

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

Facilitated Listening Session

Saturday, September 29, 2018

Martin Middle School  
1701 Ridge Road  
Raleigh, NC 27607

Room 2105 Session

Transcription by:  
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1                   SPEAKER: I think it's on. Okay, so this  
2                   is Suzanna and Patty and we are hosting this  
3                   session in room 2105, I think, on Saturday the 29th  
4                   of September.

5                   SPEAKER: Yeah.

6                   SPEAKER: So we're going to put one of  
7                   these on each table and kick it off. Patty you're  
8                   going to go ahead and capture their first question.  
9                   So the first question that we have for you is, with  
10                  one word we ask you to describe what is most  
11                  important to your household or your business that  
12                  must be considered as this project moves forward;  
13                  so just one word. And we'll give a chance for  
14                  everyone to share. What's one word that would  
15                  describe what's most important to you or your  
16                  household or business that must be considered.

17                  SPEAKER: Traffic.

18                  SPEAKER: Traffic.

19                  SPEAKER: Comfortable living environment.

20                  SPEAKER: Comfortable living environment.

21                  SPEAKER: Living environment.

22                  SPEAKER: That's more than one word, but  
23                  we'll get it all, that's okay.

24                  SPEAKER: Safety.

25                  SPEAKER: Comfortable living environment

1                   and then safety.

2                   SPEAKER: Preservation.

3                   SPEAKER: Preservation?

4                   SPEAKER: Uh-huh.

5                   SPEAKER: What else?

6                   SPEAKER: Neighborhood.

7                   SPEAKER: Neighborhood.

8                   SPEAKER: Already up there, traffic.

9                   SPEAKER: Traffic. Got another vote

10                  there for traffic. Okay.

11                  SPEAKER: Another vote for preservation.

12                  SPEAKER: Another vote for preservation.

13                  Good.

14                  SPEAKER: Another vote for neighborhood.

15                  SPEAKER: I have another vote for safety.

16                  SPEAKER: Another vote for safety. Are

17                  there any additional words that we haven't captured

18                  yet?

19                  SPEAKER: Stewardship.

20                  SPEAKER: Stewardship.

21                  SPEAKER: And common sense.

22                  SPEAKER: Stewardship and common sense.

23                  Excellent words. Okay. Everybody get a chance to

24                  share their word?

25                  SPEAKER: I don't think we can disagree

1 with any one of those.

2 SPEAKER: No. And we don't have to.

3 SPEAKER: So ten votes on each one.

4 SPEAKER: Yeah. No, that's good. We're  
5 not voting, we're not voting. We're just trying to  
6 capture the essence of it.

7 SPEAKER: I don't think I --

8 SPEAKER: Yeah. So, this is really a  
9 qualitative conversation. We're going to get all  
10 of it. And you could have different opinions from  
11 someone else in the room and it can all live on the  
12 paper at the same time. So we don't have to get --

13 SPEAKER: How about economics?

14 SPEAKER: Economics. Good. We'll add  
15 that to it. Yeah, we don't have to agree or make  
16 the plan, that's the beauty of today. Is it's just  
17 about hearing what's important to you, and what can  
18 be important here might be different than what's  
19 important there. We'll get it all.

20 SPEAKER: I would like inclusive and  
21 thorough.

22 SPEAKER: Inclusive and thorough.

23 SPEAKER: Speed is not the issue here.  
24 Get it right.

25 SPEAKER: And transparency.

1 SPEAKER: Excellent.

2 SPEAKER: Got a couple votes on  
3 transparency from you to mark there.

4 SPEAKER: Okay.

5 SPEAKER: Okay. All right. Good. We  
6 got that. All right. Question one done. We're  
7 moving in good time. Let me just put my little  
8 timer just to make sure we stay on track here. So  
9 we've got -- whoo, just right about an hour.

10 SPEAKER: Looky there.

11 SPEAKER: Got this fancy little timer  
12 here to -- okay. So, you all started us of and a  
13 lot of the themes you going to talk about we're  
14 going to get a chance to hear more about those.  
15 And so the first topic is around safety that you  
16 mentioned. So what do you believe is needed to  
17 ensure the safety of your family, the people who  
18 live in the area and the people who travel through  
19 the area? So think on all of those. Anything.  
20 What do you --

21 SPEAKER: Don't do this.

22 SPEAKER: Don't do what?

23 SPEAKER: Leave Ridge Road alone.

24 SPEAKER: Leave Ridge Road alone. Okay.

25 SPEAKER: You've got too many young

1 children, you got too many joggers, bikers,  
2 pedestrians --

3 SPEAKER: Scooters.

4 SPEAKER: -- scooters, dog walkers; it's  
5 just going to be a mess.

6 SPEAKER: Okay.

7 SPEAKER: Don't put a Crabtree Valley  
8 Avenue interchange at Ridge Road.

9 SPEAKER: Okay. Don't put a Crabtree  
10 Valley interchange at Ridge Road.

11 SPEAKER: Don't connect Ridge Road to  
12 Crabtree Valley Avenue, don't connect Ridge Road to  
13 Glenwood Avenue.

14 SPEAKER: Okay.

15 SPEAKER: Those are different things.

16 SPEAKER: Yep.

17 SPEAKER: Okay. We're going to slow it  
18 down so I can get, right?

19 SPEAKER: Yep.

20 SPEAKER: Interchange, you don't want an  
21 interchange.

22 SPEAKER: Crabtree Valley Avenue  
23 interchange, that's important.

24 SPEAKER: Crabtree Valley Avenue. And  
25 I'm going to put, don't. Okay.

1                   SPEAKER: And it was specifically around  
2 Ridge Road connecting to Glenwood?

3                   SPEAKER: Well don't put it up at Ridge  
4 Road.

5                   SPEAKER: Okay.

6                   SPEAKER: A, don't put it up there,  
7 whether they connect it directly at this time or  
8 not.

9                   SPEAKER: Not at -- not at Ridge.

10                  SPEAKER: B, don't connect it. Don't  
11 connect Ridge Road to Crabtree Valley Avenue and  
12 don't connect Ridge Road to Glenwood Avenue.

13                  SPEAKER: And not to Glenwood. Okay.  
14 Okay.

15                  SPEAKER: What else needs to be  
16 considered to ensure the safety of your family,  
17 people who live in area, and we got a lot of the  
18 rest of the details that you said about the  
19 pedestrians, the joggers, the dog walkers, on the  
20 recording, too. So what else needs to be  
21 considered to ensure the safety?

22                  SPEAKER: Traffic density.

23                  SPEAKER: Traffic density.

24                  SPEAKER: Yeah. On feeder roads.

25                  SPEAKER: On feeder roads. Okay.

1                   SPEAKER: May I add -- I don't want to --  
2                   because this may sound like a twist on what you  
3                   were saying -- somewhere up there put to consider  
4                   an interchange with Crabtree Valley Avenue that  
5                   does not include Ridge Road, does not necessarily  
6                   include Ridge Road. Do we need -- is it beneficial  
7                   to add that or is it already there?

8                   SPEAKER: Sure. Yeah. Whatever's  
9                   important to you, thinking about safety.

10                  SPEAKER: Specifically the interchange  
11                  with Crabtree Valley Avenue that doesn't include  
12                  Ridge Road.

13                  SPEAKER: That doesn't impact -- I was  
14                  going to say that -- because if it doesn't connect  
15                  right to it, then that'll [inaudible].

16                  SPEAKER: Crabtree Valley.

17                  SPEAKER: Since you're taking it, I think  
18                  what -- what they're saying now will take care of  
19                  all of number one.

20                  SPEAKER: Okay.

21                  SPEAKER: That will take care of all of  
22                  number one?

23                  SPEAKER: Yeah.

24                  SPEAKER: Then we're done! No --

25                  SPEAKER: We're done.



1 SPEAKER: Let's keep.

2 SPEAKER: Don't change the traffic  
3 patterns to force more traffic through residential  
4 streets.

5 SPEAKER: Okay.

6 SPEAKER: Like, they're considering  
7 closing Varnell Avenue at Ridge Road. That would  
8 force traffic from the apartment buildings and  
9 through smaller residential streets.

10 SPEAKER: Okay. Don't change the traffic  
11 patterns. To force connections through the  
12 residential roads.

13 SPEAKER: Force traffic. More traffic.

14 SPEAKER: Force traffic, right.

15 SPEAKER: Smaller residential roads.

16 SPEAKER: Excuse me. I don't mean to be  
17 this adept, but you've written it not as I  
18 intended.

19 SPEAKER: Okay.

20 SPEAKER: Consider an interchange with  
21 Crabtree Valley Avenue that does not include Ridge  
22 Road.

23 SPEAKER: With -- does not include.

24 SPEAKER: No. With Crabtree Valley  
25 Avenue that does not include Ridge Road.

1                   SPEAKER: Okay. Consider interchange  
2 with Crabtree Valley Avenue.

3                   SPEAKER: With Crabtree Valley Avenue.

4                   SPEAKER: I'm going to re-write.

5                   SPEAKER: Thank you.

6                   SPEAKER: And remember this is recorded,  
7 too, okay?

8                   SPEAKER: I understand.

9                   SPEAKER: Yep.

10                  SPEAKER: But I'd be good to get it in  
11 writing.

12                  SPEAKER: We'll get it right. Consider  
13 interchange --

14                  SPEAKER: With Crabtree Valley Avenue.

15                  SPEAKER: With -- I got you -- Crabtree  
16 Valley Avenue that does not.

17                  SPEAKER: That does not include Ridge  
18 Road. Thank you. Sorry to belabor.

19                  SPEAKER: No, no, that's perfect. We  
20 want you to do that.

21                  SPEAKER: That's exactly what we want to  
22 know.

23                  SPEAKER: Yeah.

24                  SPEAKER: And now that you've got that  
25 captured, what I would like to see is the

1 interchange be considered with non-residential  
2 streets, streets that were originally designed to  
3 be connectors or through streets, like Blue Ridge  
4 Road, that had mixed use on it rather, than just  
5 pure residential.

6 SPEAKER: Okay. I want to make sure I  
7 heard that right.

8 SPEAKER: No, you're good.

9 SPEAKER: The interchange that they would  
10 consider non-residential roads.

11 SPEAKER: Needs to be -- right.

12 SPEAKER: Is that -- am I -- okay.

13 SPEAKER: They need to be thinking --  
14 they need to be thinking of non-residential roads  
15 --

16 SPEAKER: As options.

17 SPEAKER: That's ideal, those connectors.

18 SPEAKER: I think single family,  
19 probably, is what you mean.

20 SPEAKER: Single family. Yes. Yes, yes,  
21 yes.

22 SPEAKER: Interchange consider  
23 non-residential.

24 SPEAKER: It's for in single family --  
25 no, no, you're considering. You're right. Yes.

1           You're right.

2                   SPEAKER: You're right. Keep going.

3                   SPEAKER: I'm thinking negative, you're  
4           thinking positive.

5                   SPEAKER: Interchange, consider  
6           non-residential, single family.

7                   SPEAKER: No, no, no, we don't want the  
8           interchange on single family.

9                   SPEAKER: I think that's what it says.

10                  SPEAKER: That's what I'm saying.

11                  SPEAKER: Yeah.

12                  SPEAKER: Okay.

13                  SPEAKER: Consider non-residential,  
14           non-single family streets.

15                  SPEAKER: Options, right? Is that --

16                  SPEAKER: It's non -- non -- yep.

17                  SPEAKER: Okay. What else is important  
18           when thinking about safety?

19                  SPEAKER: I guess, it's probably included  
20           in there, but don't raise the traffic volume on  
21           Ridge Road.

22                  SPEAKER: Okay.

23                  SPEAKER: Traffic volume.

24                  SPEAKER: Mm-hm.

25                  SPEAKER: What else is needed to ensure

1 safety? What needs to be considered in this  
2 project?

3 SPEAKER: This doesn't have to do with  
4 Ridge Road, but I think that the intersection of  
5 Glenwood and Lead Mine is pretty dangerous and I  
6 think that something needs to be done there.

7 SPEAKER: Did you say Glenwood and Lead  
8 Mine?

9 SPEAKER: Yes.

10 SPEAKER: So say more about -- moving  
11 that up there so we can see it -- so Glenwood  
12 Avenue and Lead Mine is dangerous.

13 SPEAKER: Yes.

14 SPEAKER: Anything specifically?

15 SPEAKER: Well, you have two things going  
16 -- two -- two lanes going to, I guess, east and  
17 then two going straight. And the traffic lights  
18 are confusing, I think, there.

19 SPEAKER: Okay.

20 SPEAKER: It's just the way it's set up.

21 SPEAKER: Okay. So two lanes going east  
22 and two lanes with traffic lights going straight.

23 SPEAKER: Uh-huh. Right. And then one  
24 -- well, the one also goes to the west.

25 SPEAKER: Okay. Traffic lights are

1           confusing.

2                   SPEAKER: Okay.

3                   SPEAKER: I think for anybody who is new  
4           to the area, that would be confusing, I think.

5                   SPEAKER: Sure.

6                   SPEAKER: Okay. So Glenwood and Lead  
7           Mine. Traffic lights are confusing, multiple  
8           lanes. What else? Anything else about safety?  
9           What else about safety that we haven't captured  
10          already or discussed?

11                  SPEAKER: Lots of walkers and bikers,  
12          children.

13                  SPEAKER: Lots of walkers, bikers and  
14          children.

15                  SPEAKER: Is that fair to say, consider?

16                  SPEAKER: Walkers, bikers and children.  
17          I would.

18                  SPEAKER: If you're going to do bikers,  
19          do scooters, because I counted nine on Ridge Road  
20          last week parked in the handicapped areas.

21                  SPEAKER: Makes sense.

22                  SPEAKER: Yeah. I saw one riding a  
23          scooter drinking a beer this morning.

24                  SPEAKER: This morning.

25                  SPEAKER: This morning? Getting an early

1 start.

2 SPEAKER: I was wondering about that.

3 SPEAKER: Are you talking about those new  
4 electric scooters?

5 SPEAKER: Uh-huh.

6 SPEAKER: Just to be clear, we're not  
7 talking about kids on --

8 SPEAKER: No, I'm talking about --

9 SPEAKER: Birds or --

10 SPEAKER: -- the birds -- the birds and  
11 the limes.

12 SPEAKER: The birds and the lime  
13 scooters. Okay. Okay.

14 SPEAKER: I think speed. I mean we talk  
15 about --

16 SPEAKER: Speed.

17 SPEAKER: Traffic speed, the speed of the  
18 traffic.

19 SPEAKER: And where, particularly, in  
20 this, you know. All of it, residential speed? Is  
21 there --

22 SPEAKER: My street is on that sharp  
23 curve on Ridge Road where Hampton intersects Ridge  
24 Road.

25 SPEAKER: Uh-huh.

1                   SPEAKER: Speed limit is clearly stated  
2                   25 miles an hour around that curve. Nobody slows  
3                   down.

4                   SPEAKER: Okay.

5                   SPEAKER: I have been hit -- almost hit  
6                   there multiple times when I'm trying to make a left  
7                   onto Hampton, because people come flying around  
8                   that curve.

9                   SPEAKER: Uh-huh.

10                  SPEAKER: Around the corner. That's  
11                  true.

12                  SPEAKER: And they're doing at least 40.

13                  SPEAKER: So Ridge and Hampton, speed.  
14                  Anything else around speed?

15                  SPEAKER: I would just say for me, it  
16                  would just -- Ridge Road in general.

17                  SPEAKER: Ridge Road. Okay.

18                  SPEAKER: Yeah.

19                  SPEAKER: I didn't know if we were  
20                  talking about the highway, you know, the Beltline  
21                  there or...

22                  SPEAKER: But I'm not interested in speed  
23                  bumps.

24                  SPEAKER: On Ridge Road? I don't think  
25                  -- I don't think --



1 SPEAKER: They have those on Lake Boone.

2 SPEAKER: I know.

3 SPEAKER: Not interested in speed bumps.

4 Okay.

5 SPEAKER: I have something to say about  
6 the whole project which is related to safety.

7 SPEAKER: Absolutely.

8 SPEAKER: Okay. I think the whole area,  
9 including the design around Hillsborough Street --  
10 and improve this Glenwood Avenue we're talking  
11 about today -- is designed with mindset of an  
12 interstate highway and I think that's the wrong  
13 kind of design to put in an urban area. And a good  
14 contrast to that is supposed to have been done to  
15 Hillsborough Street.

16 SPEAKER: Uh-huh.

17 SPEAKER: Hillsborough Street was built  
18 like a four lane thoroughfare to go downtown and  
19 out. And on campus people said, we'll take --  
20 students can survive Hillsborough Street if they  
21 survive whatever the professors give them.

22 (Laughter)

23 SPEAKER: Okay. Now, that's been re-dug  
24 [phonetic]. It is a nice, urban street using inner  
25 -- using roundabouts. It's a pleasant environment.

1 Students can walk freely on there, easily, safely.  
2 And I think that same concept could be extended all  
3 the way out to the belt, to the fairground and not  
4 build these high, land-grabbing interchanges with  
5 big clover-leafs on them, using roundabouts  
6 judiciously there. And maybe some -- applying some  
7 of the same designs in this area, rather than try  
8 to design it like an interstate highway coming  
9 through the middle of town tearing up everything.

10 SPEAKER: Uh-huh.

11 SPEAKER: Okay.

12 SPEAKER: Did I capture that correctly?  
13 Urban street design, i.e. Hillsborough, not  
14 interstate design.

15 SPEAKER: Hillsborough's a good example  
16 of good design. The design we see here is a good  
17 example of 20 years out of date.

18 SPEAKER: Uh-huh.

19 SPEAKER: Okay.

20 SPEAKER: Uh-huh.

21 SPEAKER: Is -- is that fair?

22 SPEAKER: Uh-huh.

23 SPEAKER: Okay.

24 SPEAKER: Yeah.

25 SPEAKER: Yeah. Good forward thinking

1 done, not retrograde.

2 SPEAKER: Hillsborough spelled O-U-G-H.

3 SPEAKER: Yeah.

4 SPEAKER: We didn't get the markers with  
5 the spell check in them. So --

6 SPEAKER: Oh, I'm sorry when I write  
7 fast.

8 SPEAKER: O-U-G-H there on the end,  
9 right?

10 SPEAKER: Sorry.

11 SPEAKER: Good. All right. Anything  
12 else on safety or have we got most of it?

13 SPEAKER: There -- there needs to be, I  
14 think, at the intersection of Lake Boone and Ridge  
15 Road, left turn lights. Currently, I'm sitting  
16 through three lights to turn left from Lake Boone  
17 to Ridge Road in morning traffic and 5 o'clock  
18 traffic. And you've got kids and scooters and  
19 bikes and it's a blind hill.

20 SPEAKER: Uh-huh. And the same thing on  
21 that hill.

22 SPEAKER: You're coming -- they're coming  
23 over the hill, there, doing more than 35 to get  
24 through the light. They're coming off of 440 and  
25 they are charging home and you're taking your life

1           into your own hands to turn left.

2                       SPEAKER: So from Lake Boone to Ridge  
3 Road, turn lights; so particularly left turn  
4 lights.

5                       SPEAKER: Yeah, I think you'll find a  
6 high accident rate there at that corner.

7                       SPEAKER: Left.

8                       SPEAKER: Okay.

9                       SPEAKER: I think there's a high accident  
10 rate at that corner.

11                      SPEAKER: Uh-huh.

12                      SPEAKER: Yeah. Lots of overturned  
13 vehicles.

14                      SPEAKER: Overturned vehicles, oh my.

15                      SPEAKER: Yeah.

16                      SPEAKER: Uh-huh.

17                      SPEAKER: Yeah, that's a dangerous --

18                      SPEAKER: Something needs to be done on  
19 Ridge Road at the intersection of Wade and Ridge,  
20 because Ridgewood Shopping Center is just nuts. At  
21 any -- noontime, school time, 5 o'clock time;  
22 people are going into Whole Foods, coming out of  
23 Whole Foods. There is a childcare place across the  
24 street from it and it is just totally crazy.

25                      SPEAKER: A school.

1 SPEAKER: Yeah.

2 SPEAKER: I avoid it like the plague.

3 SPEAKER: Okay. So Wade and Ridge and  
4 there's a shopping plaza there and a school. So  
5 just say shopping plaza and the school in  
6 particular there.

7 SPEAKER: It's a private school.

8 SPEAKER: Okay. All right. Let's keep  
9 going. We can always add more things on safety,  
10 because really these all come around to a lot of  
11 the same overall questions. So we're going to go  
12 to our third question, which you can see on your  
13 sheet there. Is there a specific valuable  
14 community asset, something important to the  
15 community or neighborhood, that's located within  
16 the project zone, that you are concerned will be  
17 impacted? If so, what is it? And how do you  
18 believe it will be impacted?

19 SPEAKER: The property -- they want to  
20 take a lot of it away and it's --

21 SPEAKER: What's that property -- just to  
22 --

23 SPEAKER: Coggins Farm.

24 SPEAKER: Coggins Farm. Okay.

25 SPEAKER: Can you spell that?

1 SPEAKER: C-O-G-G-I-N-S Farm.

2 SPEAKER: Okay.

3 SPEAKER: It's --it's just beautiful.

4 It's been there for a very long time.

5 SPEAKER: It's been there before the  
6 Beltline. They already took 22 acres of it to put  
7 in the Beltline.

8 SPEAKER: Yup.

9 SPEAKER: You see animals grazing out  
10 there. My kids always enjoyed looking at the  
11 animals there when they were young. It would be  
12 criminal, in my opinion, to mess that up any more.

13 SPEAKER: Okay.

14 SPEAKER: It's the only buffer for the  
15 neighborhood this far from the highway. It's  
16 mature forest. It's -- they would -- I would  
17 probably -- the entire -- all of the right of way  
18 forest around that area is mature forest. Would be  
19 acres -- -- eight to ten acres could be gone.

20 SPEAKER: Okay. Let's capture mature  
21 forest too as an important aspect of that.

22 SPEAKER: It is also important as far as  
23 climate control. It's important for the ozone.  
24 This Raleigh-Durham area has already been -- has  
25 one of the highest air pollution rates in the state



1 for me, just for the whole neighborhood.

2 SPEAKER: Okay.

3 SPEAKER: If you look at any desirable  
4 place to live, it's usually characterized by the  
5 natural environment and the trees. It's not by  
6 putting in cloverleafs and high rise interchanges  
7 or a new entrance way for a mall, which is what  
8 they want to do.

9 SPEAKER: Right. Okay.

10 SPEAKER: May I add one?

11 SPEAKER: Yeah.

12 SPEAKER: Yeah. Let's get more. What  
13 else?

14 SPEAKER: Preserving the commercial tax  
15 space and opportunity or -- and potential for  
16 increased commercial density around Crabtree Valley  
17 Mall, while protecting the integrity of the  
18 neighborhoods along Ridge Road.

19 SPEAKER: Okay. So explain --

20 SPEAKER: You got all that?

21 SPEAKER: Yeah. So I just want to make  
22 sure I understand. You want to preserve the  
23 commerce that is currently being done?

24 SPEAKER: The tax base, which is -- which  
25 is --



1 SPEAKER: Commercial tax base.

2 SPEAKER: -- to the commercial tax base,  
3 which is a benefit for a lot -- everyone. And the  
4 potential for increased density around the Crabtree  
5 Valley Mall.

6 SPEAKER: Increased traffic?

7 SPEAKER: No. Density.

8 SPEAKER: Density.

9 SPEAKER: Wouldn't that increase traffic?

10 SPEAKER: Well, yeah, what do you mean?

11 SPEAKER: Not necessarily. What,  
12 increase density?

13 SPEAKER: Yeah. What do mean  
14 specifically about that?

15 SPEAKER: The character -- the uses, the  
16 denser uses. That means instead of single family,  
17 it's multi-family. Or instead of two stories, it's  
18 four stories, or whatever, I mean --

19 SPEAKER: Multi --

20 SPEAKER: Or offices instead of something  
21 else; but increased density, which means a higher  
22 tax revenue per acre.

23 SPEAKER: I-A-L. Sorry. Potential to  
24 increase --

25 SPEAKER: But I want to -- but I want to

1 add a caveat to that.

2 SPEAKER: Yeah.

3 SPEAKER: While preserving the integrity  
4 of the neighborhoods along Ridge Road.

5 SPEAKER: Okay.

6 SPEAKER: My primary point here is that  
7 there's a big tax base there, it's important for  
8 that to generate revenues for all the things we do  
9 in the city and county, and I think that needs to  
10 be recognized.

11 SPEAKER: And I --

12 SPEAKER: And it's been planned for  
13 increased density, to grow that tax base around the  
14 mall.

15 SPEAKER: Okay.

16 SPEAKER: And I agree with what you're  
17 saying and I want to be sure that I understand it.

18 SPEAKER: Mm-hm.

19 SPEAKER: What you're saying is to  
20 maintain that density, but not at the expense of  
21 the neighborhood.

22 SPEAKER: Essentially, yes. I mean, to  
23 explain myself, you can kind of go back to my first  
24 comment to get where the rubber hits the road.  
25 Giving access, providing the access that's required

1 for that increased density on that side of I-440  
2 does not necessarily mean that you have to connect  
3 on Ridge Road.

4 SPEAKER: On the other way. Yeah.

5 SPEAKER: So, but I think it's important  
6 to recognize, that's a big tax base that generates  
7 a lot of tax revenues --

8 SPEAKER: By the mall.

9 SPEAKER: -- in town. You don't do it  
10 just for that reason, but that -- that is an asset,  
11 this community asset is that tax base.

12 SPEAKER: Recognizing it as an asset.

13 SPEAKER: Yeah. And so we want to make  
14 sure we -- specifically near the mall, and that  
15 that side of 440.

16 SPEAKER: It's the north side of 440.

17 SPEAKER: The north side of 440.

18 SPEAKER: Keep the highway improvements  
19 on that side, then, through the Glenwood corridor  
20 there.

21 SPEAKER: Improve Glenwood corridor.

22 SPEAKER: Okay. Yeah. Let's let Patty  
23 catch up. I don't want to lose it. Keep the  
24 thought.

25 SPEAKER: Improve Glenwood, I didn't hear

1                   --

2                   SPEAKER: Corridor.

3                   SPEAKER: Corridor.

4                   SPEAKER: Because I had written down  
5 before we came that one of my concerns was,  
6 Crabtree's continued success is to be built on our  
7 backs. And that's -- that's just not --

8                   SPEAKER: That's the negative.

9                   SPEAKER: We need to continue Crabtree's  
10 success, but not at our expense.

11                  SPEAKER: I think keeping integrity of  
12 existing neighborhoods is what he means, right, by  
13 that?

14                  SPEAKER: Yes. I did.

15                  SPEAKER: Okay. We had another comment  
16 over here.

17                  SPEAKER: What we were talking about goes  
18 back to what I was saying comparing Hillsborough  
19 Street. When I looked at the design here, it  
20 looked like a design where you go out of Crabtree  
21 Valley or going to your office. You jump in your  
22 car and you speed away 60 miles an hour, you get on  
23 the interstate. But what I'm talking about is  
24 living environment. Like, Hillsborough Street is  
25 coming, now, where you drive at a comfortable

1 speed. You've got passengers, you've got  
2 bicyclists, you've got scooters. All these people  
3 get along fine in a high density area, which is the  
4 design appropriate for that area. And what we're  
5 talking about here is not designed in that way.  
6 It's completely opposite and well out of date.

7 SPEAKER: Okay. All right. So is there  
8 something else we want to capture? Or did we get  
9 that between them --

10 SPEAKER: I view the ability to walk on  
11 Ridge Road, the kids going to school, essentially  
12 --

13 SPEAKER: Could be.

14 SPEAKER: -- and all these sorts of  
15 things as being assets.

16 SPEAKER: Yes. The ability to walk and  
17 the kids going to school.

18 SPEAKER: And you've got two churches --  
19 three churches.

20 SPEAKER: And then the churches would be  
21 another one.

22 SPEAKER: There's a neighborhood park  
23 that could be destroyed or what else from this  
24 project.

25 SPEAKER: What -- I just -- to be

1                   specific, what neighborhood -- where's the  
2                   neighborhood park?

3                   SPEAKER: The end neighborhood park at  
4                   Varnell.

5                   SPEAKER: At Varnell.

6                   SPEAKER: Yes.

7                   SPEAKER: My father actually donated that  
8                   land to the city to use as a park and the city just  
9                   turned it over to the DOT.

10                  SPEAKER: Tell me the name of it again?

11                  SPEAKER: Varnell.

12                  SPEAKER: Barnell.

13                  SPEAKER: V-A-R-N-E-L-L.

14                  SPEAKER: She left.

15                  SPEAKER: Varnell?

16                  SPEAKER: Varnell.

17                  SPEAKER: Okay.

18                  SPEAKER: The neighborhood is Beckana,  
19                  which is another asset that's more --

20                  SPEAKER: Beckana?

21                  SPEAKER: Yes. B-E-C-K-A-N-A. Beckana  
22                  neighborhood. Considered historic, it's over 50  
23                  years old.

24                  SPEAKER: Okay.

25                  SPEAKER: It's founded in the late 50s.

1 SPEAKER: Historic neighborhood.

2 SPEAKER: A lot of postmodern, important  
3 architecture there.

4 SPEAKER: Okay.

5 SPEAKER: This interchange would be built  
6 on top of it, literally. The noise would make it  
7 unlivable. Part of -- part of the assets, too, are  
8 the buffers -- the rest of the hardwood buffers  
9 between Varnell Avenue and Ridge Road and the  
10 highway. If that's taken away, then that's -- and  
11 the buffers are replaced by a highway closer to us,  
12 then it will make it unlivable.

13 SPEAKER: Okay.

14 SPEAKER: The noise, the lights, all of  
15 it.

16 SPEAKER: Okay.

17 SPEAKER: Was that a specific area  
18 separate from that area?

19 SPEAKER: Just the whole neighborhood.

20 SPEAKER: The city. Okay.

21 SPEAKER: Okay. Anything else around  
22 specific community assets that we want to capture?  
23 We've got the farm, we want to preserve the tax  
24 base, north side of 440, improve the Glenwood  
25 corridor, that's an asset, having the ability to

1 walk, kids going to schools.

2 SPEAKER: Quality of life. Quality of  
3 life, the existing quality of life for the  
4 neighborhood.

5 SPEAKER: Quality of life. Okay. Other  
6 community assets that we make sure we want to  
7 capture? Anything else?

8 SPEAKER: I don't know if it -- I know a  
9 lot of families use the elementary school. They go  
10 over there, kids ride bikes around the track so  
11 they're not out where the traffic is, people take  
12 their dogs there, they have a little playground  
13 down there for the real little ones, you know, to  
14 play on. Yeah, you have the Ridge Road pool during  
15 the summer months. It would just make it harder  
16 for everybody to access those things.

17 SPEAKER: I've got the Ridge Road school.  
18 Okay.

19 SPEAKER: Okay. All right. Anything  
20 else on the community assets. Nope? We're good?  
21 All right. I think we probably started to get into  
22 a lot of these but let's be real specific about  
23 capturing, from your perspective, the most  
24 problematic traffic and pedestrian problems that  
25 need to be addressed, specific about intersections,



1 directions, time of day, thinking about this  
2 project area. Thinking about this project area,  
3 where are the most problematic traffic and  
4 pedestrian problems? Yes.

5 SPEAKER: I'm going to be specific as to  
6 streets and all that, it's just that I find it's  
7 very sad to spend -- what is the latest figure, 250  
8 million dollars, right, allotted for this project?

9 SPEAKER: Uh-huh.

10 SPEAKER: And not -- I didn't see it,  
11 maybe it was there, I don't know -- not one  
12 statement about public transportation.

13 SPEAKER: Public transportation.

14 SPEAKER: What we're doing now is we're  
15 just encouraging and proliferating this whole  
16 culture of the car. And I really feel like we need  
17 to get away from that. That's not the future.

18 SPEAKER: Okay.

19 SPEAKER: It should not be the future of  
20 this area.

21 SPEAKER: Okay. No statement about  
22 public transportation.

23 SPEAKER: I mean, we're -- you know,  
24 there's one -- I mean, every time you turn around,  
25 there's another high density, commercial, like, you

1 know, apartment complexes and, you know, business  
2 of all sorts being planned and certainly being  
3 built at this time. We just cannot, we should not,  
4 keep relying on the fact that the only way to  
5 access these places is by the car. I'm sorry.  
6 That's just not -- that should not be the 21st  
7 century way of thinking.

8 SPEAKER: Okay. Yes, sir.

9 SPEAKER: I would add to that. I  
10 appreciate what she says and I want to thank the  
11 Department of Transportation for what they're  
12 doing, in a way, because about four years ago I saw  
13 in an engineering journal that one lane of railway  
14 traffic can handle as much traffic as 80 lanes of  
15 urban streets or twenty lanes of interstate  
16 highway. And finally, the Department of  
17 Transportation began to look at more support for  
18 trains. And in the same way you're talking about,  
19 we need to look for more support for local public  
20 transit.

21 SPEAKER: Local public transit.

22 SPEAKER: Bring back the trolleys.

23 SPEAKER: That's what the city of  
24 Raleigh's new Director of Transportation's used.  
25 He implemented a trolley system in the Cincinnati.

1 He's from the NC School of Design. Why don't they  
2 use -- why don't they use his knowledge?

3 SPEAKER: Okay. Alternative local  
4 transit and then we talked about -- just capture  
5 trolleys. Let's talk -- let's go back to getting  
6 some specific problematic traffic and pedestrian  
7 problems. Let's get some of those.

8 SPEAKER: Lead Mine and Glenwood  
9 intersection.

10 SPEAKER: Lead Mine and Glenwood.

11 SPEAKER: Which she said earlier.

12 SPEAKER: Let's just make sure that we  
13 capture those even if we said them earlier.

14 SPEAKER: I'll say restate.

15 SPEAKER: During commuter times. All of  
16 -- most of the traffic problems down there is  
17 commuter, it's not -- it's not from the locals.

18 SPEAKER: Commuter times.

19 SPEAKER: Lead Mine and Glenwood.

20 SPEAKER: Lead Mine and Glenwood. And  
21 where else?

22 SPEAKER: Creedmoor and Glenwood.

23 SPEAKER: Creedmoor and Glenwood. Where  
24 else?

25 SPEAKER: Ridge Road and Lake Boone.

1 SPEAKER: Ridge Road and Lake Boone. Any  
2 --  
3 SPEAKER: Ridge Road and Wade.  
4 SPEAKER: Ridge Road and Glen Eden.  
5 SPEAKER: Okay. Hold on.  
6 SPEAKER: You can just put Ridge Road and  
7 just all --  
8 SPEAKER: Just all the way down.  
9 SPEAKER: Ridge Road and Lake Boone,  
10 Ridge Road and Wade and Ridge Road and Glen Eden.  
11 SPEAKER: Blenheim.  
12 SPEAKER: Glenham [phonetic]?  
13 SPEAKER: Blenheim.  
14 SPEAKER: Blenheim.  
15 SPEAKER: Coming out of Blenheim.  
16 SPEAKER: Y'all have a hard time getting  
17 anywhere.  
18 SPEAKER: Wade. Wade.  
19 SPEAKER: Wade. Let her catch up.  
20 SPEAKER: I heard Glen something.  
21 SPEAKER: Glen Eden.  
22 SPEAKER: And then Blenheim.  
23 SPEAKER: Blenheim. Blen-heim.  
24 SPEAKER: Glenheim [phonetic]?  
25 SPEAKER: Blen-heim.

1 SPEAKER: B-L -- B.

2 SPEAKER: B?

3 SPEAKER: B.

4 SPEAKER: Blenheim.

5 SPEAKER: B-L --

6 SPEAKER: E-N --

7 SPEAKER: E-N --

8 SPEAKER: H-E-I-M.

9 SPEAKER: H-E-I-M?

10 SPEAKER: Mm-hm.

11 SPEAKER: And that's Ridge Road? Okay.

12 SPEAKER: Yes, ma'am.

13 SPEAKER: And these, you said, are all --

14 commuter times are the biggest issues on all of

15 those?

16 SPEAKER: Well, pretty much, though Wade

17 Avenue -- that's a mess.

18 SPEAKER: That's a mess.

19 SPEAKER: All the time.

20 SPEAKER: All the time.

21 SPEAKER: So here we go, a mess all the

22 time on Wade there. Okay?

23 SPEAKER: Yeah.

24 SPEAKER: A lot of the traffic on Ridge

25 Road at commuter times comes from people cutting --

1 cutting through traffic when the Beltline is backed  
2 up.

3 SPEAKER: Yep.

4 SPEAKER: Okay.

5 SPEAKER: Correct.

6 SPEAKER: When the Beltline is backed up,  
7 then you've got a cut-through right through there.  
8 And I can see it in both directions and I've seen  
9 it for close to 60 years, as long I've -- realized  
10 I was old enough to know what I was seeing. And  
11 the traffic has gotten better. It's because there  
12 -- it's backed up at either Lake Boone or Wade  
13 Avenue further down, further west or toward North  
14 Hills.

15 SPEAKER: Okay.

16 SPEAKER: And the DOT has some huge  
17 projects at Wade Avenue that's supposed to begin.  
18 They're putting in an intersection at Wake Forest.  
19 It would make sense to wait for those to be  
20 completed and see how that affects the cut-through  
21 traffic on Ridge Road.

22 SPEAKER: Right.

23 SPEAKER: Okay. So we've got the  
24 Beltline --

25 SPEAKER: Is on Ridge Road or --

1                   SPEAKER: The -- a lot of traffic when  
2                   the Beltline builds up, people will use Ridge Road  
3                   as cut-through.

4                   SPEAKER: Yeah.

5                   SPEAKER: But when that traffic situation  
6                   is resolved by Wade Avenue -- presumably that is  
7                   going to resolve it, that's why they're doing it.  
8                   It's half a billion dollars, you know, that they're  
9                   spending in that, so it'll help. It won't resolve,  
10                  but it might help it, so it would make sense to do  
11                  -- to wait until those projects are completed.  
12                  This project has been accelerated. This was not  
13                  supposed to be -- this was slated for partial  
14                  construction or right-of-way acquirement in 2023.  
15                  They've just accelerated it this year. And it's  
16                  for financial considerations.

17                  SPEAKER: And this is -- cut through the  
18                  neighborhood from -- when the Beltline's backed up.  
19                  Just want to make sure we capture that to here.  
20                  That's why people are cutting through the  
21                  neighborhood.

22                  SPEAKER: And the sad thing about that is  
23                  that when you have these temporary detours that  
24                  become temporary for 6 to 18 months, people begin  
25                  to go, oh, well this is a neat cut through. And

1           they use it all the time, even after the new  
2           construction is opened up. So you are impacting  
3           the neighborhood on a long term basis, not a  
4           temporary basis.

5                    SPEAKER: So how do -- how can we capture  
6           that for you? So, around -- the temporary  
7           cut-throughs become permanent.

8                    SPEAKER: They become permanent.

9                    SPEAKER: Or temporary detours? Is that  
10          the word you used?

11                   SPEAKER: Yes.

12                   SPEAKER: Temporary detours becoming  
13          permanent.

14                   SPEAKER: On the other one, did you say,  
15          though, about waiting until those projects were  
16          complete?

17                   SPEAKER: Yes, I did. At the very bottom  
18          I put, wait on other projects to be completed.

19                   SPEAKER: Um, I think --

20                   SPEAKER: Temporary detours --

21                   SPEAKER: Go ahead and finish.

22                   SPEAKER: Detours becoming permanent.

23                   SPEAKER: Yeah. I'll --

24                   SPEAKER: Temporary detours through  
25          neighborhoods.



1                   SPEAKER:  It's usually Ridge Road.  But  
2                   the -- just to, I don't live in Ridge Road.  I do  
3                   make a regular commute through Glen Eden, crossing  
4                   Ridge Road.  And from my -- as a layman, I do think  
5                   it's not just the back up at Wade Avenue.  I think  
6                   the increased development in West Raleigh,  
7                   generally, has caused people to go that route,  
8                   because instead of whereas in the past they may  
9                   have gotten off at Glenwood and taken off up  
10                  Creedmoor or they might have gone down all the way  
11                  to Wade, but now you are using -- you do see, I  
12                  think, people using Ridge Road and then Glen Eden  
13                  to either get to Glen Lakes or go up to Edwards  
14                  Bill or even to go over to PNC arena area and  
15                  otherwise.  So I think it's broadly the increased  
16                  development in West Raleigh is also adding to that  
17                  potential -- propensity for people to cut on Ridge  
18                  Road.

19                 SPEAKER:  That's a good example.

20                 SPEAKER:  When the speed bumps went in on  
21                 --

22                 SPEAKER:  Lake Boone.

23                 SPEAKER:  -- Lake Boone, the diversion  
24                 went to Glen Eden.

25                 SPEAKER:  Mm-hm.

1                   SPEAKER: The speed bumps on Lake Boone  
2                   caused diversion to Glen Eden.

3                   SPEAKER: So -- so it's not really  
4                   solving the situation, it's just moving it around  
5                   and dumping it in somebody else's neighborhood.  
6                   And so on that note, the bullet that I would like  
7                   to put down is that there needs to be coordination  
8                   between the city of Raleigh issuing building  
9                   permits -- knowing that they have a traffic problem  
10                  on Glenwood, they continue to issue these high  
11                  density building permits without solving the  
12                  traffic problem beforehand.

13                  SPEAKER: Before.

14                  SPEAKER: They know they've got a  
15                  problem, but -- yes, we're going to let you build  
16                  six stories rather than twelve. But we're going to  
17                  let you build six, knowing that it can't handle the  
18                  six.

19                  SPEAKER: Yeah.

20                  SPEAKER: Just like they do with schools.

21                  SPEAKER: Exactly.

22                  SPEAKER: Say more about the schools.

23                  SPEAKER: When a permit is let, the city  
24                  is concerned about where the kids will go to school  
25                  is not even in the consideration.

1                   SPEAKER: They don't -- and we've even  
2                   asked specifically, and they say that's not their  
3                   --

4                   SPEAKER: It's not our job.

5                   SPEAKER: It's within the guidelines, we  
6                   can do this.

7                   SPEAKER: Okay.

8                   SPEAKER: And the folks in the county  
9                   cannot -- I mean, they're the ones doing the  
10                  budgeting for the schools --

11                  SPEAKER: Right.

12                  SPEAKER: -- and the city is issuing the  
13                  permit and now DOT is involved in the traffic  
14                  issue. But there needs to be -- these silos need  
15                  to be broken down and these folks need to talk with  
16                  one another before they independently say, okay,  
17                  put in your apartment complex or, you know,  
18                  whatever it is, your new neighborhood. Uh, and  
19                  then the state on top of that has repressed the  
20                  impact fees that can be put on the folks at the  
21                  city.

22                  SPEAKER: Right.

23                  SPEAKER: So it's just this.

24                  SPEAKER: It's all out of tune -- out of  
25                  sequence.

1 SPEAKER: Okay.

2 SPEAKER: I'm writing more communication  
3 between major stakeholders to ensure proper  
4 development.

5 SPEAKER: Long-term planning, maybe? I  
6 don't want to put words in your mouth.

7 SPEAKER: Okay. I'll use your long-term  
8 planning.

9 SPEAKER: No, no, you go right ahead,  
10 because you're good at it.

11 SPEAKER: Even short-term planning.

12 SPEAKER: And sustainable.

13 SPEAKER: Short and long term.

14 SPEAKER: Look at the apartments behind  
15 Crabtree.

16 SPEAKER: Yeah!

17 SPEAKER: It's unreal. They cut all  
18 those trees down.

19 SPEAKER: Long term.

20 SPEAKER: And another word that they --  
21 the group added was sustainable development.

22 SPEAKER: And they knew that this problem  
23 -- these problems existed and they went ahead and  
24 issued all of the permits.

25 SPEAKER: Yeah. I don't understand that.

1

2

SPEAKER: And dumped more traffic into  
Glenwood.

3

4

SPEAKER: And it's around -- kind of,  
permitting and --

5

6

SPEAKER: And where those kids going to  
school.

7

8

SPEAKER: Sustainable, what was the last  
word?

9

10

SPEAKER: Development.

11

SPEAKER: Development.

12

SPEAKER: They probably -- maybe they  
assumed that most people don't live in apartments.

13

14

SPEAKER: Okay.

15

SPEAKER: Or the majority.

16

SPEAKER: But there are.

17

SPEAKER: Let's refocus on any areas  
where there's specific traffic issues. The most  
problematic traffic and pedestrian problems. Have  
we got all of the ones that were most important to  
you?

21

22

SPEAKER: Pedestrian problems -- I want  
to see better public transportation, short-term,  
right now, instead of putting money into some of  
the other fluff things. They need to have bus

23

24

25

1 covers, places where people can wait out of the  
2 elements. I almost made Joel stop on Ridge Road  
3 the other day, because I saw this woman sprawled in  
4 the middle of the sidewalk and I thought she'd  
5 fallen. She was waiting for the bus. And we got  
6 up to the corner of Ridge and Wade and there was  
7 another one, just sitting in the middle of the  
8 sidewalk, waiting for the bus.

9 SPEAKER: And they didn't have a bench.  
10 There wasn't any --

11 SPEAKER: There's no bench, there's no  
12 cover, there's no nothing, but we want to push  
13 public transportation. If you don't give them  
14 something to get out of the elements --

15 SPEAKER: The key with public  
16 transportation is don't focus on the  
17 transportation, focus on the people riding it.

18 SPEAKER: Focus on the people. Nice.  
19 Okay. Other problematic traffic areas. We got  
20 most of them, what else.

21 SPEAKER: Just, to further my point.  
22 We've got scooters out there, now, people are  
23 riding. I mean, come on, wait a second. There's a  
24 reason they're doing that versus getting on the bus  
25 that would go corner to corner, or the trolley or

1           whatever.

2                         SPEAKER: Okay. Other problematic  
3 traffic issues, traffic areas. No? We got most of  
4 them? Okay.

5                         SPEAKER: I got number 5 over here.

6                         SPEAKER: Okay.

7                         SPEAKER: When you want that one.

8                         SPEAKER: So what additional one or two  
9 things are important to your household or business  
10 that you want considered as the project moves  
11 forward? We're doing well on our timing here so,  
12 what else, what have we not captured yet? What's  
13 one or two more addition important things that you  
14 want to make sure are considered? Anything that we  
15 haven't captured yet.

16                        SPEAKER: I'm concerned that -- at one of  
17 the meetings, they said that this was going to be a  
18 design build project.

19                        SPEAKER: Say more about that.

20                        SPEAKER: Which means that in a design  
21 build project, they'll be all these listening  
22 groups and they'll put in a proposal and then  
23 they'll start the project. And we will have -- it  
24 comes back to transparency. And we will have heard  
25 what the original design was meant to be. But if

1           it is a design build project, they have the ability  
2           to go in as project managers and change the  
3           project, change the design and build something  
4           totally different from what they had presented to  
5           all of us. Now that this a real problem.

6                    SPEAKER: That would be a -- that's --  
7           you're right, if that were to happen. That's not  
8           what's supposed to happen. If there's a schematic  
9           design that's presented to the public and approved,  
10          then the design build should stay within the  
11          parameters of that design build.

12                   SPEAKER: Should.

13                   SPEAKER: That's by design.

14                   SPEAKER: Should.

15                   SPEAKER: No, I'm -- I'm staying with  
16          you.

17                   SPEAKER: Um, because we did our house  
18          design build. I have been involved in a design  
19          build project. And I've also, for over thirty  
20          years, worked for the state of North Carolina. I  
21          rest my case.

22                   SPEAKER: Did I capture that right?  
23          Concern about it -- concern about --

24                   SPEAKER: Project.

25                   SPEAKER: Sorry I was --



1                   SPEAKER: Writing as you were --

2                   SPEAKER: Yeah.

3                   SPEAKER: Going to be design build.

4                   SPEAKER: Mm-hm.

5                   SPEAKER: Transparency, changes not be  
6 reflected in input. Okay.

7                   SPEAKER: We might get something totally  
8 different from what was promised to us.

9                   SPEAKER: Okay.

10                  SPEAKER: That we have no say in.

11                  SPEAKER: Exactly.

12                  SPEAKER: I'm concerned that the study  
13 area is primarily commercial. They're only  
14 studying the small part of the residential. The  
15 residential area, though, is the one that will have  
16 the brunt of the impact.

17                  SPEAKER: Okay.

18                  SPEAKER: Yeah they're only going, they  
19 said, to Glen Eden.

20                  SPEAKER: Amen.

21                  SPEAKER: Amen.

22                  SPEAKER: And then they think the rest of  
23 Ridge Road isn't going to be impacted. Well that's  
24 just nuts. If anybody believes that, you know,  
25 I've got property in Florida to sell you, you know?

1           They just -- that's not going to happen. People  
2           aren't just going to all of a sudden turn down Glen  
3           Eden and get off of Ridge Road. They're going to  
4           go all the way down past those schools and those  
5           churches and the -- you know.

6                         SPEAKER: So let's -- let's help Patty  
7           capture. The study area --

8                         SPEAKER: The study area -- you can see  
9           it. The study -- all of this is commercial.  
10          They've got a little bit of Ridge Road right here.  
11          And the only thing they've guaranteed, they keep  
12          saying they're not going to widen Ridge Road.  
13          Well, Ridge Road terminates and begins in exit  
14          ramps from the Beltline. If they add more exit  
15          ramps, technically, what is that, DOT, not Ridge  
16          Road? If they add the pedestrian and bike  
17          improvements that the city of Raleigh requires,  
18          that's another 10 feet, same impact on the  
19          homeowners as if you widened the road. If they  
20          re-align Ridge Road, as they're saying, they can  
21          keep it the same width, move it over into people's  
22          yards.

23                         SPEAKER: Okay.

24                         SPEAKER: There's more to impact than  
25          whether or not you widen the street. And just

1           because they may not widen it now, doesn't mean  
2           that they might not widen it later. It's happened  
3           all over town.

4                     SPEAKER: Okay. Let's let Patty catch up  
5           on what's she's capturing. So, say that last part  
6           again about the major impact.

7                     SPEAKER: That there's major impact on  
8           Ridge Road above and beyond whether or not they  
9           technically widen it.

10                    SPEAKER: Okay.

11                    SPEAKER: They can have -- have that do  
12           different things that have the effect of widening  
13           it, whether or not technically within -- I mean,  
14           I've asked the engineers at DOT where Ridge Road  
15           is, to delineate it for me and they haven't done  
16           it. It seems hard to believe they wouldn't know.

17                    SPEAKER: Okay.

18                    SPEAKER: What they consider to be Ridge  
19           Road and what they consider to be --

20                    SPEAKER: So let's capture that point  
21           too, what is considered, that question. What is  
22           Ridge Road?

23                    SPEAKER: What is considered -- when they  
24           say Ridge Road, it's not going to be widened, what  
25           are they considering widening Ridge Road. Whether

1           they re-align Ridge Road and move it over?  
2           Technically it hasn't been widened, but it's in  
3           those people's yards.

4                   SPEAKER: Okay.

5                   SPEAKER: If they add the pedestrian and  
6           bike ways the city of Raleigh requires that's at  
7           least 10 feet.

8                   SPEAKER: Okay. I think I got it.

9                   SPEAKER: If they add more exit ramps, if  
10          they widen exit ramps, if they add all that, that's  
11          going to increase the volume right there, whether  
12          or not that's technically considered Ridge Road.

13                   SPEAKER: Yes we got it. So it's around  
14          what is technically considered Ridge Road.

15                   SPEAKER: Well, to be transparent about  
16          what all the impacts are and don't just keep  
17          saying, well, we're not going to widen it. I mean,  
18          they can say that, that's fine, but it doesn't  
19          guarantee that it won't be widened in the future.  
20          It certainly been widened all over town, other  
21          areas, Millbrooks, Six Forks. Ridge Road gets  
22          currently, I think, 6,000 to 7,000 trips a day at  
23          the width that it is and it can take, I think,  
24          19,000, so you can still have a tremendous increase  
25          in the volume of traffic without widening it.

1                   SPEAKER: Okay. So what you're talking  
2 about then is the -- considering the impact outside  
3 of the just the specific plan, study area.

4                   SPEAKER: Yeah. I'm just saying the  
5 impact of the study area is primarily commercial.

6                   SPEAKER: Right.

7                   SPEAKER: They've included a tiny bit of  
8 Ridge Road.

9                   SPEAKER: But there's going to be impact  
10 beyond the --

11                   SPEAKER: Yes, yes.

12                   SPEAKER: Way beyond.

13                   SPEAKER: The entire neighborhood around  
14 it will be impacted.

15                   SPEAKER: Yeah. It's not just Ridge  
16 Road, it's the feeders off of Ridge Road that are  
17 also going to be impacted.

18                   SPEAKER: Ridge Road and the feeders.

19                   SPEAKER: Can I ask a question?

20                   SPEAKER: Yes.

21                   SPEAKER: If this is totally -- if you  
22 say this is out of bounds I'll pull it back,  
23 because I don't live on Ridge Road directly, as I  
24 said earlier. But I'm curious for all of you that  
25 -- if there was a design that totally cut off Ridge

1 Road from the Beltline directly. Maybe it goes to  
2 Glenwood and then on or something. I'm just, don't  
3 write this down.

4 SPEAKER: It's on the recording, though.

5 SPEAKER: It's a question.

6 SPEAKER: I understand. It's not meant  
7 to be an important thing. Would that be good for  
8 y'all or do you like having a little bit of access,  
9 you just don't want too much?

10 SPEAKER: I don't use it at all.

11 SPEAKER: I like --

12 SPEAKER: I think it could gladly go  
13 somewhere else.

14 SPEAKER: That was one of my suggestions.

15 SPEAKER: Yeah.

16 SPEAKER: I'd absolutely love to  
17 [inaudible] with that bridge and just --

18 SPEAKER: Easy access to Glenwood, Glen  
19 Eden. So if you cut off Ridge Road from the  
20 Beltline.

21 SPEAKER: Can I write that down? Cut off  
22 --

23 SPEAKER: I mean, just taking -- I'm not  
24 calling it extreme, but it's taking the issue as  
25 far as it you can take it. I'm just curious how

1 Ridge Road neighborhoods would respond to that.

2 SPEAKER: You could go south on the  
3 Beltline, probably.

4 SPEAKER: That was my first suggestion.

5 SPEAKER: I then if they wanted to cut it  
6 off and still put that interchange there they can  
7 cut off. I've got a map right here that has an  
8 interchange, an elevated interchange up on this  
9 highway and I can cut off this. They already cut  
10 the bridge off. And look, you're cut off from  
11 Ridge Road. But all of this is still here, so it  
12 shouldn't be presented as --

13 SPEAKER: As a solution.

14 SPEAKER: As a solution without having  
15 them define what they're going to do instead of  
16 that. You can cut it off and still put all this  
17 right here. You can cut off it still have a two  
18 way connection.

19 SPEAKER: I'm trying to -- I was asking a  
20 specific question about access for Ridge Road and  
21 what you think --

22 SPEAKER: I'm just saying that question  
23 is kind of a loaded question as I've had from the  
24 different DOT engineers and the city of Raleigh.  
25 They've asked me the same thing. Well, what if we

1           just cut off Ridge Road? Would you like that? I  
2           don't care one way or the other, it's fine with me,  
3           but not if they're still going to do this.

4                    SPEAKER: Well, you still have a -- I  
5           don't want to put words in your mouth either -- but  
6           you would still have a concern about the impact on  
7           your property, because you're right there.

8                    SPEAKER: And the neighborhood.

9                    SPEAKER: Well, if there's no connection,  
10          help me understand how --

11                   SPEAKER: If they got rid of this.

12                   SPEAKER: No, no not this; if there was  
13          no connection from Ridge Road directly to the  
14          Beltline.

15                   SPEAKER: And they still do this.

16                   SPEAKER: So I've heard in this group  
17          that that's good -- that one statement -- that  
18          concern this lady has is that this is our property  
19          and that -- and you still -- if you still have this  
20          connection, which is something I've been  
21          suggesting, then you got some impact on your  
22          property. I guess if it's drawn just like this.

23                   SPEAKER: I haven't made --

24                   SPEAKER: It's a major impact on my  
25          property.



1                   SPEAKER: It's a major impact on this  
2 Beltline, though, do you see? I mean, on this  
3 neighborhood. It's a major impact. You're closing  
4 of this right here to accommodate those ramps.

5                   SPEAKER: Well, I don't know exactly what  
6 all that looks like. That's what all these smart  
7 engineers are still trying to do.

8                   SPEAKER: Well the --

9                   SPEAKER: But the issue is, what you're  
10 saying is, the physical impact of construction is  
11 still a concern for the immediate property owners.

12                  SPEAKER: The physical impact of having  
13 an elevated highway right here. And this is  
14 elevated, this is an elevated huge construction.

15                  SPEAKER: I understand. Maybe it has to  
16 be, I don't --

17                  SPEAKER: Sorry, I'm going to just ask  
18 you -- so I want everybody to be able to hear what  
19 is going on.

20                  SPEAKER: Yep.

21                  SPEAKER: So it's fair if they have any  
22 input to what you're saying. So feel free to come  
23 over and look at the map.

24                  SPEAKER: And the hotel owners don't want  
25 this. I don't know if you've spoken with the

1 Summit Group people, but this would devastate their  
2 property, if this comes through there.

3 SPEAKER: So I just want to make sure,  
4 because there's a lot of discussion we're not going  
5 to be able to totally cover, but I want to make  
6 sure we're capturing the main point here, which is,  
7 as far as I understand, there's a question posed of  
8 Ridge Road being cut off from the interchange with  
9 no connection to the Beltline. And the concern is,  
10 the other options would have to be defined in order  
11 for that to be a valid question.

12 SPEAKER: I would say at this point, and  
13 I don't want to put words in everyone else's  
14 mouths, I'm not -- what I heard was the access to  
15 the Beltline from Ridge Road, having that cut off,  
16 Ridge Road neighborhood in this group would like  
17 that.

18 SPEAKER: I don't, I -- I'm neutral.

19 SPEAKER: It's okay. Yeah you're right,  
20 it sounds like I'm not --

21 SPEAKER: It would not -- it would not  
22 put more traffic on Ridge Road. And that would be  
23 good.

24 SPEAKER: If you cut it off.

25 SPEAKER: And that would be good.

1 SPEAKER: It would reduce it down.

2 SPEAKER: My concern is people say we  
3 want it cut off and the DOT comes back and says,  
4 okay, look, we cut you off. And this is still  
5 here. I don't understand --

6 SPEAKER: That's another issue.

7 SPEAKER: I'm trying to get to that.

8 SPEAKER: My suggestion is to combine --  
9 because yes, I have lived here when I did not have  
10 access and when there wasn't any Beltline. And  
11 Ridge Road can function fine; it has Glen Eden, it  
12 has Wade. But to solve our major problem of Ridge  
13 Road, it needs to be a pronged situation where  
14 maybe you have another option in addition to  
15 cutting off the Ridge Road interchange. Feed that  
16 traffic into Blue Ridge, as opposed to Ridge.

17 SPEAKER: Or Creedmoor.

18 SPEAKER: Or Creedmoor.

19 SPEAKER: Edwards Mill goes straight to  
20 440.

21 SPEAKER: Right.

22 SPEAKER: Four and six lanes.

23 SPEAKER: That's kind of, I've gotten way  
24 off, I'm but I was kind of trying to -- trying to  
25 --

1                   SPEAKER: We're trying to get the  
2 understanding of the --

3                   SPEAKER: -- my interests are on this  
4 side.

5                   SPEAKER: Right.

6                   SPEAKER: I'm being careful to understand  
7 --

8                   SPEAKER: And we appreciate that.

9                   SPEAKER: But it sounds -- because I  
10 think this alleviates a lot of things because you  
11 do get over to the other roads that are  
12 commercially designed roads with it and takes it  
13 away from Ridge Road. I'm not a commuter so  
14 [inaudible]. That makes sense to me as a layman.  
15 If you all -- if the Ridge Road folks don't care  
16 about -- I'm not trying to put words in your mouth  
17 -- don't care about access, per se, then that makes  
18 everyone happy. Then there's the question about  
19 how you design this to minimize or to satisfy  
20 immediately adjacent property owners. But that's a  
21 separate issue.

22                   SPEAKER: The valley -- the division for  
23 valley study that this came out of says that this  
24 does little to alleviate the -- this is identified  
25 as a failed intersection; Glen Eden and Glenwood.

1 SPEAKER: I agree with this.

2 SPEAKER: And it says that this captures  
3 a fraction of the traffic. This is commuter  
4 traffic. I've driven that way for 20 years, four  
5 times a day, but this does nothing, so you're doing  
6 this huge thing that's not -- you --

7 SPEAKER: That's not going to fix it.

8 SPEAKER: I mean, concentrate your  
9 efforts down here first.

10 SPEAKER: Concentrate your efforts here  
11 --

12 SPEAKER: Concentrate your efforts on  
13 Glenwood, is what they're pointing at.

14 SPEAKER: -- and wait for the Wade  
15 Avenue, because you were talking about the -- I've  
16 got -- I walk right here and when there is a --  
17 when there are accidents here it all comes here.

18 SPEAKER: There.

19 SPEAKER: When there are not accidents  
20 here, it flows pretty well. It's a little heavier  
21 during the -- but it flows better, so it's not all  
22 -- it's -- a lot of it has to do with Wade Avenue  
23 and the Beltline being backed up in that direction.

24 SPEAKER: Not the -- not the interchange?

25 SPEAKER: This project does not fix that

1 traffic problem, it solves a DOT financial,  
2 legislative problem.

3 SPEAKER: Mm-hm.

4 SPEAKER: And the city of Raleigh, you  
5 can look all the minutes they've talked about and  
6 since then, they didn't want something elevated  
7 here along there. The mall doesn't want it  
8 elevated here, because it ruins their entranceway.  
9 You can -- that's in writing, you can see that.  
10 They want everything. They want their new  
11 entranceway here, they want to maintain this as a  
12 main entranceway. They don't want anything  
13 visually upsetting in this area here, but it's okay  
14 to stick it here and destroy ten, what, eight acres  
15 at least of hardwood forest? That you -- that's  
16 never coming back. These trees are hundreds of  
17 years old. That's not coming back. I've  
18 maintained it. My family's maintained it. We  
19 could have sold -- my father could have sold to Rex  
20 Hospital in the '80s. He didn't do that, because  
21 he didn't want to do that to the neighborhood.  
22 It's not -- it's not like I don't know where I can  
23 market this land. I am -- I am trying to protect  
24 this land for future generations, be stewards for  
25 it. And my reward for that is the city of Raleigh

1 comes along and says, oh, that's low hanging fruit,  
2 that's vacant land. We'll just do a new  
3 interchange for the mall. This is for the mall.

4 SPEAKER: That's right.

5 SPEAKER: They had the study done in 2011  
6 about the area of Glenwood and then they came along  
7 and issued permits -- building permits for the high  
8 rises --

9 SPEAKER: High density in here.

10 SPEAKER: -- and wanted to run that  
11 traffic through Country Club Hills. And Country  
12 Club Hills hired an attorney and fought it and then  
13 the number of levels was reduced. But they still  
14 put all of the apartments in, knowing that they had  
15 a problem in the very next block.

16 SPEAKER: If you look -- all of the  
17 zoning applications for here and here all of them,  
18 they all -- none of them mention this. And the  
19 public benefit says that it will decrease traffic  
20 because it's multi-use or whatever and so none of  
21 the zoning applications rely on this. So why is  
22 going to be --

23 SPEAKER: I'm going to interrupt. I'm  
24 sorry, I'm going to interrupt. I think I captured  
25 everything. I really did, genuinely try to capture

1 everything.

2 SPEAKER: It's good for me to listen.

3 SPEAKER: Your comments are on the  
4 recording, so all the details of what you are  
5 saying -- we do need to move on with the other  
6 questions. And if we have not captured any other  
7 issues, we need to do that, because the next  
8 question isn't related to this at all. Okay?

9 SPEAKER: Go for it.

10 SPEAKER: Another concern -- another  
11 concern is the difference in the map that the DOT  
12 provides --

13 SPEAKER: Yep.

14 SPEAKER: -- to talk about this issue --  
15 and look at the map that I brought, which I got  
16 from the DOT sub-contractor. So why can't they  
17 give us -- I mean, just --

18 SPEAKER: Transparency.

19 SPEAKER: Transparency. Why can't you  
20 show a map that delineates this. What is this?

21 SPEAKER: Not much.

22 SPEAKER: It's the DOT. They have what,  
23 a fifth of North Carolina's entire budget is the  
24 DOT and they can't provide some maps for the  
25 listening sessions.



1                   SPEAKER: I got it. Good.

2                   SPEAKER: For the people that are being  
3 impacted.

4                   SPEAKER: Yeah. I got it. Okay? Is  
5 there anything else? I'm not trying to rush you,  
6 but I want to capture as much as we possibly can.

7                   SPEAKER: Any additional important things  
8 to consider for your household, your business as  
9 the project moves forward.

10                  SPEAKER: What's the city's role in this?

11                  SPEAKER: Well, the time it takes to move  
12 through that area now has increased so much. I  
13 have to leave a good ten minutes earlier than I  
14 used to have to, because the traffic on Ridge Road  
15 has gotten so bad when there's an accident on the  
16 Beltline or when, you know, it gets backed up  
17 getting out of Wade Avenue in the morning. I take  
18 a class over at Pullen Park when it's open and I  
19 have had to, you know, leave ten minutes earlier  
20 just to get out of my street onto Ridge Road to  
21 make it down where I can, you know, get moving.

22                  SPEAKER: And we did get the -- your  
23 question also, what's the city's role.

24                  SPEAKER: Well -- and because the city  
25 has -- since this process has beginning the city

1 has pointed me toward the DOT. And the DOT has  
2 referred me from the beginning to the city study.  
3 And the city says, sorry, it's DOT jurisdiction.  
4 Yeah, the DOT is going to implement it, but  
5 Crabtree Valley Avenue is a city street. The DOT  
6 cannot forcibly, at this point, unless they take  
7 over maintenance of it, they can't force the city  
8 to extend it up here to an interchange.

9 SPEAKER: That is the same thing that I  
10 get with the schools. Is -- it's this silo  
11 problem, and they just keep saying it's somebody  
12 else's problem, it's not ours.

13 SPEAKER: Okay. I got those.

14 SPEAKER: And it's ours.

15 SPEAKER: We've got Crabtree Valley  
16 Avenue is a --

17 SPEAKER: City street.

18 SPEAKER: City street.

19 SPEAKER: It's city jurisdiction.

20 SPEAKER: Around the jurisdiction of  
21 that. Okay. Any other --

22 SPEAKER: All of this has been built out.

23 SPEAKER: Any other important  
24 considerations?

25 SPEAKER: When this study was originally

1 done, that all of this is based on, they were  
2 anticipating that would be retail development  
3 behind the mall. That hasn't panned out, it's all  
4 residential.

5 SPEAKER: So --

6 SPEAKER: So it's a -- it's different  
7 needs. It's an out --

8 SPEAKER: Different use.

9 SPEAKER: Different use, different needs.

10 SPEAKER: Okay. That the development  
11 behind the mall has been --

12 SPEAKER: Houses.

13 SPEAKER: -- is residential.

14 SPEAKER: And high density.

15 SPEAKER: High density residential.

16 SPEAKER: High density residential.

17 SPEAKER: Yep.

18 SPEAKER: Supposedly, it's mixed use.

19 You know, there's a restaurant in there. One. I  
20 have been corrected on that many times.

21 SPEAKER: High density --

22 SPEAKER: Mixed use.

23 SPEAKER: Well, theoretically, mixed use.

24 SPEAKER: Just capture it as you said it.

25 SPEAKER: Okay. Anything else important

1 to your household or your business to consider as  
2 the project moves forward.

3 SPEAKER: I want to live in Raleigh, I  
4 don't want to live in Atlanta. I don't want to  
5 live in New York. I made a conscious decision to  
6 retire to Raleigh, not Atlanta.

7 SPEAKER: And say more about what that  
8 means to you.

9 SPEAKER: Traffic.

10 SPEAKER: I just don't want to make any  
11 assumptions.

12 SPEAKER: Right. I'm writing.

13 SPEAKER: I just don't want to make any  
14 assumptions. We can all think what we think about  
15 it, but.

16 SPEAKER: I'm ready.

17 SPEAKER: Maintain the neighborhoods.  
18 Make it easy to get around without clover leaves  
19 and six lanes.

20 SPEAKER: So easy to get around. To  
21 maintain the neighborhoods.

22 SPEAKER: I'm going to put, call that as  
23 character.

24 SPEAKER: Uh-huh.

25 SPEAKER: Fine.



1 neighborhood, most of those people there are first,  
2 second and third generation. People that lived --  
3 the majority of the people that live along that  
4 block of Ridge Road that's going to have an  
5 interchange on top of them are in their eighties.  
6 And the way this plan is, and nobodies told me  
7 they're not doing a plan like this, they'll have --  
8 when they leave their house, the only way they can  
9 leave is go to all the way down to Glenwood Avenue.  
10 They'll not -- they won't be able to go the way  
11 they normally would anymore.

12 SPEAKER: I think --

13 SPEAKER: I think what we saying is,  
14 we're going to want smart urban design.

15 SPEAKER: Smart urban design.

16 SPEAKER: Thank you.

17 SPEAKER: Amen.

18 SPEAKER: Smart urban design.

19 SPEAKER: Yes.

20 SPEAKER: Okay. Got a little bit of time  
21 left.

22 SPEAKER: We've got one more question.

23 SPEAKER: Yep. So our last question --  
24 and then we can capture any kind of thing that we  
25 might have missed -- is what can -- we've talked a

1           little bit about this already -- what can NCDOT do  
2           to demonstrate being a partner with the community  
3           of stake holders, while tackling the complex  
4           transportation challenges created by the rapid  
5           urban growth in Wade County? What can NCDOT do to  
6           demonstrate being a partner with you, the  
7           community?

8                         SPEAKER: Have large open, public  
9           meetings where we can hear what everyone else is  
10          saying.

11                        SPEAKER: Better maps.

12                        SPEAKER: All right. Let's get both of  
13          those.

14                        SPEAKER: Accurate, large, easy-to-read  
15          maps.

16                        SPEAKER: I hate to read maps.

17                        SPEAKER: Hold on.

18                        SPEAKER: Hold on.

19                        SPEAKER: No, no, hold on to the maps.

20                        SPEAKER: Meetings.

21                        SPEAKER: Hold that thought.

22                        SPEAKER: Where everyone can hear what  
23          everyone else is saying.

24                        SPEAKER: What the neighbors have to say,  
25          rather than small groups where you don't know what

1 the other people are saying.

2 SPEAKER: And then the maps; and I did  
3 mark that before.

4 SPEAKER: Include the city in the  
5 meeting.

6 SPEAKER: Take responsibility.

7 SPEAKER: Take responsibility for?

8 SPEAKER: Their actions.

9 SPEAKER: Okay.

10 SPEAKER: I mean, it's this -- the city  
11 is doing it too. Raleigh -- Raleigh's just as bad  
12 about it as DOT is. And when we go and ask these  
13 questions, we are referred to the other one. And  
14 --

15 SPEAKER: The buck has to stop somewhere.

16 SPEAKER: Exactly.

17 SPEAKER: The buck has to stop somewhere.

18 SPEAKER: And why aren't we speaking  
19 directly to the engineers?

20 SPEAKER: Why aren't you speaking --

21 SPEAKER: Yes. Why aren't -- why aren't  
22 -- because it's -- it's -- why -- why don't --  
23 because I was told that the engineers provided  
24 y'all with these questions. Why don't we cut out  
25 the middle man and let us speak to the engineers



1           who can answer our specific questions that are  
2           familiar with the project.

3                     SPEAKER: Okay.

4                     SPEAKER: Along those lines -- I'll say  
5           this in a question. How do we convey -- if we have  
6           an engineer's report, the specifics from the  
7           traffic engineer -- how do we convey those to know  
8           that the engineers who received it and really  
9           considered it, as opposed to -- it was all  
10          collected in this environment and it goes off  
11          into --

12                    SPEAKER: Thank you.

13                    SPEAKER: If we take the time to write  
14          specific engineering points, how do we know someone  
15          -- and I -- and we -- and first of all, I'd like to  
16          do that -- how do I -- how do we know that it's  
17          actually been processed, considered carefully and  
18          -- as opposed to, we checked the box, we got public  
19          input.

20                    SPEAKER: Okay. So let me capture that  
21          -- how can you know, how can we know -- and I -- so  
22          that's a a question -- how can we know the  
23          engineers have seen, heard, worked with --

24                    SPEAKER: If we provide specific  
25          engineering facts --

1 SPEAKER: Input.

2 SPEAKER: -- and opinions, as opposed to,  
3 I'm a layman. So my layman's -- I think traffic  
4 does this. How do we know that's been fully  
5 considered by the engineering firms that are  
6 looking into this?

7 SPEAKER: And what would it take for you  
8 to know that? What would want that --

9 SPEAKER: I need a response, I mean, you  
10 know, probably a response. We've been tempted --

11 SPEAKER: A response.

12 SPEAKER: -- to talk to the DOT  
13 previously in this -- before this listening  
14 process. And we'd sit in a room and share thoughts  
15 -- thank you --

16 SPEAKER: Okay.

17 SPEAKER: What do you think? Thank you  
18 very much.

19 SPEAKER: Okay. So you want a response  
20 specific to your direct -- okay.

21 SPEAKER: Yeah.

22 SPEAKER: That is one of things that I  
23 had an issue with. Being a former state employee,  
24 is when I heard that these were listening meetings.  
25 I'm thinking, okay. They've already made up their

1 mind. They know what they are going to do.  
2 Somebody, somewhere, high up has made this decision  
3 and those poor engineers that we have to listen or  
4 talk to, they're going to get their marching orders  
5 and --

6 SPEAKER: Yeah. I think there is a bit  
7 of confusion with it being titled that. Because  
8 actually, what it is, is their listening to you.  
9 It's not you're listening to them. So remember the  
10 plans have not been made. So they're here to get  
11 the input, to have the feedback, so they can start  
12 the process of developing new plans.

13 SPEAKER: And the sad thing about that is  
14 that we were told that in the first meeting, yet  
15 Ms. Coggins had people surveying on her land and  
16 putting stakes in the ground as they stood up there  
17 and said that, that no decisions had been made.

18 SPEAKER: I'm going to put not sure the  
19 process is trustworthy.

20 SPEAKER: So it's hard to believe all of  
21 this. Yes.

22 SPEAKER: So they don't absolutely have  
23 new plans?

24 SPEAKER: I get down here and I can't --

25 SPEAKER: I get it that I've -- that I've

1 heard. Yeah. I don't know.

2 SPEAKER: So no one -- there's no plans.

3 SPEAKER: That they are starting from

4 ground zero is what they --

5 SPEAKER: After what we --

6 SPEAKER: That's bull; that's so much

7 bull.

8 SPEAKER: We've been told that exact same

9 thing, yeah.

10 SPEAKER: We have been told there are no

11 plans, none whatsoever.

12 SPEAKER: That's what we understand.

13 SPEAKER: No alternative.

14 SPEAKER: And in all fairness, the

15 engineers that we might get a chance to talk to --

16 SPEAKER: So David Stark said there were

17 no alternatives. I just want that --

18 SPEAKER: Yeah.

19 SPEAKER: There are no current plans,

20 designs.

21 SPEAKER: Nothing, on the table.

22 SPEAKER: Their getting the --

23 SPEAKER: Nothing.

24 SPEAKER: Square one.

25 SPEAKER: Those engineers are getting

1           their marching orders from somewhere else. And --  
2           and they're probably stuck in the middle, just like  
3           we are.

4                         SPEAKER: I'm an engineer, but I'll say I  
5           -- in this, I'm a homeowner, not an engineer. And  
6           it's not our business to do the re-engineering for  
7           them, but it's their business to listen to what we  
8           say and be creative in finding a good solution  
9           that's suits everybody's needs. And lazy engineers  
10          can't do that.

11                        SPEAKER: And what?

12                        SPEAKER: Lazy engineers can't do that.

13                        SPEAKER: Okay.

14                        SPEAKER: It takes work.

15                        SPEAKER: I get tired of, well, this is  
16          the way we've always done it. Let's get creative,  
17          think outside the box.

18                        SPEAKER: That's right, think outside the  
19          box. Maybe we need to put some round-about in  
20          here, things like -- things like that.

21                        SPEAKER: Okay. You had another comment,  
22          sir.

23                        SPEAKER: Their issuing permits.

24                        SPEAKER: Yeah, I was just wondering if  
25          we could make that accurate, detailed maps instead

1 of just --

2 SPEAKER: Accurate and detailed maps?

3 SPEAKER: Uh-huh.

4 SPEAKER: Good, thank you. What else  
5 haven't we captured yet? Anything else in terms of  
6 what DOT can do beyond what we captured here?

7 SPEAKER: You have to ignore my --

8 SPEAKER: I write fast and I just keep  
9 writing and it just keeps on going. I'm listening  
10 and writing at the same time.

11 SPEAKER: Let's get over here first.

12 SPEAKER: And, you know, what I just feel  
13 like I'm not always sure if they're being honest  
14 with us. Like, they say nothing has been written  
15 in stone yet, but I'm not sure that it's true.

16 SPEAKER: Just come down there and add  
17 the word honest. Okay.

18 SPEAKER: I would like to compliment the  
19 idea of the facilitators, because engineers know  
20 engineering and facilitators keep things on track,  
21 make sure everyone is heard, make sure that all of  
22 the questions are covered. And the engineer might  
23 get just into the -- the details of -- yeah. And  
24 so I think that there is a place for both of these,  
25 as long as they're not done in silos.

1 SPEAKER: Uh-huh.

2 SPEAKER: I want to give the process  
3 credit. Especially for sitting in an elementary  
4 classroom and reading what's on the wall.

5 SPEAKER: Yeah.

6 SPEAKER: Well, middle school.

7 SPEAKER: Well, middle school, whatever.

8 SPEAKER: But they're doing Dr. Seuss.

9 SPEAKER: But well, the key is, I mean,  
10 "A person's a person, no matter how small."

11 SPEAKER: Yes.

12 SPEAKER: Yes. Yeah.

13 SPEAKER: Aww.

14 SPEAKER: Show me the evidence, because,  
15 for instance, for example, basic ways at looking at  
16 solving problems. Thank you.

17 SPEAKER: Nice, that's very nice.

18 SPEAKER: We have more paper. What else  
19 have we not captured that you want to make sure  
20 we've heard from you. We want make sure that your  
21 input is in. And we then we do have many DOT and  
22 engineer's listening, they are listening to you.  
23 All of this will be -- the themes from all of the  
24 rooms will be extracted. The recordings, I've been  
25 told, will be made public on the website, so you

1 can listen to what everyone else said in the other  
2 20 rooms worth of conversation. You've got hours  
3 of your listening pleasure.

4 SPEAKER: That'll be in early November,  
5 just so you know.

6 SPEAKER: Yeah. Yeah.

7 SPEAKER: Just really quickly, again, you  
8 know, as what is your first name?

9 SPEAKER: Julie.

10 SPEAKER: As she has mentioned on  
11 numerous occasions, how the left hand is not always  
12 talking to the right hand. And just -- it, you  
13 know, it doesn't take a rocket scientist to  
14 understand that, you know, the direction of Raleigh  
15 is going back into the city. I mean, people are  
16 starting to think about the benefits of living  
17 closer into town. Okay. So now, you have these --  
18 and we're considered in that area inside the  
19 Beltline, whatever. It, you know -- the building  
20 is going to continue and the traffic is going to  
21 continue and just the number of people are going to  
22 continue, so what is so sad is that these multi --  
23 a hundred million, you know, dollar quote fixes --  
24 are going to be obsolete in a very short period of  
25 time.



1 SPEAKER: Uh-huh.

2 SPEAKER: Because there is so much  
3 emphasis on building up this area. And that's what  
4 is so sad. You know, that our tax payer dollars  
5 are really going to, you know -- it just, to me  
6 they're just short-term fixes. And we're not  
7 really, in my mind, looking at the long term.

8 SPEAKER: Okay. Got it.

9 SPEAKER: Resolutions.

10 SPEAKER: Okay. You know, if you've got  
11 more, we can make sure --

12 SPEAKER: We have -- we have more paper.

13 SPEAKER: Before time's up, I just --

14 SPEAKER: Yeah, no. We're good.

15 SPEAKER: -- haven't had been on the  
16 other side of a contract letting process like these  
17 guys in the back of the room, I want to thank them  
18 for their attention and involvement, because I know  
19 how difficult this is, going both ways. So I just  
20 want to give them credit for the time they're  
21 putting in to listen. Thank you.

22 SPEAKER: And I second that.

23 SPEAKER: Okay. Anything else? Anything  
24 else?

25 SPEAKER: Just procedurally, and I'm

1           sorry I didn't bring an engineer today. That's  
2           what it ended up being. But if I have a letter  
3           from the engineer, how do I get that into this  
4           process?

5                         SPEAKER: You can -- you can actually  
6           hand it to us. We will give it to Beth and Stan  
7           and I personally will make sure that they will get  
8           it and let them know that you submitted that.

9                         SPEAKER: Okay. Okay. I have it on -- I  
10          don't -- I have a hard copy, so -- it's on this,  
11          but I can -- who can I send --

12                        SPEAKER: Okay. I'll connect you with  
13          Beth directly, then. Okay?

14                        SPEAKER: All right. I -- I, thank you.

15                        SPEAKER: So just to -- well, if there's  
16          anything else, we've got more paper, we can capture  
17          any additional comments. Anything you didn't get a  
18          chance to share? So what's happening next is the  
19          comments will all be listened too, and the themes  
20          will be extracted. Stan and Beth are leading that.  
21          So our role ends as of today, but Stan and Beth  
22          will be compiling. There are four or five  
23          different sessions today. There were about 10 on  
24          Thursday and another four or five before that. So  
25          they will take all of those, lots of pages and book

1 charts and hours of tape and listen to that. The  
2 data from all the sessions will be aggregated into  
3 a report that will go to the engineering firm.  
4 We're told that's early November. The audio tapes  
5 will be -- and that report will be available on the  
6 web -- DOT website when it's completed. And then  
7 the engineering firms will be taking those to  
8 generate ideas based on many factors, including the  
9 values inputted in this -- in these listening  
10 sessions, along with the -- as Beth said --  
11 technical things. Those will be then brought back  
12 to the community.

13 So stay in touch, stay informed, so  
14 you'll have another round of chance to put input.  
15 They didn't know what format that was going take  
16 yet, but there'll be another round of input once  
17 the designs -- and what I saw on those slides, was  
18 three engineering firms and up to nine designs --  
19 of different possibilities. So you'll be able to  
20 weigh in on those.

21 SPEAKER: Will the original part of what  
22 you said, will be available on the DOT website?

23 SPEAKER: Yes.

24 SPEAKER: That's what I've been told,  
25 yes.

1                   SPEAKER: Will we have -- get noticed  
2 when it's posted or do we have to -- do we need to  
3 just --

4                   SPEAKER: She just said November.

5                   SPEAKER: Early November.

6                   SPEAKER: She said, early December. Just  
7 -- we need to go check it. Okay.

8                   SPEAKER: Just check it yourself.

9                   SPEAKER: Yeah, I imagine if you  
10 register, they have a way to keep in touch.

11                   SPEAKER: To keep in touch with you,  
12 we'll pass that -- we can pass that along too, that  
13 there was a request for that, to be notified that  
14 if you signed up with an e-mail or something to  
15 get.

16                   SPEAKER: What are they called? CAC's?

17                   SPEAKER: Okay. We'll make sure, we will  
18 communicate that.

19                   SPEAKER: The information needs to be  
20 passed through the CAC's, which are the  
21 neighborhood groups.

22                   SPEAKER: Yeah. Okay. All right. So  
23 we're going to officially stop the recording so any  
24 conversation after this point, we will not be  
25 capturing. So this concludes our session today.

1                    Okay. Thank you.  
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