAKER: Mobility.

14 SPEAKER: Mobility. You got that? If  
15 you don't, that's okay.

16 SPEAKER: I was going to say schedule,  
17 but expedience pretty much covers that, and the  
18 other one I was going to say was going to be cost.

19 SPEAKER: Cost. Okay. Cost. This is  
20 not a session where it's mandatory that everybody  
21 has to speak, and we -- so if somebody says  
22 something that covers it for you, and you're good  
23 with that, that's okay. We don't need to add  
24 additional redundancy to this. So we've got home,  
25 we've got three for expedience, safety, congestion,

1 respect, mobility and cost. Yep.

2 SPEAKER: Impact.

3 SPEAKER: Impact. Okay.

4 SPEAKER: [Inaudible] might be really  
5 [inaudible].

6 SPEAKER: Are you good with this? Just  
7 looking for one word, that you really value, that's  
8 the most important thing to you, your household,  
9 your business, that's got to be considered.

10 SPEAKER: I would move to put schedule up  
11 there that he mentioned, also.

12 SPEAKER: Schedule. Okay.

13 SPEAKER: All right.

14 SPEAKER: [Inaudible] we can move off --  
15 we can move on the first one. The first question's  
16 done.

17 SPEAKER: Yay.

18 SPEAKER: Unless anybody has anything  
19 else they want to add, we're going to move on to  
20 the next question. We're going to -- the next five  
21 questions are not one-word answers. So you will  
22 have a bit more to expand on the particular topics.  
23 Okay? Little bit to get you warmed up. You want  
24 to keep capturing, or you do you want to swap out?

25 SPEAKER: I'm good with capturing.

1                   SPEAKER: You're good? Okay. We'll do  
2 another one. All right. So Question Number 2;  
3 what do you believe is needed to ensure the safety  
4 of your family, the people who live in the area and  
5 the people that travel through the area? So this  
6 is a question that's grounded in safety. Okay?  
7 What do you believe is needed to ensure the safety  
8 of your family, the people who live in the area and  
9 the people that travel through the area?

10                   SPEAKER: What is the context of that?  
11 Is that during construction, is that what you're  
12 getting at?

13                   SPEAKER: The entire project, I'm  
14 assuming.

15                   SPEAKER: Post construction?

16                   SPEAKER: This is just an open -- what is  
17 the first thing that comes to your mind when we ask  
18 that question. In any of those stages.

19                   SPEAKER: It's not -- it's not endemic to  
20 any one particular stage; it can travel the entire  
21 arc, so -- yes?

22                   SPEAKER: Well, when I think of safety, I  
23 think of not placing high traffic roads near  
24 households, which is, you know, that's very -- that  
25 could be very dangerous, so any plan that would put

1 an interchange near a house or a, you know, any  
2 kind of -- would divert any, sort of, highway. And  
3 the, you know, putting it through backyards or  
4 something like that, where kids could go onto,  
5 that's pretty -- I think that would -- preventing  
6 that would ensure safety.

7 SPEAKER: Okay.

8 SPEAKER: So I guess, keeping high --  
9 high-volume roads away from residential areas.

10 SPEAKER: Great. Keeping high volume  
11 roads away from residential areas.

12 SPEAKER: Does that capture what you're  
13 saying?

14 SPEAKER: I guess, creating high --  
15 creating high danger --

16 SPEAKER: Okay.

17 SPEAKER: Yeah. Creating high traffic  
18 roads.

19 SPEAKER: Ridge Road's already fairly  
20 dangerous.

21 SPEAKER: I'm sorry. What?

22 SPEAKER: It's -- Ridge Road's already  
23 fairly dangerous.

24 SPEAKER: Uh-huh.

25 SPEAKER: You know it's -- to me, the

1 safety, you know, less cars, period. Slower.

2 SPEAKER: So less -- less cars.

3 SPEAKER: Uh-huh.

4 SPEAKER: Yes. Less traffic on Ridge  
5 Road. I mean, I realize that to some people, it's  
6 a thoroughfare. To me, it's where I live. I walk  
7 my dog on it every night. My son and I ride bikes  
8 to Lacy, to and from every day. I had some guy  
9 doing significantly faster than everybody else  
10 trying to cut the corner from the Beltline to Wade,  
11 I'm having to assume, and had to slow down for two  
12 kids crossing on the bike and yelled at me to keep  
13 my F'ing kids out of the road. And you know, I'd  
14 like to not have that happen.

15 SPEAKER: Got you. Makes sense.

16 SPEAKER: What I think's dangerous is  
17 coming from north of Glenwood and going south to  
18 the Beltline because it feels like I'm going into  
19 battle every time. You know, you either wait five  
20 minutes in line and deal with the people merging at  
21 the last second, or you become one of the people  
22 merging at the last second, or you go down to the  
23 Woman's Club Drive.

24 And two years ago, I waited in line like  
25 I was supposed to, and here's my crash report where

1 I was rear-ended. And this was my two two-year-  
2 olds in the back seat of the car, rear-ended with  
3 me. And here are eleven more crash reports that  
4 happened this month. People in Zebulon, Benson,  
5 Dunn, Clayton, unknown, it was a hit and run.  
6 Burnsville, Henderson, Raleigh, Rocky Mount, Wake  
7 Forest, Raleigh, Durham, Benson, Benson, Cary,  
8 Raleigh, Raleigh, Virginia, Raleigh, Durham,  
9 happened this month, so far. Probably another one  
10 an hour ago.

11 I don't know why I got to go to the -- go  
12 into battle every time I -- I go see my parents'  
13 house. I mean, my kids and I are okay. We -- we  
14 missed my granddad's last birthday. And -- and  
15 just -- and just every time -- it -- again,  
16 probably one happened again an hour ago because it  
17 happens at 5:00 and 6 o'clock, four times a week.

18 SPEAKER: We have these --

19 SPEAKER: [Inaudible] --

20 SPEAKER: -- I want to make sure that we  
21 get --

22 SPEAKER: North Glenwood going south.  
23 Woman's Club Boulevard, is that what you said?

24 SPEAKER: Sometimes I do a U-turn there  
25 'cause I go past and want to turn around. I don't

1 want to go on Ridge Road. I almost never go to --  
2 I barely know it exists. I want to get on the  
3 Beltline. Get me to the Beltline.

4 SPEAKER: Talking about coming down Lead  
5 Mine, is that what you're talking about?

6 SPEAKER: Just coming down Glenwood from  
7 the north.

8 SPEAKER: Coming -- I got you.

9 SPEAKER: I'm willing to talk about  
10 coming down Lead Mine.

11 SPEAKER: Me too.

12 SPEAKER: You've got, like, six lanes and  
13 you go -- and then three of them go left and two --  
14 you don't know until you're there --

15 SPEAKER: You go into battle every time  
16 you take a left.

17 SPEAKER: Yeah.

18 SPEAKER: Okay. So we're switching over  
19 to --

20 SPEAKER: So --

21 SPEAKER: -- thank you for sharing.

22 SPEAKER: Well, no, it --

23 SPEAKER: I want to make sure that -- I  
24 want to make sure that we adequately capture the  
25 context there. So north of Glenwood, south,

1 dangerous merging and crash reports of -- crash  
2 reported during [inaudible].

3 SPEAKER: And you said that it happens  
4 between 5:00 and 6:00?

5 SPEAKER: It's all day.

6 SPEAKER: I mean, yeah. And especially  
7 at Christmas time.

8 SPEAKER: Yeah.

9 SPEAKER: Holidays, yep.

10 SPEAKER: I mean, just anytime I go to  
11 North Raleigh or East Raleigh or --

12 SPEAKER: Right.

13 SPEAKER: -- Wilmington, Knightdale,  
14 Wilson, Greenville.

15 SPEAKER: Got you.

16 SPEAKER: Pretty much anytime I  
17 take the interstate.

18 SPEAKER: So don't want to get on Ridge  
19 Road, get me on the Beltline.

20 SPEAKER: Yeah.

21 SPEAKER: Okay.

22 SPEAKER: Real -- I'm sorry, go ahead.

23 SPEAKER: No, no, no. You --

24 SPEAKER: I just would say, at really  
25 clearly marked traffic patterns, where you've got



1 plenty of time ahead of time, that people don't  
2 make dangerous moves, they don't try to rush, just  
3 clearly marked, well-thought-out traffic patterns.

4 SPEAKER: Okay.

5 SPEAKER: And preferably, not with six  
6 lanes going in one direction.

7 SPEAKER: Great.

8 SPEAKER: I would like to see very  
9 careful planning of alternate routes, once the  
10 construction takes place.

11 SPEAKER: Got you.

12 SPEAKER: Because right now, Lead Mine is  
13 over capacity.

14 SPEAKER: It is.

15 SPEAKER: I cannot get out of my  
16 neighborhood except by taking a right turn, and  
17 then going around, probably, an extra mile to go  
18 left. This happens every day from about 7:00 a.m.  
19 until 9:00. And it happens again from about 4:00  
20 until 6:00 in the evening. And this is on the  
21 two-lane section of Lead Mine.

22 SPEAKER: Two-lane section of Lead Mine?

23 SPEAKER: Okay.

24 SPEAKER: Yes.

25 SPEAKER: Thank you.

1                   SPEAKER: Right at Lynn Road. This --  
2                   that's a good access point.

3                   SPEAKER: Okay.

4                   SPEAKER: We can't take one more car in  
5                   that area.

6                   SPEAKER: Yeah. I guess so.

7                   SPEAKER: And I can just envision that  
8                   being the major, you know, that and Creedmoor are  
9                   going to become much more heavily trafficked once  
10                  they start construction.

11                  SPEAKER: Can't fit one more car.

12                  SPEAKER: Let me come at it from a  
13                  different angle. But this gentleman here is  
14                  raising his hand.

15                  SPEAKER: Up here and then --

16                  SPEAKER: So I think -- I think the main  
17                  concern in safety is to be looking at the Creedmoor  
18                  and Lead Mine intersections. Those -- both of  
19                  those intersections are horrendous. If you look at  
20                  the traffic data, there is probably 10 times more  
21                  accidents that happen there than anywhere else in  
22                  the study area. So I think -- and mainly around  
23                  there is mainly -- it's not residential, it's  
24                  retail.

25                  So you have a lot of creativity of what

1           you can do there because you're not really  
2           affecting a lot of homes by there. So -- and  
3           obviously, Ridge Road does have safety concerns,  
4           like what happened to you and you is -- around that  
5           area isn't, you know, isn't ideal, but for the  
6           volume of traffic that Ridge Road gets on it, it's  
7           relatively low accident rate.

8                         So I think the one way to make it safer,  
9           which I think we should do is, decrease the amount  
10          of traffic on Ridge Road. But the only reason that  
11          happens is 'cause there is so much congestion on  
12          Glenwood and the Beltline.

13                        So I think the problem really should be,  
14          you know, how can we -- how can we increase -- you  
15          know, how can we clear up Glenwood and how can we  
16          clear up the Beltline, so people stay on those  
17          roads and don't go into the neighborhoods.

18                        SPEAKER: Yep.

19                        SPEAKER: There's got to be a trick. I  
20          mean, they built, what, 2,000 apartments behind  
21          Crabtree, lately, in the last couple years?

22                        SPEAKER: Yep.

23                        SPEAKER: What was the plan for all that  
24          traffic? Where was all that supposed to go, if not  
25          Blue Ridge and Glenwood and Ridge and Lake Boone

1 and --

2 SPEAKER: That's a great question.

3 SPEAKER: -- every little artery out  
4 there? There's people just escaping, they don't  
5 care about --

6 SPEAKER: Yeah. I think -- I think what  
7 they have --

8 SPEAKER: They're dropping them in  
9 everywhere.

10 SPEAKER: I think it's about -- I think  
11 it's about just making a direct route from those  
12 apartments, so right to the Beltline. You know, so  
13 --

14 SPEAKER: Yeah.

15 SPEAKER: [Inaudible] coordinates. They  
16 [inaudible] and there's more coming.

17 SPEAKER: Yes. A lot more coming.

18 SPEAKER: Yep.

19 SPEAKER: Coming at it from a different  
20 angle, I use the greenway system quite a bit,  
21 cycling, and I get almost run over every time I'm  
22 out there in two locations; crossing Blue Ridge  
23 Road and crossing Glenwood Avenue at Creedmoor --  
24 yeah, Creedmoor Road. Even with the green light  
25 that says you can walk, walking your bicycle across

1                   there is taking your life in your own hands.

2                   SPEAKER: Yeah, and I'll -- I'd also use  
3                   the greenways and I've started to use the bus to  
4                   try to help with the congestion problem. If I'm  
5                   not commuting downtown, I have to go through the  
6                   Crabtree area. But I find myself -- I'm getting in  
7                   my car and driving to the bus because it's not safe  
8                   to cross Creedmoor Road.

9                   SPEAKER: Okay.

10                  SPEAKER: Not Creedmoor, Glenwood Avenue.

11                  SPEAKER: [Inaudible]. That's a tough  
12                  call.

13                  SPEAKER: Yeah. You know, it would be  
14                  nice if there was a safe way for pedestrians to go  
15                  across Glenwood Avenue.

16                  SPEAKER: So not safe to cross, you said  
17                  Glenwood, to get to the bus?

18                  SPEAKER: Glenwood.

19                  SPEAKER: Yeah.

20                  SPEAKER: Yeah. Right. Okay. All  
21                  right.

22                  SPEAKER: And I'm up the hill

23                  SPEAKER: Is there an intersection there  
24                  at Glenwood that you're speaking --

25                  SPEAKER: Rembert. Rembert Drive.

1 SPEAKER: Rembert?

2 SPEAKER: Yes. Yes.

3 SPEAKER: Red Bird?

4 SPEAKER: Rembert.

5 SPEAKER: Rembert.

6 SPEAKER: R-E-M-B-E-R-T.

7 SPEAKER: R-E-M-B-E-R-T.

8 SPEAKER: Got it. Rembert.

9 SPEAKER: But it's not safe to cross  
10 Glenwood anywhere.

11 SPEAKER: Yeah.

12 SPEAKER: That's right. I happen to be  
13 at Rembert.

14 SPEAKER: Not as a pedestrian or a  
15 bicyclist.

16 SPEAKER: No.

17 SPEAKER: Not safe to cross.

18 SPEAKER: Okay.

19 SPEAKER: Is that in the study area?

20 SPEAKER: Good stuff. So again, we want  
21 to stay -- we want to stay focused on safety, so --

22 SPEAKER: Ram or Rem?

23 SPEAKER: Rem. R-E-M-B-E-R-T.

24 SPEAKER: But anywhere, it's not safe to  
25 walk across Glenwood.

1                   SPEAKER: Not safe to walk anywhere  
2 across Glenwood. Anything else around ensuring  
3 safety of your family, the people who live in the  
4 area, the people that travel through, as you think  
5 about this project?

6                   SPEAKER: We need a whole lot of law  
7 enforcement presence in those areas because the red  
8 lights now are just a suggestion that you might  
9 want to slow down. I mean, I was behind somebody  
10 this morning, and it wasn't like a yellow light  
11 turned red, he didn't slow down for a red light,  
12 went straight through it and turned.

13                  SPEAKER: Got it.

14                  SPEAKER: And that's an intersection  
15 where there have been numerous fatalities.

16                  SPEAKER: Can you tell me what two roads  
17 those are?

18                  SPEAKER: That would have been Creedmoor  
19 and Brandon Station.

20                  SPEAKER: Okay.

21                  SPEAKER: Okay. Creedmoor and Brandon  
22 Station.

23                  SPEAKER: There are three churches on  
24 Ridge Road, all of which have preschools at them,  
25 and it might be worthwhile, considering the timing

1 of the traffic points or even, as this lady  
2 suggested, perhaps having police out direct at the  
3 arrival and departure times.

4 SPEAKER: Okay.

5 SPEAKER: Those -- the churches are Ridge  
6 Road Baptist, Highland Methodist and Raleigh  
7 Moravian; and they're -- they're all near the Ridge  
8 Road and Lake Boone Trail intersection.

9 SPEAKER: Three preschools.

10 SPEAKER: And two schools.

11 SPEAKER: Yeah, that's -- that's right.

12 SPEAKER: Two of those are schools.

13 SPEAKER: Right, and Lacy and --

14 SPEAKER: Public schools.

15 SPEAKER: Martin.

16 SPEAKER: Martin.

17 SPEAKER: Martin.

18 SPEAKER: So consider timing of the --  
19 the lights, start-stop time, [inaudible]. Anything  
20 else around safety that if you leave tonight,  
21 you're going to be really upset that you didn't  
22 share? I'm not trying to be flip at all.

23 SPEAKER: I don't even know if it -- if  
24 it, you know -- there's a significant homeless  
25 problem out there.



1 SPEAKER: Uh-huh.

2 SPEAKER: For us that ride the greenways  
3 a lot.

4 SPEAKER: Can you be more specific around  
5 --

6 SPEAKER: Sure. Glenwood Avenue and Lead  
7 Mine Road, under the bridge.

8 SPEAKER: Okay. Okay.

9 SPEAKER: Yeah. Any time under the  
10 bridge is --

11 SPEAKER: Uh-huh.

12 SPEAKER: And I ride through there all  
13 hours of the day and get harassed half the time.

14 SPEAKER: And they stand in Glenwood.

15 SPEAKER: Yeah, they stand on Glenwood.  
16 I know there's not -- there's a socioeconomic  
17 issue, but I'm concerned.

18 SPEAKER: Thank you.

19 SPEAKER: Yeah. I guess you could throw  
20 in, you know, when the water rises, there's safety  
21 throughout that Crabtree area, whether it be the  
22 greenways are flooded or the roads are flooded, and  
23 that's a safety issue.

24 SPEAKER: And there's another elementary  
25 school in Edwards Mill, that I think that's in the

1 red area or very close to it, that's Stough.

2 SPEAKER: That's right. Stough, right?

3 SPEAKER: Stough.

4 SPEAKER: South.

5 SPEAKER: Well, then there's York.

6 SPEAKER: And York and Jefferson, but  
7 that's further up.

8 SPEAKER: And Jeffreys Grove is a little  
9 further, but York is -- is very close to the study  
10 area.

11 SPEAKER: York is over there. Yeah.

12 SPEAKER: All right. Thank you for your  
13 input on safety. That is [inaudible].

14 SPEAKER: Thank you. Okay. So in  
15 Question 3, we're going to be changing modes a  
16 little bit talking -- going from talking about  
17 things that you're concerned about, to things that  
18 you really enjoy. So is there a specific, valuable  
19 community asset, something important to your  
20 community and your neighborhood, that's within the  
21 project zone that you are concerned will be  
22 impacted? If so, what is that asset and how do you  
23 believe that this project will impact it? So I'm  
24 going to say that again. Is there a specific,  
25 valuable community asset, so something that's

1           important to the community or neighborhood located  
2           within the project zone, that you are concerned  
3           will be impacted? If so, what is it and how do you  
4           believe it will be impacted? So something of  
5           value, how will it be impacted?

6                         SPEAKER: Greenway.

7                         SPEAKER: The greenway.

8                         SPEAKER: The Crabtree Creek Greenway,  
9           specifically.

10                        SPEAKER: There's no way to tell how it's  
11           going to be impacted until you guys start providing  
12           designs. Definitely want to preserve it and  
13           enhance it as much as possible.

14                        SPEAKER: Right. My concern is that it  
15           may become, like, a tunnel for half a mile under a  
16           freeway.

17                        SPEAKER: Okay. The concern is that it  
18           could become a tunnel.

19                        SPEAKER: Right down by South Saunders  
20           Street, down in that area, there's a tunnel for a  
21           good half mile that I ride on all the time.

22                        SPEAKER: I know -- my big concern --

23                        SPEAKER: Well, to broaden that just a  
24           little bit, is pedestrian safety, period.

25                        SPEAKER: Okay.

1                   SPEAKER: Just getting to the Greenway,  
2                   getting off the Greenway, walking around the  
3                   schools and the neighborhoods, pedestrian safety is  
4                   not usually a high priority.

5                   SPEAKER: Okay. And you're,  
6                   specifically, thinking about going on and off the  
7                   Greenway, or anywhere?

8                   SPEAKER: Really, anywhere in the study  
9                   area.

10                  SPEAKER: Anywhere in the study area.

11                  SPEAKER: Okay.

12                  SPEAKER: You've got shopping areas.  
13                  You've got -- you've got hotels. People try to  
14                  cross Glenwood from the Marriott Hotel to go  
15                  shopping at Crabtree.

16                  SPEAKER: Uh-huh.

17                  SPEAKER: Pedestrian traffic -- and  
18                  everybody tells you you're supposed to walk more,  
19                  and this is a compact area. You could be able to  
20                  walk to a lot of places, but it's, literally, not  
21                  safe.

22                  SPEAKER: Okay. How do you believe that  
23                  it would be impacted by this, or you don't know?

24                  SPEAKER: Well, the cars -- if -- and  
25                  it's something you -- you know, on the one hand I

1 would like to be able to travel through that area  
2 faster.

3 SPEAKER: Uh-huh.

4 SPEAKER: On the other hand a faster car  
5 hits you harder. And those are just two things.

6 SPEAKER: Uh-huh.

7 SPEAKER: I think you need to separate  
8 the pedestrians from the cars.

9 SPEAKER: Okay.

10 SPEAKER: Something I perceive to be a  
11 neighborhood asset is the natural buffer between  
12 the -- you know, the residential area and the  
13 Beltline.

14 SPEAKER: Okay.

15 SPEAKER: You know, I'm really concerned  
16 that whatever you call this project that is going  
17 on at the end of Ridge Road and Glenwood and  
18 Crabtree, a really nice stand of trees that you see  
19 when you exit off the Beltline onto Ridge Road  
20 heading north, I guess --

21 SPEAKER: Uh-huh.

22 SPEAKER: -- going to go away. Some of  
23 the woods on the other side of Ridge Road will  
24 probably go away to make room for some more  
25 concrete. I'm a little concerned that the entry to

1 the neighborhood, the appearance of it's going to  
2 go away. I like that. I consider that to be a  
3 neighborhood asset.

4 SPEAKER: Okay. So it sounds like the  
5 trees have a threefold, kind of, purpose; one is a  
6 buffer from the traffic, one is that they're a nice  
7 appearance thing and then another is that you  
8 appreciate the environment, additionally.

9 SPEAKER: I do appreciate the  
10 environment. You know, it's a natural habit.

11 SPEAKER: Uh-huh.

12 SPEAKER: I mean, let's see, the  
13 hurricane came through Saturday -- Thursday. I  
14 think, on Saturday I saw a deer in my neighbor's  
15 front yard on Wentworth Street, which is just a  
16 block off Ridge and Glen Eden, you know?

17 SPEAKER: Right. Uh-huh.

18 SPEAKER: That's pretty cool to me.

19 SPEAKER: Okay. Yes?

20 SPEAKER: Yeah, I think the -- the  
21 atmosphere and just the aesthetic of the whole --  
22 of the neighborhood, kind of, right there is --  
23 it's pretty -- it's pretty great because, you know,  
24 the -- I mean, it's just a great look and I think  
25 the trees really add a lot of -- I mean, they're

1           pretty much almost priceless because what you were  
2           saying, it's environmental, it's a buffer for the  
3           highway, and they look -- you know, they look good.  
4           So I think they're really priceless in that  
5           respect. So I'm concerned about them, and then I'm  
6           just concerned about the overall effect on the  
7           houses in the community in that region, you know.  
8           If you put a big interchange, or you know, an  
9           intersection there, you know, that really affects,  
10          you know, the feel and the look of a community, so  
11          that's what I'm most concerned about.

12                    SPEAKER: Okay. Did you get that, or  
13                    should we pause for a minute?

14                    SPEAKER: I got it.

15                    SPEAKER: All right.

16                    SPEAKER: I think we should keep in mind  
17                    that this is a US highway that, like, goes from  
18                    Arizona to here and -- and an interstate where, you  
19                    know, the -- it's the North Carolina DOT that works  
20                    for 10 million people in North Carolina and 300  
21                    million around the -- the country. It's -- it's  
22                    not the Ridge Road DOT, so you know, if it were to  
23                    go in the country --

24                    SPEAKER: Yeah, but the people that live  
25                    there, that's who you have to consider, you know,

1           you don't have to -- you know, if you live there,  
2           you deal with the effects of that every single day.  
3           So you know, just driving through it, you -- I can  
4           understand the convenience aspect, but there are  
5           areas over here where they can be improved -- they  
6           can improve the entire area without affecting, you  
7           know, residential areas. And I think if, you know  
8           -- you know, I think if -- I think anyone in a  
9           position where they would have a road, you know,  
10          encroaching on their property, I think they would  
11          feel the same way about --

12                    SPEAKER: Well, I want the natural areas.

13                    SPEAKER: Yeah. Yeah.

14                    SPEAKER: But, I mean, your -- your  
15          property values are going up with the population  
16          growth, and if --

17                    SPEAKER: The property value is not a  
18          concern.

19                    SPEAKER: Okay.

20                    SPEAKER: It's about, you know, it's  
21          about respecting the people that live there.

22                    SPEAKER: I would say that a community  
23          asset is Crabtree Creek and Hare Snipe Creek that  
24          flows into it in the study area and preserving the  
25          water quality.



1 SPEAKER: Okay.

2 SPEAKER: For both that area and the  
3 areas downstream.

4 SPEAKER: Did you get preserving the  
5 water quality? Okay. I want to make sure that we  
6 hear what you had to say because I want to -- I --  
7 it feels like you, maybe, had something that you  
8 didn't get to finish.

9 SPEAKER: No. I'm okay.

10 SPEAKER: Okay. Okay.

11 SPEAKER: Was it just the Crabtree Creek?

12 SPEAKER: Hare -- Hare Snipe Creek.

13 SPEAKER: Hare Snipe Creek, also.

14 SPEAKER: Hare Snipe Creek, also that  
15 flows into Crabtree.

16 SPEAKER: H-A-R-E?

17 SPEAKER: Hare as in rabbit.

18 SPEAKER: Yup.

19 SPEAKER: Snipe.

20 SPEAKER: Snipe Creek.

21 SPEAKER: Got it.

22 SPEAKER: And there's wooded areas around  
23 the junction of those two creeks, also that are  
24 within the study area, and I'm guessing they could  
25 -- they might be impacted, who knows?

1 SPEAKER: Upstream or downstream. Yeah.

2 SPEAKER: Well, I mean, if the -- if the  
3 water quality is not maintained, that will have  
4 huge impact down in the stream with runoff and --

5 SPEAKER: Sorry, you guys.

6 SPEAKER: Okay. Does anyone have  
7 anything else they would like to add? We have  
8 greenway, pedestrian safety, natural -- the trees,  
9 the natural buffer, the aesthetic of the  
10 neighborhood and water quality. Is there anything  
11 else before we move on?

12 SPEAKER: One thing I notice is not at  
13 all on here is a mall.

14 SPEAKER: [Inaudible] worried about the  
15 mall?

16 SPEAKER: [Inaudible].

17 SPEAKER: Okay. So do you feel like the  
18 mall is an asset? No.

19 SPEAKER: No.

20 SPEAKER: Okay. Okay. All right.

21 SPEAKER: Anything else on community  
22 assets? We tapped that vein? Good?

23 SPEAKER: All right. So Number 4. We've  
24 done a -- we've done some conversation about this  
25 one already, but really, we want to start digging

1 deeper in this question with much more specifics.  
2 So from your perspective, what are some of the most  
3 problematic traffic and pedestrian problems that  
4 need to be addressed; specific intersections, the  
5 direction and the time of day? So what they're  
6 looking for here is where things get knotted up.

7 SPEAKER: Any left turn on Ridge Road,  
8 specifically, Lake Boone's got turn arrows, but  
9 Glen Eden does not.

10 SPEAKER: Okay.

11 SPEAKER: You know, it's fairly common  
12 for one car per light cycle to make a left turn  
13 for, you know, from 3:00 to 6:00 p.m.

14 SPEAKER: Okay. Weekdays or all days?

15 SPEAKER: All days.

16 SPEAKER: All days.

17 SPEAKER: Mostly weekdays, but pretty  
18 much all days.

19 SPEAKER: I turn right, and then I turn  
20 around to go up Glenwood, Glen Eden.

21 SPEAKER: Yeah. I get a lot of people  
22 cutting through. I got flipped off by a guy, kind  
23 of, trying to --

24 SPEAKER: I know. I'm sorry, but --

25 SPEAKER: No. No. This is a separate

1 incident, trying to ride up here on my bike. I was  
2 blocking his left turn.

3 SPEAKER: Oh.

4 SPEAKER: Passed my neighbor's house to  
5 get back to Glenwood -- or Glen Eden.

6 SPEAKER: Separate, or --

7 SPEAKER: Yeah.

8 SPEAKER: No, back to that one.

9 SPEAKER: He was unhappy with me.

10 SPEAKER: What's this intersection?

11 SPEAKER: Glen Eden.

12 SPEAKER: Okay.

13 SPEAKER: Though we hit it earlier,  
14 southbound Lead Mine, eastbound 70, and any  
15 direction on the Beltline ticket.

16 SPEAKER: Yeah. And the  
17 Creedmoor-Glenwood intersection.

18 SPEAKER: It's just very high volume, and  
19 I like the analogy someone put out earlier, you're  
20 entering into a war zone every time you make that  
21 move.

22 SPEAKER: Yep.

23 SPEAKER: And is that any time of day?  
24 Is there a specific time?

25 SPEAKER: Any time it's light outside.

1 SPEAKER: Okay.

2 SPEAKER: Any time after -- after 6:00 in  
3 the morning until 7:00, 8:00 at night.

4 SPEAKER: November, December.

5 SPEAKER: Oh, boy.

6 SPEAKER: Okay. So specifically, around  
7 holidays, as well?

8 SPEAKER: It's worse.

9 SPEAKER: No, no, it's worse.

10 SPEAKER: Around holidays, you just can't  
11 -- you don't want to go through it.

12 SPEAKER: No.

13 SPEAKER: Okay.

14 SPEAKER: Yeah. Yeah.

15 SPEAKER: You just avoid the whole area.

16 SPEAKER: Yes. Yeah.

17 SPEAKER: Yeah.

18 SPEAKER: Go around North Road to --

19 SPEAKER: To Durham.

20 SPEAKER: Go anywhere.

21 SPEAKER: So there's a third part of that  
22 that --

23 SPEAKER: Just -- eastbound 70, and then  
24 you can go either direction on the Beltline, either  
25 north or south on the Beltline from that.

1 SPEAKER: Okay.

2 SPEAKER: Yeah. That's my thing, too,  
3 yeah.

4 SPEAKER: You have three left lanes that  
5 turn left; one goes on eastbound 70, one goes on  
6 northbound Beltline, one goes on southbound  
7 Beltline and to Ridge Road.

8 SPEAKER: Okay.

9 SPEAKER: And coming eastbound on  
10 Glenwood Avenue, getting onto -- onto the Beltline  
11 in -- in either direction.

12 SPEAKER: How about getting off the  
13 Beltline, right? Don't we have a stop sign at the  
14 bottom of that?

15 SPEAKER: Oh, yeah. I don't try to do  
16 that.

17 SPEAKER: Yeah. You want to go  
18 [inaudible].

19 SPEAKER: You know what I mean?

20 SPEAKER: Yeah. I don't try that.

21 SPEAKER: Yeah.

22 SPEAKER: Did you get that from the first  
23 one?

24 SPEAKER: Yeah.

25 SPEAKER: Yeah. That's the stop sign

1 coming off the inner Beltline to eastbound 70. No,  
2 no, the outer Beltline to eastbound 70.

3 SPEAKER: [Inaudible] Beltline stop sign  
4 [inaudible].

5 SPEAKER: Yeah. Exactly. Loop around  
6 and you get to wait for everybody that's trying to  
7 get on the Beltline to go by.

8 SPEAKER: Yeah. Yeah, that's -- that's  
9 dangerous.

10 SPEAKER: I -- we have that one.

11 SPEAKER: Thank you. And you know, the  
12 -- the on-ramps and the off-ramps do not give you  
13 adequate time to accelerate or decelerate, and  
14 they're too close together. They would probably be  
15 less convenient for people but safer, if you only  
16 had half as many entries and exits onto the  
17 Beltline.

18 SPEAKER: That's interesting.

19 SPEAKER: People are jockeying for  
20 position.

21 SPEAKER: Yeah.

22 SPEAKER: Uh-huh.

23 SPEAKER: Well, they got -- because  
24 there's so many lanes you have to cross.

25 SPEAKER: Yeah. Uh-huh.

1                   SPEAKER: Are there specific exits where  
2 that's particularly true?

3                   SPEAKER: Oh. The -- the --

4                   SPEAKER: Just about anywhere between 13B  
5 and 1A.

6                   SPEAKER: Okay.

7                   SPEAKER: That pretty much covers 440.

8                   SPEAKER: They're getting ready to tear  
9 it up from way down -- way down to Little Neck.

10                  SPEAKER: Uh-huh.

11                  SPEAKER: Shortly.

12                  SPEAKER: I -- you know, even -- I'm  
13 usually just trying to go down Glenwood Avenue,  
14 eastbound or westbound, and even that, even though  
15 I have -- don't have to make any turns, it can take  
16 a while. The other day, I was on the bus coming  
17 westbound, and traffic was backed up half a mile at  
18 440. This was about 4:30 p.m. on a weekday, and  
19 you know, coming from church on Sunday, I'm going  
20 -- if it's -- maybe it's about 11:30 or noon, I'm  
21 going westbound on 70, just want to go straight  
22 ahead, and already there's a huge chunk of traffic  
23 coming off of the Beltline wanting to essentially  
24 cross 70 to go into the mall.

25                  SPEAKER: Okay.



1 SPEAKER: Yeah.

2 SPEAKER: And if you can get that traffic  
3 that wants to go from 440 to the mall, and not have  
4 to get onto 70 or any surface street, that would be  
5 a huge victory.

6 SPEAKER: Did you get that?

7 SPEAKER: Yes. Sunday westbound on 70  
8 heading inbound all traffic. Is there more?

9 SPEAKER: And that if -- could you repeat  
10 the last thing? I think that was pretty important.  
11 If you could get -- well --

12 SPEAKER: Well, if you could get the  
13 people who want to go from 440 into the mall and  
14 from the mall onto 440, if you could get them off  
15 of the surface streets, that would be a huge  
16 victory.

17 SPEAKER: Okay.

18 SPEAKER: What's a surface street?

19 SPEAKER: The surface streets, Glenwood  
20 Avenue, Ridge Road, Blue Ridge, Lead Mine, any of  
21 the --

22 SPEAKER: They all -- all streets have  
23 surface.

24 SPEAKER: Well, I mean, surface as  
25 opposed to 440.

1 SPEAKER: Oh. Oh.

2 SPEAKER: Surface streets are generally  
3 things that are, like, not interstates and  
4 highways.

5 SPEAKER: Oh. Okay. Thank you.

6 SPEAKER: Just get them straight from 440  
7 to the parking lot.

8 SPEAKER: Or just to Crabtree. I mean, a  
9 lot of that traffic might be crossing to take Blue  
10 Ridge to get to those apartments. All the way up  
11 Blue Ridge are apartments on both sides.

12 SPEAKER: Well, that's the thing, and  
13 there are more apartments coming, and --

14 SPEAKER: Yeah. It may not be mall  
15 traffic.

16 SPEAKER: That's right.

17 SPEAKER: That's true.

18 SPEAKER: Not to beat a dead horse, but  
19 where House Creek Greenway crosses Blue Ridge Road.

20 SPEAKER: Could you say -- could you say  
21 that one more time?

22 SPEAKER: House Creek Greenway crosses  
23 Blue Ridge Road at the [inaudible] intersection, at  
24 the flashing light that nobody seems to want to  
25 stop at ever. If that could be improved, it would

1           be great.

2                   SPEAKER: Keep going.

3                   SPEAKER: Any additional ones? We've  
4           focused mostly on traffic. Are there any  
5           additional specific pedestrian areas? Even if  
6           we've said them before, it's okay to say them  
7           again.

8                   SPEAKER: Well, there are hotels and  
9           shops with most of those. I mean, I know I have to  
10          go through, all the time, the Creedmoor-Glenwood  
11          crossing, and there was a Marriott Hotel right  
12          there, right across from the mall.

13                  SPEAKER: Uh-huh.

14                  SPEAKER: And I don't know why, but there  
15          are a lot of people who want to stay in that hotel  
16          that decide they want to do a little shopping in  
17          the mall --

18                  SPEAKER: Uh-huh.

19                  SPEAKER: -- and they try to cross  
20          Glenwood. And there's, sort of, a pedestrian -- I  
21          don't know, it's a mess.

22                  SPEAKER: Okay. So it doesn't feel safe  
23          for people to cross there?

24                  SPEAKER: No.

25                  SPEAKER: Okay.

1                   SPEAKER: And there's another hotel  
2                   coming across Edwards Mill from the mall, which  
3                   likely will have the same problem.

4                   SPEAKER: Okay.

5                   SPEAKER: Yeah.

6                   SPEAKER: They're putting a new hotel in  
7                   down there?

8                   SPEAKER: Yeah.

9                   SPEAKER: Uh-huh.

10                  SPEAKER: Yeah.

11                  SPEAKER: Hadn't seen that one.

12                  SPEAKER: That's on the corner there?

13                  SPEAKER: Yeah. Yeah. Where they're  
14                  doing the construction.

15                  SPEAKER: Right.

16                  SPEAKER: Okay. So this one's being  
17                  built. This one hasn't been --

18                  SPEAKER: Yeah.

19                  SPEAKER: Right.

20                  SPEAKER: You know, it's --

21                  SPEAKER: It's being built now.

22                  SPEAKER: All right.

23                  SPEAKER: You know, the very top one, the  
24                  [inaudible] Glenwood?

25                  SPEAKER: Uh-huh.

1 SPEAKER: I would add the morning rush  
2 hour, in addition.

3 SPEAKER: Okay. At the top one, he would  
4 like to add the morning rush hour, where it says  
5 all days 3:00 - 6:00, at morning time, as well.

6 SPEAKER: Okay. Is there a specific time  
7 in the morning? Is it --

8 SPEAKER: The rush hour, 5:00 - 7:00.

9 SPEAKER: Basically, yeah.

10 SPEAKER: 7:00 - 9:00, something like  
11 that.

12 SPEAKER: Yeah. 7:00 - 9:00 probably  
13 covers it.

14 SPEAKER: Okay. We've got more paper if  
15 there's more traffic and pedestrian problems  
16 [inaudible].

17 SPEAKER: [Inaudible].

18 SPEAKER: Yeah.

19 SPEAKER: Right on the corner?

20 SPEAKER: Yeah. It's right on the --  
21 it's on the -- what would that be?

22 SPEAKER: The southwest corner?

23 SPEAKER: That sounds right.

24 SPEAKER: Is that a flood zone?

25 SPEAKER: Yeah.

1 SPEAKER: Hopefully, it's a flood zone.

2 SPEAKER: Yeah.

3 SPEAKER: Okay. So are there any  
4 additional, specific, problem in -- problem areas  
5 in terms of traffic and pedestrians that we have  
6 not covered in this question?

7 SPEAKER: Yeah.

8 SPEAKER: Okay.

9 SPEAKER: Glen Eden and Ridge --

10 SPEAKER: Glen Eden and Ridge.

11 SPEAKER: There's no sidewalks on the  
12 west side of Ridge at that area, so living on that  
13 side, for me, I've got to cross with no crosswalk  
14 --

15 SPEAKER: Okay.

16 SPEAKER: -- or walk in the street or in  
17 somebody's yard. You know, if I'm with my son and  
18 we're on bikes, we go across the street and ride on  
19 the sidewalks, really.

20 SPEAKER: Okay. So there's only a  
21 sidewalk on one side, is what you're saying.

22 SPEAKER: Right. Until you cross Glen  
23 Eden.

24 SPEAKER: So there's no sidewalks on  
25 which side?

1                   SPEAKER: On the west side of Ridge, is  
2                   that right?

3                   SPEAKER: Yes, west side.

4                   SPEAKER: Between Glen Eden and the  
5                   Beltline, really.

6                   SPEAKER: Yes, that's right.

7                   SPEAKER: This way, that's north.

8                   SPEAKER: See, Ridge is right here, so  
9                   this side.

10                  SPEAKER: Yeah.

11                  SPEAKER: Okay.

12                  SPEAKER: I'll throw on there that the  
13                  bus stops on 70, west of the mall, there's no  
14                  sidewalks to get to them.

15                  SPEAKER: Okay.

16                  SPEAKER: So you're walking on the grass,  
17                  on the side of the road, standing in the mud.

18                  SPEAKER: Unless you cross the street.

19                  SPEAKER: Well, depending upon which way  
20                  you're going, inbound, outbound.

21                  SPEAKER: Oh, right.

22                  SPEAKER: But there's no sidewalks,  
23                  though, on either side of Glenwood.

24                  SPEAKER: Yeah. Some bus stops would be  
25                  nice. There's no shelter area.

1                   SPEAKER: There's no shelter; there's no  
2 sidewalks.

3                   SPEAKER: Okay. No shelters at the bus  
4 stops?

5                   SPEAKER: Well, and there's no sidewalk  
6 to the sign.

7                   SPEAKER: Are there shelters?

8                   SPEAKER: No.

9                   SPEAKER: No.

10                  SPEAKER: Okay. So no sidewalks; no  
11 shelters.

12                  SPEAKER: Yeah.

13                  SPEAKER: Got it.

14                  SPEAKER: Are you talking about near  
15 Renbert, or downtown, or --

16                  SPEAKER: Down from Renbert, but near  
17 there. On that hill there's at least one on either  
18 side, if not two.

19                  SPEAKER: Okay. We still have about  
20 three more minutes for this question, so if you're  
21 done --

22                  SPEAKER: Specific intersections, as it  
23 says, get it on the paper. Get it on the tape.

24                  SPEAKER: Well --

25                  SPEAKER: [Inaudible] intersection that



1 is just north of Glenwood on Creedmoor. What is  
2 that, the first road -- first intersection there?

3 SPEAKER: Oh, North Hills?

4 SPEAKER: No. Up Creedmoor. It goes  
5 from Creedmoor over to Lead Mine.

6 SPEAKER: You mean Millbrook?

7 SPEAKER: No, before the -- no. Just  
8 right there, just beyond the --

9 SPEAKER: Are you talking about there?

10 SPEAKER: -- Embassy Suites, on the  
11 right.

12 SPEAKER: Where Benson Memorial Church  
13 is?

14 SPEAKER: Yes.

15 SPEAKER: Yeah. Isn't that [inaudible]?

16 SPEAKER: It's tough getting in and out  
17 of there.

18 SPEAKER: I should know it 'cause I drive  
19 through there regularly. I can't remember the name  
20 of the road.

21 SPEAKER: You know, I think this is --

22 SPEAKER: Marriott?

23 SPEAKER: Yeah, Marriott Drive sounds  
24 right.

25 SPEAKER: Marriott Drive?

1                   SPEAKER: I -- you know, this has been  
2                   said a few different ways, but I think going any  
3                   direction through the Glenwood-Lead Mine-Blue Ridge  
4                   intersection, whether you're going straight, coming  
5                   east, west, north, south, making a turn, it's a  
6                   problem.

7                   SPEAKER: And the greenway goes --

8                   SPEAKER: So any direction, what I --

9                   SPEAKER: The Glenwood-Lead Mine-Blue  
10                  Ridge intersection. I feel like it's a minor  
11                  miracle when I hit a green -- a green light going  
12                  through there and don't have to stop and wait  
13                  multiple traffic light cycles.

14                 SPEAKER: The only time that intersection  
15                  is reasonable to drive is when I, like, take my son  
16                  to swim practice at 6:00 a.m. on Saturday morning.

17                 SPEAKER: And you had something you  
18                  wanted to ad?

19                 SPEAKER: I think one thing that they  
20                  should probably pay attention to is that, depending  
21                  on what, actually, gets done, it sounds like, to  
22                  me, some of the plans are going to route  
23                  considerably more traffic from the  
24                  Beltline-Crabtree area along Ridge Road.

25                 SPEAKER: Uh-huh.

1                   SPEAKER: If that happens, one  
2 intersection they probably need to pay attention to  
3 is Ridge Road and Wade at the other end.

4                   SPEAKER: Ridge Road and Wade [inaudible]  
5 consideration, that traffic is rerouted that way.

6                   SPEAKER: Yeah. 'Cause you're going to  
7 end up with a lot of cars at that intersection.

8                   SPEAKER: Are you speaking on a temporary  
9 basis during construction, or are you talking about  
10 project --

11                   SPEAKER: No, I was talking about after  
12 it's finished. They'll probably have it while  
13 construction's going on, too, I would guess, but --

14                   SPEAKER: Yeah, I'm, kind of, hoping that  
15 Ridge Road does not become the vent for all for  
16 that pressure.

17                   SPEAKER: Okay.

18                   SPEAKER: Well, yeah, I hope it doesn't,  
19 but I'm concerned about it.

20                   SPEAKER: Concerned about Ridge Road  
21 [inaudible].

22                   SPEAKER: I'm also concerned about that.

23                   SPEAKER: Okay. Time's up for that  
24 question. I think we got a lot of really good  
25 stuff for that one. So Number 5 is asking, I

1 think, about things in a little bit of a different  
2 way. What are one or two things that are -- what  
3 are one or two things that are important to your  
4 household or your business that you want to be  
5 considered as this project moves forward? What  
6 additional one or two things are important to our  
7 household or business that you want to be  
8 considered as this project moves forward? Yes,  
9 sir?

10 SPEAKER: Do not delay.

11 SPEAKER: Do not delay. Can you speak a  
12 little bit more about that?

13 SPEAKER: This project has needed to be  
14 done years and years. Traffic's only getting  
15 worse. You know, there's headlines in the Triangle  
16 Business Journal saying, more development coming.

17 SPEAKER: And it's been studied to death.  
18 The thing 10 years ago and traffic protections -- I  
19 know they've done them.

20 SPEAKER: Yeah. So let's not, you know,  
21 say, oh, we have to wait 'til something else gets  
22 done first, or let's wait for X, Y, Z. It's  
23 already unsafe to drivers, to pedestrians, the  
24 local neighborhoods are having problems.

25 SPEAKER: Uh-huh.

1 SPEAKER: Do it now.

2 SPEAKER: Right.

3 SPEAKER: Do it as soon as can be done.

4 SPEAKER: Okay. Yes.

5 SPEAKER: I think a real problem with  
6 saying do not delay -- because it -- I mean, you  
7 know, this is something that's incredibly complex  
8 and you really don't -- there's already many --  
9 several changes happening on the Beltline and on  
10 Wade Avenue and you don't know how that's going to  
11 impact the traffic, so putting even more changes on  
12 top of that will just lead to more  
13 unpredictability, so I mean, it's -- it's worth it  
14 to wait. And I think, you know, there are -- you  
15 know, there are things about it that are unsafe. I  
16 think the -- you know, I said this before, the two  
17 most unsafe aspects of the study area are the Lead  
18 Mine and -- intersection, the Creedmoor  
19 intersection, and I think, those can be solved just  
20 by, you know, kind of, altering those intersections  
21 around a bit. And so I think it's worth the time  
22 to -- you know, this is a huge project so it's  
23 definitely worth the time to, you know, take into  
24 consideration how it'll affect every -- you know,  
25 you really just have to think about it.

1                   SPEAKER: I would agree with that and  
2                   elaborate in that the Hillsborough Street project  
3                   and the Wade Avenue project could have tremendous  
4                   relieving effects on what happens -- like, most of  
5                   the -- most of the traffic that I get avoiding the  
6                   Beltline, running down Ridge Road, trying to get to  
7                   Wade are because it's backed up all the way from  
8                   Wade to Glenwood. And I think that a lot of that  
9                   could be alleviated with those projects. I would  
10                  hate to, with all due respect, do something just to  
11                  be doing something --

12                 SPEAKER: Uh-huh.

13                 SPEAKER: -- and it be, in the end,  
14                 superfluous in some way, or maybe not the optimal  
15                 solution once everything played out. Because  
16                 whatever's done, we all are going to have to live  
17                 with this from now on.

18                 SPEAKER: Now, I do hope that helps you.  
19                 But I don't see how that's going to improve 70 East  
20                 to 440 East.

21                 SPEAKER: I -- you know, I don't know  
22                 that it will, not that much. I don't know how much  
23                 of that traffic maybe be trying to get over to Glen  
24                 Eden to pick up the Beltline or Wade Avenue going  
25                 west --

1                   SPEAKER: Uh-huh.

2                   SPEAKER: You know? And maybe they're  
3 cutting down to Glenwood to turn left on Glen Eden  
4 'cause they can't get down the Beltline. I don't  
5 know.

6                   SPEAKER: The problem is, the way it is  
7 now, they're going to get more and more cars  
8 because the apartments are being built all along  
9 there.

10                  SPEAKER: Oh, yeah.

11                  SPEAKER: And it'll be harder and harder  
12 to route the detours or whatever -- I mean, you  
13 don't want to make mistakes, I totally grant that,  
14 but the longer you delay, the more likely it is  
15 you're going to make mistakes and the more likely  
16 it is that it's going to be a bigger problem  
17 because you've got all those apartments coming, all  
18 that extra traffic.

19                  SPEAKER: I don't think the longer you  
20 delay, the more mistakes you make, I think it's the  
21 opposite. You know, it -- it's such a complex  
22 issue and there's so many changes happening around  
23 the area. And if you don't take those changes into  
24 account and then do something, you have no idea  
25 what the impact is going to be. So I think it's --

1           you know, I just think the more information they  
2           can gather after all those changes are done --  
3           'cause they're going to -- they are going to have a  
4           huge impact, so it's worth -- it's worth the time  
5           -- I mean it really is worth it to be patient  
6           because, like you were saying, you know, once they  
7           build it, they're not going to tear it down if it  
8           doesn't work, so you have to live with it. So it  
9           really is worth the time to, you know, think about  
10          it and --

11                         SPEAKER: Uh-huh. So in the interest of  
12          time, I understand that there's a tension here  
13          between not wanting to delay and wanting to make  
14          sure that there's time, but I want to make sure  
15          that we're able to hear some more points of things  
16          that are important.

17                         Is there anything else, other than the  
18          timing? It sounds like timing is a huge issue and  
19          careful planning is a huge issue. What about other  
20          things?

21                         SPEAKER: Cost.

22                         SPEAKER: Okay. Can you speak a little  
23          bit more about that?

24                         SPEAKER: The more cost of that project,  
25          the more comes out of my taxes.



1 SPEAKER: Okay.

2 SPEAKER: I second that. Like, 200  
3 million is just ridiculous to solve a -- a problem  
4 like this. You can -- I think, especially -- and  
5 that's, really, because of the infrastructure that  
6 is talked about getting put in that area.

7 I think you can solve a lot of the  
8 problems through, you know, changing around, you  
9 know, like, intersections and, you know, playing  
10 with that, rather than, you know, spending the  
11 money that would -- you know, putting ramps there  
12 and everything like that.

13 That's a lot of money and, you know, it's  
14 not -- it's not fair to taxpayers.

15 SPEAKER: So it sounds like you're  
16 interest might be trying to change the structures  
17 that are already in place rather than building --

18 SPEAKER: No. I'm talking about putting  
19 new structures in place. Spending -- that would --  
20 you know, that's an enormous amount of money.  
21 Other -- you know, instead of doing that, maybe you  
22 could look at the Lead Mine -- you know, Lead Mine  
23 intersection with Glenwood and think about, you  
24 know, how can this be arranged in a different way  
25 without building, you know, massive, you know,

1 ramps to, you know, help traffic in that way.

2 SPEAKER: Okay. Yes, sir?

3 SPEAKER: I've lived in this general --  
4 the general area for 25 years and seen multiple  
5 projects to go on to do minor adjustments through  
6 there; adding lanes onto Glenwood, reconfiguring  
7 the 440-Glenwood Interchange. There's been  
8 multiple projects. None in the last 10 years, but  
9 I think those incremental projects have done what  
10 they can.

11 SPEAKER: Okay.

12 SPEAKER: And what's needed now is  
13 something on a much larger scale.

14 SPEAKER: Yeah. I know it's not easy.  
15 But there was what, like, a 2011 study? There's  
16 been proposals like, oh, let's time the stoplights  
17 better, let's do this, do that. I mean, we -- it's  
18 been hashed out to death.

19 SPEAKER: But the 2011 study's going to  
20 be irrelevant due to all the changes around there.  
21 It's going to be a -- it's -- you know, so it's  
22 really pointless to say, okay, we're going to make  
23 this change because this is what's happening there,  
24 and we don't know how -- what's going to be  
25 happening there 10 years from now from all the

1 changes that are happening around already, so --

2 SPEAKER: Well, aren't the big changes,  
3 like, an extra Beltline lane?

4 SPEAKER: Yeah, they're changing --  
5 they're widening the Beltline, and there's the Wade  
6 intersection with the Beltline, too. So basically,  
7 all of these intersections with the Beltline are  
8 going to be changed. And then Glenwood is getting  
9 widened, too -- is getting planned on being  
10 widened, so --

11 SPEAKER: [Inaudible] Weston Boulevard,  
12 [inaudible] Street and Wade Avenue are scheduled --  
13 that area's scheduled to be widened [inaudible].

14 SPEAKER: So far, there's one lane that  
15 goes to 440 east.

16 SPEAKER: Okay, but this is more than 440  
17 east. You know, that's a drive you make -- you  
18 know, that's a -- that's a drive you make, you  
19 know, every day.

20 SPEAKER: No.

21 SPEAKER: Okay. Well, so you don't even  
22 make it every day, so why are you so concerned  
23 about that interchange and how -- you know, I mean,  
24 obviously, it's important, but you know, there's  
25 more here than just how fast can you get on the

1 Beltline.

2 SPEAKER: I would think that would be a  
3 big help.

4 SPEAKER: Okay. So you would like to see  
5 a faster way to get on the Beltline.

6 SPEAKER: Expediency.

7 SPEAKER: Expedience. Okay. I just want  
8 to make sure we're refocusing back on the question,  
9 one or two important things to consider.

10 SPEAKER: I think the increased number of  
11 people that are coming all the time to that  
12 particular area through increased -- because all  
13 the -- all the buildings are going up, so what used  
14 to be two story apartment buildings, now there are  
15 now three, four, six-story apartment buildings.  
16 They all drive cars. That's -- you can't wait for  
17 that to stop. It's just always increasing. And  
18 that's going to require traffic manipulation. So  
19 that the increasing population, that would be what  
20 you should put, increasing population.

21 SPEAKER: Increasing population.

22 SPEAKER: There you go, two words.

23 SPEAKER: I noted that the improvements  
24 in bus service that are being played around  
25 [inaudible] really don't touch this area 'til 2024,

1 so there's very little relief via the mass transit.

2 SPEAKER: Okay.

3 SPEAKER: Going through that area.

4 SPEAKER: Did you get that concern about  
5 the improvements to public transit? In what area  
6 again, can you say that again?

7 SPEAKER: The Glenwood --

8 SPEAKER: Just the Glenwood area in  
9 general?

10 SPEAKER: The Route 6, which goes down  
11 Glenwood Avenue and a number of the other buses  
12 that stop at the Crabtree Mall area. There are  
13 improvements planned, but some of them are quite  
14 far out.

15 SPEAKER: Okay.

16 SPEAKER: I do know I sound like Mr.  
17 Speedy here, but it shouldn't be this hard to get  
18 on an interstate.

19 SPEAKER: Uh-huh.

20 SPEAKER: Again, the woman behind me  
21 doesn't expect traffic to come to a complete stop  
22 going through a green light --

23 SPEAKER: Right.

24 SPEAKER: -- getting on an interstate  
25 from a US highway.

1                   SPEAKER: And is there a specific area  
2 on, it shouldn't be this hard to get on an  
3 interstate, that you would be referring to, or is  
4 it everything, or --

5                   SPEAKER: Glenwood 440. It comes to a  
6 complete stop all the time. People diving in at  
7 the last second all the time.

8                   SPEAKER: Yeah. Yeah. They're a  
9 problem.

10                  SPEAKER: That's the battle.

11                  SPEAKER: They're why you stop.

12                  SPEAKER: Do you have any thoughts behind  
13 what would might make the merging so difficult  
14 right there?

15                  SPEAKER: Too many cars.

16                  SPEAKER: Too many cars?

17                  SPEAKER: Too many cars.

18                  SPEAKER: Okay.

19                  SPEAKER: I mean, if everybody stays in  
20 the lane they're supposed to, it's going to be  
21 backed up past Creedmoor.

22                  SPEAKER: Okay.

23                  SPEAKER: So everybody goes around to the  
24 left two lanes --

25                  SPEAKER: [Inaudible].

1                   SPEAKER: It's like jockeying for  
2                   position.

3                   SPEAKER: Specifically, why he's asking  
4                   is 'cause I think it was you that brought up  
5                   earlier, that you'd be interested in having more  
6                   time for people to make decisions.

7                   SPEAKER: Oh, that was the lady over  
8                   there, but I agree with her.

9                   SPEAKER: Yes, okay.

10                  SPEAKER: That was me.

11                  SPEAKER: I think most people know where  
12                  they're going, but they're still going to jockey.

13                  SPEAKER: Yeah, nobody ever wants to slow  
14                  down and get behind you, they always have to go and  
15                  get in front of you.

16                  SPEAKER: Yeah.

17                  SPEAKER: But if you're specifically  
18                  coming westbound on Glenwood trying to get onto 440  
19                  in the morning -- no, no, eastbound.

20                  SPEAKER: Eastbound.

21                  SPEAKER: Eastbound from the west,  
22                  getting on 440.

23                  SPEAKER: Yeah, again, not even every  
24                  day, just whenever I want to go to my family in  
25                  Wilson, or go to the beach, or go to North Hills,

1 or go to somewhere off Capitol.

2 SPEAKER: Anything else on this question?

3 All right. Would you like to keep writing?

4 SPEAKER: Yeah. I can keep writing.

5 SPEAKER: All right. Number 6. What can  
6 North Carolina DOT do to demonstrate being a  
7 partner with the community of stakeholders while  
8 tackling the complex transportation challenges  
9 created by rapid urban growth in Wake County? What  
10 can North Carolina DOT do to demonstrate being a  
11 partner with the community of stakeholders while  
12 tackling the complex transportation challenges  
13 created by rapid urban growth in Wake County?

14 SPEAKER: I think that's the key, the  
15 rapid urban growth in Wake County needs to be  
16 managed.

17 SPEAKER: [Inaudible] the City of Raleigh  
18 to limit --

19 SPEAKER: Yeah.

20 SPEAKER: -- these monster buildings that  
21 they're putting in on [inaudible], the dense  
22 development in an already overloaded traffic area.  
23 DOT, really, can't do anything about that  
24 situation.

25 SPEAKER: They could improve mass



1 transit.

2 SPEAKER: Huh? They can improve mass  
3 transit, but I -- it's the city that needs to  
4 consider what the impact to the infrastructure's  
5 going to be when they allow these permits to build  
6 these humungous buildings.

7 SPEAKER: I'd like to ask a question  
8 before I try to answer it.

9 SPEAKER: Okay.

10 SPEAKER: How did the name of the project  
11 get changed from the Ridge Road Project to the  
12 Glenwood Avenue Project?

13 SPEAKER: I don't know that. I don't  
14 have any technical information, but I can --

15 SPEAKER: Changing the name of the  
16 project, in my opinion, is, sort of, a way  
17 disguising what the project really is. In the  
18 beginning of the project, there was a whole lot of  
19 neighborhood interest in the Ridge Road Project  
20 that may not be represented here today for the  
21 Glenwood Avenue Project.

22 SPEAKER: Okay.

23 SPEAKER: I think that -- if there's some  
24 trust to be had, or if they want to be seen as a  
25 partner, they should be a little more transparent,

1 maybe.

2 SPEAKER: Okay. Yeah, that's --

3 SPEAKER: Well, backing up from that, and  
4 that's when I first came to the meeting, and I was,  
5 kind of, like [inaudible] a few weeks ago. You  
6 know, I had heard it was -- had been studied as an  
7 improvement at Ridge Road into Glenwood Avenue.  
8 And what was presented today was the purpose to  
9 relieve congestion, and that was all that was said.  
10 What is the purpose of the project? And is it to  
11 relieve congestion in that study area? If it is  
12 that study area, then it's more focused on Glenwood  
13 Avenue than it is Ridge Road.

14 SPEAKER: Let me read the title of the  
15 map --

16 SPEAKER: No, no, I got you, I believe  
17 you.

18 SPEAKER: It says construct new  
19 interchange at Ridge Road to connect with Crabtree  
20 Valley Avenue, Raleigh, I-440, US-1 Interchange  
21 with US-70. Realign and widen Crabtree Valley  
22 Avenue between State Route 3,009 and Ridge Road.

23 SPEAKER: Okay.

24 SPEAKER: You know, I don't see Glenwood  
25 represented much in that description.

1 SPEAKER: Right.

2 SPEAKER: Okay.

3 SPEAKER: So I'm a little concerned that  
4 maybe our best interests aren't as openly being  
5 considered.

6 SPEAKER: Okay. So it sounds like you  
7 would like to hear a little more about the true  
8 intention of the project?

9 SPEAKER: Yeah, I'd love to know what the  
10 -- how do I say this -- same thing considered for  
11 what years? Right? Are we all in agreement with  
12 that? Then all of sudden it's got to be built in  
13 the next 15 months.

14 SPEAKER: Communicate, what is the  
15 purpose and need of the project?

16 SPEAKER: Okay.

17 SPEAKER: Yeah, I mean, it's  
18 transparency. Like, there was the 2000 -- there's  
19 a 2007 study on this area, there's a 2011 study on  
20 this area, and people just found out about it, you  
21 know, at the beginning of this year. So I think  
22 that's pretty ridiculous that we're just now  
23 finding out about it this year, and not willingly.  
24 The DOT didn't come up and say, this is happening.  
25 You know, we got lucky to find out it was happening

1 as early as it was because people were having their  
2 property surveyed. So I think just, you know, like  
3 you were saying, transparency, and you know, just  
4 making sure that what people being told is the  
5 truth and not, you know, not alteration of the  
6 truth.

7 SPEAKER: Just report back to you?

8 SPEAKER: Yeah, yeah. So you know, my  
9 view of this project, right or wrong, is that it's  
10 to relieve congestion in the Crabtree Valley area  
11 at the -- at the Blue -- centered around the Blue  
12 Ridge Glenwood Lead Mine intersection. If that's  
13 true, assuming that that's true, the people  
14 affected by this project are the neighborhoods all  
15 around that area, so this complete study area.

16 SPEAKER: Uh-huh.

17 SPEAKER: And everybody that travels  
18 through there, and in all four of these meetings,  
19 three now, were being held in this neighborhood,  
20 and not other neighborhoods that are in the impact  
21 area. To me, you know, why is that?

22 SPEAKER: Great question. Yeah. Well, I  
23 think that happened -- I don't think this community  
24 would have been so involved unless some people were  
25 pretty vocal about it and they told other people,

1           so that's why -- and you know, the Ridge -- Blue  
2           Ridge, you know, they're -- you know, they're all  
3           -- they're upset now because they haven't heard  
4           about the project, really, all of them until now.  
5           And so -- yeah, I think all of the neighborhoods  
6           around that area, really, should have been alerted,  
7           you know, a long time ago when they were starting  
8           to do the study area and starting to think about it  
9           and they weren't, so --

10                    SPEAKER: Okay. So, so far, I've heard  
11                    two things that the DOT can do. And the first one  
12                    is to be more transparent, and the second one is,  
13                    maybe, a wider reach with information?

14                    SPEAKER: I might consider the impact  
15                    area to be a little larger than the construction  
16                    area.

17                    SPEAKER: Okay.

18                    SPEAKER: I think there was another one  
19                    that was mentioned, actually, just clarifying the  
20                    purpose.

21                    SPEAKER: Clarifying the purpose.

22                    SPEAKER: Uh-huh.

23                    SPEAKER: Yeah, outside the Beltline, I  
24                    have -- I haven't, really, heard anything. I know  
25                    there's, like, a Glenwood Community Action Council.

1 SPEAKER: CAC?

2 SPEAKER: Yeah. And like, they  
3 unanimately voted against it. You know, the  
4 Northwest CAC bupkis on it.

5 SPEAKER: Yeah, we vote against it.

6 SPEAKER: Yeah, and the meetings are  
7 here.

8 SPEAKER: So there are two people who are  
9 --

10 SPEAKER: Stef Mendell talks about, oh, I  
11 grew up on Ridge Road or whatever on her Facebook  
12 or whatever.

13 SPEAKER: So now there have been two  
14 people that have -- that have, specifically,  
15 mentioned that the meetings are in this  
16 neighborhood. Do you have a suggestion about where  
17 there should be other meetings, or is there -- is  
18 that just a comment?

19 SPEAKER: You, kind of, need to define  
20 that purpose first.

21 SPEAKER: Okay.

22 SPEAKER: That was the strangest walking  
23 into this meeting and reading all the literature  
24 online and not being familiar or ever seeing this  
25 map, was is, it was not very clear what the purpose

1 of this project was.

2 SPEAKER: Okay.

3 SPEAKER: You know, there are numerous  
4 other schools, there's York Elementary, which is  
5 right next to the study area. You know, as next to  
6 it as this school is. There is -- I think you  
7 mentioned Stough Elementary --

8 SPEAKER: Stough, yeah.

9 SPEAKER: You know, so the --

10 SPEAKER: Jeffrey's Grove up the hill.

11 SPEAKER: That's a little further, yep.

12 SPEAKER: Yeah. So there's multiple  
13 alternate locations around the study area.

14 SPEAKER: Okay.

15 SPEAKER: I don't think the impact area  
16 is nearly large enough.

17 SPEAKER: Okay.

18 SPEAKER: I would be interested in  
19 knowing how it is that the engineers or the  
20 technical people are going to incorporate the  
21 values, the community values, that come out of  
22 these meetings. They mentioned, specifically, in  
23 the introductory material, that they wanted the --  
24 wanted the values to be given equal weight.

25 SPEAKER: Uh-huh.

1                   SPEAKER: And to me, that's somewhat  
2                   unsettling. Does that mean that anything that gets  
3                   mentioned is of equal weight, or would it be more  
4                   equitable if 100 people mentioned the same point  
5                   and one person mentions a different point? Do the  
6                   two points receive equal weight, or are they  
7                   weighted by the level of concern as reflected by  
8                   the people -- the number of people that voiced that  
9                   concern?

10                  SPEAKER: Okay.

11                  SPEAKER: I certainly don't know how they  
12                  plan to do that.

13                  SPEAKER: So more clarity on how these --

14                  SPEAKER: Yeah.

15                  SPEAKER: Okay.

16                  SPEAKER: This is probably out of place  
17                  with this question, but it does kind of build upon  
18                  what several other people have said. If whatever,  
19                  hopefully, in my mind gets done --

20                  SPEAKER: Uh-huh.

21                  SPEAKER: -- doesn't it end up making the  
22                  Crabtree Area look even more like a concrete jungle  
23                  and it incorporates designed aesthetics, trees.  
24                  You know, I don't know, different people think of  
25                  aesthetics in different ways, but if it can be



1 aesthetically pleasing versus the concrete jungle,  
2 that would be wonderful.

3 SPEAKER: And there are studies that  
4 showed that how far you are from a major freeway  
5 has health impacts. And there's multiples of  
6 studies, and how much greenery there is around you  
7 has measurable, significant health effects. So  
8 yeah, people that live around this area, they have  
9 a right to be concerned.

10 SPEAKER: And just the overall, you know,  
11 being a resident of Raleigh and proud of our city,  
12 I don't want our city to be thought of as a  
13 concrete jungle.

14 SPEAKER: I agree. Absolutely.

15 SPEAKER: And you know, if I'm bringing  
16 out-of-town people to see Raleigh, I definitely do  
17 not bring them to Crabtree, if I'm trying to, you  
18 know, bring them some place that's attractive.

19 SPEAKER: Yeah, I think -- I think  
20 Raleigh has a unique opportunity that a lot of  
21 cities don't have because we can, kind of, look at  
22 them -- we're experiencing this growth that a lot  
23 of cities were experiencing much earlier. So we  
24 can, kind of, see, you know, the mistakes they made  
25 and, you know, what doesn't, you know, what doesn't

1 look good, so we can, really, take a more  
2 intellectual approach on how to design our city  
3 with this growing population that looks good and is  
4 also effective, but still, you know, maintain the  
5 feel that it has -- that, you know, our city has.  
6 So you know, that's -- I think that's important, so  
7 just maintaining how it -- how it looks.

8 SPEAKER: Are there any other suggestions  
9 about things that the North Carolina DOT can do to  
10 demonstrate partnership?

11 SPEAKER: I would like to know what their  
12 ideas are for the alternate routes when  
13 construction is under way. Because you know, as  
14 much I want improvements on that, getting on the  
15 beltline, you know, if that wasn't there, then, you  
16 know, go up Lead Mine to North Hills or Creedmoor  
17 to Millbrook or --

18 SPEAKER: I would feel more partnered  
19 with if there were a representative at the meeting.

20 SPEAKER: Okay.

21 SPEAKER: Are you talking about this  
22 meeting?

23 SPEAKER: Yeah.

24 SPEAKER: I think they did this on  
25 purpose.

1                   SPEAKER: Well, they have a proxy, of  
2                   course, they --

3                   SPEAKER: No, no. I mean, they did it --  
4                   I think they've had previous meetings that DOT  
5                   personnel and -- I believe that the DOT personnel  
6                   were perceived as, maybe, being a little bit bias  
7                   about wanting a certain, particular design.

8                   SPEAKER: Yeah. I thought they were.

9                   SPEAKER: And they [inaudible] comment,  
10                  that this time they brought a facilitator, taking  
11                  the DOT out of the equation.

12                  SPEAKER: Yeah.

13                  SPEAKER: Just to listen to what  
14                  everybody has to say, and what their concerns are,  
15                  and then they can take them back to the DOT. But  
16                  I'm sure that there will be subsequent meeting  
17                  afterwards, after they collect all this  
18                  information. They come back, and A, summarize what  
19                  they heard, and B, eventually, address as many of  
20                  those concerns as they can.

21                  SPEAKER: Well, I have another point  
22                  then. Could we clarify, is this a DMV project, or  
23                  a Raleigh project? Because the city claims it's a  
24                  Department of Motor Vehicles, and DMV claims it's  
25                  the city?

1 SPEAKER: I cannot [inaudible].

2 SPEAKER: Nobody knows if it's the state  
3 or the city.

4 SPEAKER: It's a NCDOT project, so it's a  
5 -- it's an NCDOT project that's partially,  
6 federally funded and probably has some funding from  
7 the City of Raleigh, as well, but the majority of  
8 the funding will come from the state.

9 SPEAKER: Okay. So it's not a Raleigh  
10 project; it's a State project.

11 SPEAKER: I am really coming into this  
12 totally blind. So I can't answer these questions.

13 SPEAKER: I heard they're partnering with  
14 Raleigh, but they don't have to --

15 SPEAKER: Neither one of them knows --

16 SPEAKER: Well, they're consulting on  
17 them, but it's a state -- it's NCDOT.

18 SPEAKER: Yeah. I think the reason the  
19 website came about was because people couldn't get  
20 an answer.

21 SPEAKER: Oh, yeah. They're both blaming  
22 each other.

23 SPEAKER: Okay. Are there any other  
24 things that the North Carolina DOT can do to  
25 demonstrate partnership? All right. So those are

1 the end of the six questions. Now we get to go  
2 into the, what else? So is there anything that you  
3 haven't gotten to say -- within normal limits --  
4 that you would like to share, that you have  
5 concerns about, that you have thoughts about,  
6 questions about?

7 SPEAKER: Are we supposed to fill these  
8 out?

9 SPEAKER: Yes.

10 SPEAKER: And just give them to you, or  
11 what?

12 SPEAKER: Yes.

13 SPEAKER: You can't actually answer  
14 technical questions, so --

15 SPEAKER: No.

16 SPEAKER: No, but I can capture the  
17 essence of the question, it will also be on the  
18 tape, obviously.

19 SPEAKER: If there's a wish list, I would  
20 love for them to explore the opportunity to, just,  
21 disconnect Ridge Road from the Beltline entirely.  
22 I don't know what that may mean.

23 SPEAKER: Would that isolate -- I design  
24 roads for a living.

25 SPEAKER: Sure.

1                   SPEAKER: Just to let you know, I'm in  
2                   that industry. How would the people that live over  
3                   there feel about doing a disconnect from the  
4                   Beltline? I was just curious. Yeah, I mean, it  
5                   would definitely cut down on thru traffic.

6                   SPEAKER: Yeah.

7                   SPEAKER: I mean, [inaudible] have to go  
8                   down to Lake Boone Trail.

9                   SPEAKER: Well, you'd never get on there  
10                  'cause everybody's getting on there.

11                  SPEAKER: Exactly.

12                  SPEAKER: But you could get, you know,  
13                  Glen Eden and Glenwood, which would not, really,  
14                  not help that situation. You know, it impacts  
15                  every other intersection we talked about. But I  
16                  get on the Beltline there every day, and I get off  
17                  the Beltline there every day, and it's a battle to  
18                  get on, it's a battle to get off, and sometimes I  
19                  have to wait to get off because it's backed up all  
20                  the way from where you turn on to Ridge from the  
21                  exit --

22                  SPEAKER: Uh-huh.

23                  SPEAKER: -- because people are trying to  
24                  avoid sitting in traffic getting to wait.

25                  SPEAKER: For somebody that doesn't live

1           there, I think that's a sensible thing to examine  
2           if it would make other pieces of it work better.

3           SPEAKER: If you look at the earlier plan  
4           that showed three exits from Ridge in every  
5           direction onto the Beltline and no entrances onto  
6           Ridge from the Beltline. It is like that end of  
7           Ridge was, basically, a drain for the whole  
8           neighborhood.

9           You're still having to come in some  
10          alternate way, right? So it seems to me, why don't  
11          we just disconnect it entirely. I'll figure how to  
12          get it to work.

13          SPEAKER: You say, you take Lake Boone  
14          currently?

15          SPEAKER: No, you can't -- you just  
16          can't. If you -- if you try to get from Blue Ridge  
17          to the Beltline, you can't make a left on Lake  
18          Boone because it's backed all the way up. All the  
19          way. Like, if you're coming down Blue Ridge from  
20          -- from the art museum, you want to turn right onto  
21          Lake Boone, as if you wanted to get to the  
22          Beltline, you'd be sitting on Blue Ridge, waiting  
23          out light cycles.

24          SPEAKER: So what do you do?

25          SPEAKER: I live on Ridge, I don't -- I

1 get as far away from there as I can. I never get  
2 on the Beltline up there -- I mean at Lake Boone.

3 SPEAKER: So we've got kind of one thing  
4 that was kind of outside of the scope of these six  
5 questions, which is disconnecting Ridge from the  
6 Beltline, right?

7 SPEAKER: Yup.

8 SPEAKER: What else? What else? If you  
9 were to share that back with the folks -- the  
10 design firms, as well as the DOT, what else do you  
11 want to share that you haven't already shared  
12 before, if anything?

13 SPEAKER: That includes thoughts on this  
14 process. So this is something new that they're  
15 trying out, this is not a typical meeting, kind of,  
16 thing, so thoughts about this process are welcome,  
17 as well.

18 SPEAKER: We have to wait and see how it  
19 works.

20 SPEAKER: I think, on this process, I  
21 think this is a good process. I think this is an  
22 important piece of it. I support it. You know,  
23 getting -- you know, I think pedestrian overpass is  
24 under bad. Well, probably overpasses need to be  
25 looked at in this area.



1                   SPEAKER: I like those, but they're very  
2 expensive.

3                   SPEAKER: They are, but -- yeah. I think  
4 they need to be looked at. It could be worth that,  
5 it would address pedestrian safety.

6                   SPEAKER: No. I -- you know I'm for  
7 that. I always say that, but --

8                   SPEAKER: Well, and then you don't have  
9 the crosswalks, which sometimes they have to time  
10 the traffic lights to allow the slow-moving person  
11 to cross.

12                   SPEAKER: Yeah. People will run a red.  
13 They will just habitually, they will not stop.

14                   SPEAKER: Yeah. So if you can take -- if  
15 you can take some of these -- these complexity  
16 elements out, whether it be the Ridge Road or the  
17 pedestrians or, you know, name two or three others,  
18 simplify, you can get stuff moving.

19                   SPEAKER: It's so -- it's healthier, too,  
20 'cause there are all these stores that I can walk  
21 to. I mean, if you looked on the map, it would be  
22 an easy walk, but it's crossing six lanes of  
23 traffic and I can't do that. So it's -- you don't  
24 walk.

25                   SPEAKER: I don't know.

1 SPEAKER: Any other what-else thoughts?

2 SPEAKER: I would hope that there would  
3 be some communication as you've got, I think, our  
4 e-mail addresses, you, whoever you are. When we  
5 signed in, our e-mail addresses were provided.

6 SPEAKER: Partners for Impact.

7 SPEAKER: Okay. I would hope that there  
8 would be some communication directly back to the  
9 people who came saying, this is where you go for  
10 the results. These are the next steps, so that --  
11 I would hope there would be extra effort to keep  
12 those of us, who took the time to get involved,  
13 informed.

14 SPEAKER: I agree with that. That would  
15 have been welcome feedback from the first meeting  
16 when Partners for Impact was initially introduced,  
17 and there was a lot of unhappy people in the crowd  
18 based on the plan that was on the project at the  
19 time.

20 SPEAKER: Okay. And so this is the first  
21 meeting that was on Thursday last week, or Tuesday  
22 of this week?

23 SPEAKER: It was Thursday that was  
24 cancelled, and then Tuesday I was unable to make.

25 SPEAKER: Okay. So then you were unhappy

1 with the meeting process that first time?

2 SPEAKER: No, no, in the spring, when --

3 SPEAKER: In the spring. Okay.

4 SPEAKER: -- this project first made  
5 public, and, you know, we went, and the DOT  
6 official was there and, I guess, Partners for  
7 Impact was there --

8 SPEAKER: They had a public hearing.  
9 They, actually, had a design they were showing.

10 SPEAKER: Yeah.

11 SPEAKER: Yeah. I think that's what the  
12 disappointment in the neighborhood there is what  
13 facilitated this process.

14 SPEAKER: I agree because the timeline  
15 given was, we're going to take your stuff and we're  
16 going to mull it over and we're going to break  
17 ground in November; we're off to the races.

18 SPEAKER: Yeah.

19 SPEAKER: Okay.

20 SPEAKER: We didn't feel like our  
21 opinions mattered. And were, really, not even  
22 being asked except as formality, really.

23 SPEAKER: Uh-huh.

24 SPEAKER: So to his point, I would've  
25 loved --

1                   SPEAKER: So they delayed it like you  
2 wanted?

3                   SPEAKER: Pretty much, they -- like, they  
4 took our opinions, so they said they would, so they  
5 could say they did, but it didn't matter. The  
6 project was already on paper and moving, was the  
7 impression we got at that point.

8                   SPEAKER: Okay.

9                   SPEAKER: You know, so some feedback  
10 after that meeting would've been wonderful.

11                  SPEAKER: I didn't know I needed to show  
12 up at that one.

13                  SPEAKER: Yeah. Because they -- I mean,  
14 like he says, they were -- they were surveying  
15 down at the end of Ridge, and there's survey  
16 markers and concrete in the ground right now.

17                  SPEAKER: Okay. So they're -- they're  
18 not --

19                  SPEAKER: Getting the lay of the land.  
20 Just in case.

21                  SPEAKER: Yeah, they always say they  
22 don't have a -- they always say --

23                  SPEAKER: I noticed they weren't  
24 surveying any of the alternative spots.

25                  SPEAKER: All right. That's a fair

1 point, yeah.

2 SPEAKER: They always say they have no  
3 plan of what they're doing, but at that time,  
4 they're surveying all these plots of land, you  
5 know, gathering information, so they have an idea.  
6 But they always just say, you know, we have no idea  
7 what we're doing, which I think is -- you know, I  
8 think you should know what you're doing, so --

9 SPEAKER: To give you a little inside  
10 information, 'cause that's what I do for a living.  
11 They do have to go out and survey it, so they can  
12 explore multiple alternatives and come up with a  
13 list of impacts for the different alternatives. So  
14 they to -- you got to figure out what's on the  
15 ground, you got to figure out what's going to  
16 impact, so -- when they say they don't have any  
17 idea, that might be a stretch. They probably have  
18 some ideas, but they're not going -- just because  
19 they're surveying, doesn't mean that they're going  
20 to build something.

21 SPEAKER: Uh-huh.

22 SPEAKER: [Inaudible].

23 SPEAKER: Yeah. I can believe that.

24 Like I said --

25 SPEAKER: Okay. So it sounds like you

1 wish that there would have been some more  
2 explanation.

3 SPEAKER: A little feedback from our  
4 input at the meeting would have been really nice.  
5 Yeah.

6 SPEAKER: Just so this whole thing  
7 doesn't feel like a pacifier.

8 SPEAKER: Okay.

9 SPEAKER: Yeah.

10 SPEAKER: You know, -- well, the  
11 community that I live in, Brookhaven, there's  
12 various -- there's a Facebook group, there's a  
13 Nextdoor group, so there are ways to communicate  
14 into -- more broadly into the local neighborhood  
15 through social media.

16 SPEAKER: Yeah. I think Nextdoor reaches  
17 just about everybody.

18 SPEAKER: Yeah. So might explore using  
19 some of these social media outlets to let people  
20 know they can go XYZ website to find information.

21 SPEAKER: Okay. So exploring different  
22 avenues for talking about upcoming meetings or  
23 updates on the projects with specific information  
24 about the website.

25 SPEAKER: What else?

1 SPEAKER: You're not out of ink yet?

2 SPEAKER: Nope. I got buckets of ink. I  
3 can't write all right. I don't think you guys want  
4 to do it.

5 SPEAKER: We've got two more minutes  
6 before we need to move on [inaudible].

7 SPEAKER: What's for supper?

8 SPEAKER: What's that?

9 SPEAKER: What's for supper?

10 SPEAKER: Oh, what's for supper. Yeah.  
11 [Inaudible]. Did you get those?

12 SPEAKER: I'll come around and gather the  
13 cards. You want to --

14 SPEAKER: Yep. So there were some cards  
15 that you guys filled out. We're going to go ahead  
16 and pick those up. So I know this came up -- this  
17 was shared earlier, we're going to share it again  
18 in terms of what's next. So this is, really, the  
19 front part of the design process, but here's --  
20 here are five things that I know that are coming  
21 next. So the comments are going to be listened to  
22 the themes extracted from each of the  
23 conversations. There are, I think, eight or nine  
24 different rooms in here tonight. We will repeat  
25 this again on Saturday. So everything is being

1           taped, it will be transcribed, they have notes and  
2           they will scrape through all of that and look for  
3           themes, overall ideas, from each of the  
4           conservations.

5                         The data from all the sessions will be  
6           aggregated into a report that goes to the  
7           engineering firms. That report will also be  
8           available on DOT's website when it's completed.  
9           Engineering firms will generate ideas based on many  
10          factors, including the values express in listening  
11          sessions, and these will be brought back to the  
12          community for another input session. So what got  
13          talked about before is, listening session now,  
14          design firms will take these, they will incorporate  
15          that, they'll bake that into the design, they'll do  
16          the best job they can, whether it's heard two  
17          different numbers, six designs, nine designs, I'm  
18          not sure, somewhere in between.

19                        There will be another big community open  
20          house, people have a chance to come back in, give  
21          feedback on those, and then will hear back away and  
22          start making decisions. So that's -- that's the  
23          what's next. I don't have any specific timing on  
24          what's next. My guess is that will go up on the  
25          website, and if you have any other specific



1 questions, I'm guessing Partnership Project will be  
2 contacted.

3 SPEAKER: Partners for Impact.

4 SPEAKER: Partners for Impact,  
5 [inaudible], yes. So any other questions that we  
6 can help you with? That we can answer, anyway?  
7 Well, we want to say, thank you very much for  
8 spending your evening with us. It's Tuesday? Is  
9 today Tuesday or Wednesday? I'm sorry.

10 SPEAKER: Tuesday.

11 SPEAKER: I'm dealing with hurricane  
12 stuff, so my days are totally gone out the window.  
13 So thanks for spending you Tuesday with us and  
14 giving you input on these questions, as well as the  
15 what else. We really value each of your  
16 contributions, and know that, hopefully, they make  
17 a difference. So thank you guys. You're free to  
18 go.

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