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# *Appendix L: Citizen Comments & Consultant Responses*

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TOPIC: Safety and Quality of Life along Ridge Road			
	Name and Contact Information	Comment	Consultant's Response to Comment
1	Laura Bergman <a href="mailto:Bergla22@gmail.com">Bergla22@gmail.com</a>	Removal of Ridge Rd Exit----When traveling on I-440, we currently use this exit as a means of avoiding the congestion on Glenwood Avenue. Is the plan to close this exit and divert all traffic to Crabtree Valley Ave? Although we much prefer the Ridge Road exit, the proposal to redirect to Crabtree Valley Avenue will be acceptable.	<i>Comments noted. The direct access to Ridge Road to/from I-440 will be eliminated for two of the three current movements. Indirect access between Ridge Road and I-440 will be possible with the proposed interchange via Glenwood Avenue. See response to Comment No. 3.</i>
2	Dana McCall Raleigh <a href="http://www.gogoraleigh.com">http://www.gogoraleigh.com</a> <a href="mailto:dana@gogoraleigh.com">dana@gogoraleigh.com</a>	Elements from the plans that I like: I really like the idea of winding Ridge Road traffic around to Glenwood Ave and requiring it to use the ramp system there to access 440. This will allow the existing Ridge Road ramp area to be reorganized to offer access to Crabtree Valley Avenue. I also feel that Crabtree Valley Avenue can become an important piece to the overall solution.	<i>Comment noted.</i>
3	Rod Gonski 3312 Ocotea Street 781-0490 <a href="mailto:rodfg@nc.rr.com">rodfg@nc.rr.com</a>	<p>Thank you for the opportunity to comment on your study of Crabtree Valley transportation needs.</p> <p>I am a long time resident living just off Ridge Road on Ocotea Street. Neighbors, my family, and I have witnessed a significant increase in traffic volume on Ridge Road in recent years, especially from the north (Crabtree Valley area). The problems of heavy traffic congestion on Ridge Road become particularly acute when backups occur on I-440 southbound from the Glenwood Ave interchange. In these situations, it appears many people use Ridge Road as an alternate to I-440 to circumvent the backup. With three churches, some sponsoring child care facilities, a middle school and an elementary school within a 2-3 block area on Ridge Road, the excess rush hour traffic off I-440 can lead to large backups of several hundred yards from the Lake Boone Trail intersection. This makes access to Ridge Road from Ocotea Street very challenging and dangerous.</p> <p>I've looked through the various proposals available on line for the Crabtree Valley Transportation study. It appears that the long-term proposals eliminate the existing bridge across I-440 to Ridge Road and make it more complicated to get to Ridge Road from the north off I-440. I see this as an overall advantage because people are less likely to use Ridge Road as an alternate to I-440 south when big backups occur on I-440. A recognized disadvantage is that residents here will need to exit from I-440 onto Glenwood Ave east before turning onto the proposed extension of Ridge Rd from Glenwood, a more circuitous route, in order to go south on Ridge Rd. This circuitous</p>	<p><b>RIDGE ROAD RESPONSE:</b></p> <p><i>The consultant team determined that the proposed changes at the Ridge Road/I-440 interchange including an extension to Glenwood Avenue will not increase the volume of traffic on Ridge Road south of Glen Eden Drive. The elimination of the I-440 off-ramps to Ridge Road would diminish the volume of vehicular traffic using Ridge Road to bypass I-440 congestion during peak hours. To access Ridge Road from westbound I-440 in the proposed alternative (A4-B / A5-B), one will need to travel through two intersections on Glenwood Avenue over an additional 2,250' of distance. In the PM peak hour, the proposed new route is expected to cause the travel time to increase over one minute compared with the existing direct ramp access via the Ridge Road bridge. Similarly to access Ridge Road from eastbound Glenwood Avenue, the new route will cause the travel distance to increase by approximately 1,500' and the travel time to increase by approximately one minute in the PM peak hour. It is estimated that the travel distance and travel time increase will discourage the</i></p>

		<p>routing is okay IFFFF Crabtree Valley traffic is given an alternate route to I-440 off Glenwood by extending Crabtree Valley Avenue with a new overpass and interchange as in A1, A3, A3B, A4, A4B, and A5B.</p> <p>However... I am most concerned about the "near-term" proposal for Ridge Road mentioned on Pages 37-38 of the report and illustrated in a separate portion of Appendix K for "Ridge Road and seen at this link: <a href="http://www.crabtree-valley-transportation-study.com/pdfs/31aug2010/cvts_aerial_cva_rr.pdf">http://www.crabtree-valley-transportation-study.com/pdfs/31aug2010/cvts_aerial_cva_rr.pdf</a>. This design would <b>smooth</b> access from I-440 south onto Ridge Road and make it MORE likely for traffic to use Ridge Road as an alternate when traffic becomes backed up on I-440. I and neighbors that I have heard from are very much opposed to this near-term proposal as designed for access to Ridge Road off I-440. If the study committee decides to move forward with this proposal, we ask that significant traffic-calming elements be included for Ridge Road northward to Lake Boone Trail to discourage drive-through traffic and to allow safer access to Ridge Road from adjacent residential streets.</p>	<p><i>freeway bypass traffic on Ridge Road, while still maintaining the Ridge Road accessibility to the local residents. City staff would be interested to hear your thoughts about the proposed changes if traffic volume on Ridge Road won't change.</i></p> <p><i>The Ridge Road improvement alternative was developed primarily to address the weaving issue between the Ridge Rd on-ramp and Glenwood Ave off-ramp. As indicated in the traffic analysis section, however, this particular alternative would not be able to improve traffic operations due to the higher traffic volume density introduced (from eastbound Glenwood Ave to eastbound I-440). Thus, the Ridge Road alternative is NOT a recommended alternative. Both AASHTO and NCDOT guidelines and policy prohibit the spacing of interchanges as close as Glenwood Avenue and Ridge Road. The recommend alternative addresses this issue and operational characteristics.</i></p>
<p>4</p>	<p>Aylett Colston 2113 Ridge Rd. Raleigh, NC 27607 (H) 919-881-8355 <a href="mailto:acolston@nc.rr.com">acolston@nc.rr.com</a></p>	<p>I live on Ridge Road and I have 2 young children. Please do not connect Ridge Road to Glenwood Avenue. It is NOT safe for the children to increase traffic on Ridge Road. There are 2 public schools, 1 private school and 3 preschools on Ridge Road - THAT IS SIX (6) SCHOOLS ON RIDGE. I walk my oldest up to Lacy, and the traffic is already very heavy- I have seen many people speeding through the intersection of Ridge and Lake Boone during the times children are walking to and from school. Also, there are often wrecks on the curve between Hampton and Cobblestone - Ridge Road was not designed for heavy traffic.</p>	<p><i>See response to Comment No. 3.</i></p>
<p>5</p>	<p>David Kristan <a href="mailto:thekristans@bellsouth.net">thekristans@bellsouth.net</a></p>	<p>I couldn't say it any better than this neighbor's response. Increased traffic would be a detriment to all the school children in the area that enjoy walking and riding their bicycles.</p> <p>To Whom It May Concern: We have reviewed the plans for Ridge Road and we would like for you to know that as a residents of the affected area, we disagree with the idea of connecting Ridge Road to Glenwood Avenue. Ridge Road is already "connected" to Glenwood via Glen Eden.</p>	<p><i>See response to Comment No. 3.</i></p>

		There are three churches on Ridge Road, all of which have preschools. There are two public schools on Ridge Road and a stand alone preschool. There are no commercial properties on Ridge Road. There are many, many children who walk to and from school and the preschools also have pedestrian traffic in the form of strollers. Many walkers, runners, and cyclists utilize the sidewalks and bike lanes of Ridge Road. We do not need any more traffic flow. Traffic flow would increase exponentially should Ridge Road be connected in the way you suggest to Glenwood Avenue. The quality of life would not be improved for the residents and users of Ridge Road. Thank you for the opportunity to express our thoughts.	
6	Shannon and Jennifer McDonald <a href="mailto:Msmcdon3@gmail.com">Msmcdon3@gmail.com</a>	Please reconsider the current plan to extend Ridge Road as the increased traffic flow that the plan will invariably produce if executed will endanger our community. Thank you in advance for your consideration.	<i>See response to Comment No. 3.</i>
7	Martha Gray 2105 Chrisdale Ct <a href="mailto:chezgris@mindspring.com">chezgris@mindspring.com</a>	<p>It has come to my attention today that there are some changes looming for our neighborhood. From what I understand, Ridge Road will be holding even more traffic. My family leaves on a cul de sac off of Ridge Road. Our only outlet is Ridge Road. There are several streets like ours that only have Ridge Road for an outlet. When the beltline is backed up, we already have a hard time getting out in the morning or early evening to get onto Ridge Road.</p> <p>Also, there are two public schools, Lacy and Martin Middle both with many children who walk to and from school each day. Many walkers use Ridge Road including Meredith College students. There are also three churches with weekday activities as well as Sunday activities.</p> <p>Located on Ridge Road are family homes on both sides and who are already worried about safety.</p> <p>We would please ask that you consider these conditions when planning for Ridge Road so that we can keep from having more traffic.</p> <p>Thank you for your attention.</p>	<i>See response to Comment No. 3.</i>
8	Melissa Griffith 2109 Ridge Road Raleigh, NC 27607 <a href="mailto:mgriffith@ec.rr.com">mgriffith@ec.rr.com</a>	To whom it may concern, I have reviewed the plans for Ridge Road and would like to voice my concerns. The plan would increase traffic on Ridge Road which is already a very busy street. Ridge Road is a very popular spot for running groups and cyclists as well as neighborhood walkers and	<i>See response to Comment No. 3.</i>

		joggers. Lacy Elementary and Martin Middle schools are on Ridge Road. Many neighborhood children walk or bike to and from school. The posted speed limit of 35mph is regularly ignored as people use Ridge Road as a commute pathway to work. To increase traffic on this already busy street would put many citizens of Raleigh in danger.	
9	Lisa Dion Frieberg <a href="mailto:lisadion@microsoft.com">lisadion@microsoft.com</a>	<p>To Whom It May Concern:</p> <p>We have reviewed the plans for Ridge Road and we would like for you to know that as a residents of the affected area, we disagree with the idea of connecting Ridge Road to Glenwood Avenue. Ridge Road is already "connected" to Glenwood via Glen Eden. There are three churches on Ridge Road, all of which have preschools. There are two public schools on Ridge Road and a stand alone preschool. There are no commercial properties on Ridge Road. There are many, many children who walk to and from school and the preschools also have pedestrian traffic in the form of strollers. Many walkers, runners, and cyclists utilize the sidewalks and bike lanes of Ridge Road. We do not need any more traffic flow. Traffic flow would increase exponentially should Ridge Road be connected in the way you suggest to Glenwood Avenue. The quality of life would not be improved for the residents and users of Ridge Road.</p> <p>Thank you for the opportunity to express our thoughts.</p>	<i>See response to Comment No. 3.</i>
10	Gail Barham <a href="mailto:Gbarham1@bellsouth.net">Gbarham1@bellsouth.net</a>	We are opposed to the proposed changes for Ridge Road.	<i>See response to Comment No. 3.</i>
11	Kristin Shook <a href="mailto:Kmshook18@gmail.com">Kmshook18@gmail.com</a>	I am not in favor of increasing the traffic along Ridge Road. With Lacy Elementary, Martin Middle School, 2 church Preschools, 1 afterschool program at Highland Church and a Montessori School all in close proximity disturbing the already tricky traffic and making it heavier would be a bad choice. There are many, many children walking to and from school not to mention all the bus traffic. This poor decision would be a very bad decision for the neighbors and students in this area. Thank you.	<i>See response to Comment No. 3.</i>
12	Robert Attaway 2017 Ridge Road Raleigh, NC 27607 <a href="mailto:robertattaway@earthlink.net">robertattaway@earthlink.net</a>	We have just been informed of the proposed Crabtree Valley Transportation Study. We are concerned that we were not informed of this study before hand due to it's impact on Ridge Road. We did not see any notices posted along Ridge Road to inform the public of the hearings or the availability of this study. We only learned of this study from a neighbor who forwarded the study to us. We would like to be kept informed of the progress of this study and wonder why notice was not given to all residents who live on Ridge Road.	<i>See response to Comment No. 3.</i>

		<p>I am sure you are aware that there are three schools located on Ridge Road, two public (elementary and middle) and one private (Montessori). You should also be aware that there are three churches along Ridge Road which all have preschools (with kids that use the sidewalks). This schools and the neighborhood are all served by a bike lane and sidewalks and have some of the highest usage rates that you will find in the entire city of Raleigh. This includes users from newborns in strollers to 95 year old walkers. This area is truly a walkable community and any actions that causes more traffic to be diverted to Ridge Road will not help or encourage this healthy lifestyle and community involvement.</p> <p>Therefore we are opposed to extending and connecting Ridge Road to Glenwood Avenue. Glen Eden Drive currently provides access to Crabtree Valley Mall and Glenwood Avenue. Another connection would be detrimental to our neighborhood.</p> <p>Thank you for this opportunity to be heard and we hope to be kept in the loop from hear forward.</p>	
<p>13</p>	<p>Amy Attaway 2017 Ridge Road Raleigh, NC 27607 <a href="mailto:amyattaway@earthlink.net">amyattaway@earthlink.net</a></p>	<p>I have only today been made aware of the future Crabtree Valley transportation plans. As a resident of Ridge Road, I am vehemently opposed to connecting Ridge Road to Glenwood Avenue in the proposed manner. This is not necessary as Ridge Road residents/traffic can already access the Crabtree Valley Mall area of Glenwood Avenue via Glen Eden Drive and Edwards Mill Road or Glen Eden Drive and Blue Ridge Road. A direct intersection of Ridge Road and Glenwood Avenue would exponentially increase the amount of vehicular traffic on Ridge Road, which for all intents and purposes is a residential road. Ridge Road possibly has more walkers, joggers and cyclists of all ages than any other road in the Raleigh area. People drive from other areas of Raleigh to walk on Ridge Road. Plain and simply, Ridge Road does not need nor want any more vehicular traffic. Thank you for the opportunity to express my thoughts.</p>	<p><i>See response to Comment No. 3.</i></p>
<p>14</p>	<p>James and Sydney Lowe <a href="mailto:Slowe1@nc.rr.com">Slowe1@nc.rr.com</a></p>	<p>To Whom It May Concern:</p> <p>We have reviewed the plans for Ridge Road and we would like for you to know that as a residents of the affected area, we disagree with the idea of connecting Ridge Road to Glenwood Avenue. Ridge Road is already "connected" to Glenwood via Glen Eden. There are three churches on Ridge Road, all of which have preschools. There are two public schools on Ridge Road and a stand alone preschool. There are no commercial properties on Ridge Road. There are many, many children who walk to and from school and the preschools also have pedestrian traffic in the form of strollers. Many walkers, runners, and cyclists utilize the sidewalks and bike lanes of Ridge Road. We do not need any more traffic flow. Traffic flow would increase exponentially should Ridge Road be</p>	<p><i>See response to Comment No. 3.</i></p>

		connected in the way you suggest to Glenwood Avenue. The quality of life would not be improved for the residents and users of Ridge Road. Thank you for the opportunity to express our thoughts.	
15	<p>Sharon Tharrington, Owner ArtSource Fine Art &amp; Framing 4351-101 The Circle at North Hills Street Raleigh, NC 27609 (H) (919) 787-9533 Fax: (919) 787-9587 <a href="http://www.artsource-raleigh.com">www.artsource-raleigh.com</a>  <a href="mailto:Sharon@artsourcefineart.com">Sharon@artsourcefineart.com</a></p>	<p>We have reviewed the plans for Ridge Road and we would like for you to know that as a residents of the affected area, we disagree with the idea of connecting Ridge Road to Glenwood Avenue. Ridge Road is already "connected" to Glenwood via Glen Eden. There are three churches on Ridge Road, all of which have preschools. There are two public schools on Ridge Road and a stand alone preschool. There are no commercial properties on Ridge Road. There are many, many children who walk to and from school and the preschools also have pedestrian traffic in the form of strollers. Many walkers, runners, and cyclists utilize the sidewalks and bike lanes of Ridge Road. We do not need any more traffic flow. Traffic flow would increase exponentially should Ridge Road be connected in the way you suggest to Glenwood Avenue. The quality of life would not be improved for the residents and users of Ridge Road. Thank you for the opportunity to express our thoughts.</p>	<p><i>See response to Comment No. 3.</i></p>
16	<p>Jock and Bee Brakebill 2021 Ridge Road  <a href="mailto:Jockbee1@yahoo.com">Jockbee1@yahoo.com</a></p>	<p>I AM ADAMANTLY AGAINST THE REVISION OF RIDGE ROAD AS IT IS SHOWN IN THE PLAN:</p> <p>We have reviewed the plans for Ridge Road and we would like for you to know that as a residents of the affected area, we disagree with the idea of connecting Ridge Road to Glenwood Avenue. Ridge Road is already "connected" to Glenwood via Glen Eden. There are three churches on Ridge Road, all of which have preschools. There are two public schools on Ridge Road and a stand alone preschool. There are no commercial properties on Ridge Road. There are many, many children who walk to and from school and the preschools also have pedestrian traffic in the form of strollers. Many walkers, runners, and cyclists utilize the sidewalks and bike lanes of Ridge Road. We do not need any more traffic flow. Traffic flow would increase exponentially should Ridge Road be connected in the way you suggest to Glenwood Avenue. The quality of life would not be improved for the residents and users of Ridge Road.</p>	<p><i>See response to Comment No. 3.</i></p>

17	<p>Virginia Craig 2125 Ridge Rd. Raleigh, NC 27607</p> <p><a href="mailto:Vcraig@ncbar.org">Vcraig@ncbar.org</a></p>	<p>I have reviewed the plans for Ridge Road and would like for you to know that as a resident of the affected area, I strongly disagree with the idea of connecting Ridge Road to Glenwood Avenue. Ridge Road is already "connected" to Glenwood via Glen Eden. There are three churches on Ridge Road, all of which have preschools. There are two public schools on Ridge Road and a stand alone preschool. There are no commercial properties on Ridge Road. Children walk to and from school on Ridge Road and the preschools and also play in the front yards of the churches. There is also pedestrian traffic in the form of strollers. Many walkers, runners, and cyclists utilize the sidewalks and bike lanes of Ridge Road. The traffic flow is already dangerously heavy and cars routinely travel over the speed limit. Traffic flow would increase exponentially should Ridge Road be connected in the way you suggest to Glenwood Avenue. The quality of life would be greatly reduced for the residents and users of Ridge Road.</p> <p>Thank you for the opportunity to express my thoughts.</p>	<p><i>See response to Comment No. 3.</i></p>
18	<p>Rebecca Della Harrell Mike Harrell Sianna Brown Hunter Brown Elliott Brown</p> <p>2332 Airline Dr Raleigh, NC 27607</p> <p><a href="mailto:dellaharrell@nc.rr.com">dellaharrell@nc.rr.com</a></p>	<p>We have reviewed the plans for Ridge Road and we would like for you to know that as a residents of the affected area, we disagree with the idea of connecting Ridge Road to Glenwood Avenue. Ridge Road is already "connected" to Glenwood via Glen Eden. There are three churches on Ridge Road, all of which have preschools. There are two public schools on Ridge Road and a stand alone preschool. There are no commercial properties on Ridge Road. There are many, many children who walk to and from school and the preschools also have pedestrian traffic in the form of strollers. Many walkers, runners, and cyclists utilize the sidewalks and bike lanes of Ridge Road. We do not need any more traffic flow. Traffic flow would increase exponentially should Ridge Road be connected in the way you suggest to Glenwood Avenue. The quality of life would not be improved for the residents and users of Ridge Road. Thank you for the opportunity to express our thoughts.</p>	<p><i>See response to Comment No. 3.</i></p>
19	<p>Carol Reaves 2304 Wheeler Road Raleigh, N. C. 27612</p> <p><a href="mailto:chreaves@nc.rr.com">chreaves@nc.rr.com</a></p>	<p>I am opposed to any changes to the Ridge Road access to I440. One of the great benefits of living in the Coley Forest/Blenheim neighborhood is our easy access to the Beltline. The Crabtree Valley traffic study under review by the City Council will greatly restrict that access. Any benefit that could result is greatly outweighed by the inconvenience caused to those of us who live in this part of West Raleigh! I advocate leaving the intersection of Ridge Road and the Beltline as it is.</p>	<p><b>LOSS OF RIDGE ROAD I-440 ACCESS RESPONSE:</b> <i>Currently, some motorists traveling during peak hours use Ridge Road to bypass congestion on I-440. As many others have commented, freeway bypass traffic is incompatible with the numerous pedestrians, runners, cyclists, schools, homes and churches on Ridge Road.</i></p> <p><i>The study team believes a better use of access to I-440 is to serve the city's growth center at Crabtree Valley.</i></p>

20	<p>Harriet and Jim Hill  <a href="mailto:harriett Hill@verizon.net">harriett Hill@verizon.net</a></p>	<p>PLEASE DO NOT alter the Ridge Road access to the I 440 beltline!</p> <p>We moved from Ridge Road a few years ago and now live off of Blue Ridge, near Glen Eden Drive. It is the exit/entrance to I 440 that we use the MAJORITY of our travel time in the area. And it is the easiest way to have guests - in town or out of town - find the location of our home. We also have family living on Glen Eden Drive who count on the Ridge Road access.</p> <p>With the number of residents in the area who constantly use this connector, I don't see how you can consider altering it in any fashion.</p> <p>We appreciate your thoughtful consideration!</p>	<p><i>See response to Comment No. 19.</i></p>
21	<p>Judy C. Coggins,  President  Dobs, Inc  3939 Glenwood Ave  Raleigh, NC 27612  <a href="mailto:Yesmilo@aol.com">Yesmilo@aol.com</a></p> <p>and</p> <p>Toler W. Ratledge  Wilson &amp; Ratledge,  PLLC  4600 Marriott Dr.  Ste 400  Raleigh, NC 27612  919-787-7711  <a href="mailto:tratledge@w-rlaw.com">tratledge@w-rlaw.com</a></p>	<p>The elimination of the exit from the Outer Beltline to Ridge Rd. will impact the access to the Coggins home and could adversely affect potential future development of the property.</p>	<p><i>See response to Comment No. 19.</i></p>

TOPIC: Interchange Design			
22	<p>Roger Thomas, PE                      North Carolina                      Department of                      Transportation                      Roadway Design Unit                      Assistant State                      Roadway Design                      Engineer                      1582 Mail Service                      Center                      Raleigh, NC 27699-                      1582                      Phone: 919.250.4016  <a href="mailto:rthomas@ncdot.gov">rthomas@ncdot.gov</a>  <a href="http://www.ncdot.org/doh/preconstruct/highway/roadway/">http://www.ncdot.org/doh/preconstruct/highway/roadway/</a></p>	<p>This email is to provide you a follow up in regards to our recent coordination meeting. Concerning the subject study, the Roadway Design Unit and the Transportation Planning Branch have no comments at this time.</p> <p>The following comments were provided by Congestion Management Section:</p> <ul style="list-style-type: none"> <li>• Figure A4-B should include a proposed/revised signal symbol at the WB I-440 Off-ramp and WB Glenwood Avenue Intersection.</li> <li>• It would be helpful to try and include the corresponding HCS results from Appendix H along with the Synchro results in Tables 22-32 for each scenario.</li> <li>• Provide some more clarification, maybe in the form of a summary table, about each alternative and what it includes. The Streets and Highways section and the figures refer to the Alternatives as A1, A3, etc. while the Traffic Analysis section is more descriptive</li> </ul> <p>They also requested to be involved in future meetings as the project moves forward. If you have any questions, please let me know.</p>	<p><b>CONGESTION MANAGEMENT RESPONSE:</b>  <i>The plans have been revised to include a new signal symbol at the intersection of the westbound I-440 off-ramp and westbound Glenwood Avenue. Additionally, the study team has developed a table to be included in the final report which summarizes each alternative’s key elements to provide clarification of the preliminary design concepts.</i></p> <p><i>The HCS and Sychro data are not included in the main body of the report at the judgment of the consultant team and the City of Raleigh. For each alternative, both the Synchro intersection capacity analysis results and the HCS freeway analysis results are summarized in tables for easy comparisons in Appendixes H and I, and those tables are intended for transportation professionals or anyone interested in the calculations.</i></p>
23	<p>Dana McCall                      Raleigh  <a href="http://www.gogoraleigh.com">http://www.gogoraleigh.com</a>   <a href="mailto:dana@gogoraleigh.com">dana@gogoraleigh.com</a></p>	<p>Elements from the plans that I like:                      I like the ramp design off of 440E in Plan A3b. It cuts into the existing woods just before the existing Ridge Road intersection and offers a more gentle curve. People will want the ramp’s ascension to help trim their speed gently, and that will cause fewer ripples back onto I-440E than the plans which call for using the existing, sharp exit shape.</p> <p>Elements that are Not Necessary:                      The plans, such as A3, which show westbound Ridge Road traffic passing under the ramps that access Crabtree Valley Avenue are not necessary. Westbound Ridge Road would be a lightly traveled road, and a simple stop sign to cross over exiting 440E traffic should suffice and save a lot of money.</p>	<p><b>RIDGE ROAD INTERCHANGE RESPONSE:</b>  <i>Alternative interchange configurations at I-440 and Crabtree Valley Avenue, including “T” type intersections, were considered and rejected by the study team after meeting with highway design experts at the United States Department of Transportation Federal Highway Administration (FHWA) and the North Carolina Department of Transportation (NCDOT). Any change to interstate access must be approved by the Federal and State DOT.</i></p> <p><i>Traffic exiting I-440 at this location will be slowing, but the curve geometry must provide a safe and smooth speed transition from the higher speeds of traffic exiting the freeway to the slower speeds in Crabtree Valley. The location of the ramps is based on providing safe curve geometry and elevations.</i></p>

<p><b>24</b></p>	<p>Judy C. Coggins, President Dobs, Inc 3939 Glenwood Ave Raleigh, NC 27612</p> <p>and</p> <p>Toler W. Ratledge Wilson &amp; Ratledge, PLLC 4600 Marriott Dr. Ste 400 Raleigh, NC 27612 919-787-7711 <a href="mailto:tratledge@w-rlaw.com">tratledge@w-rlaw.com</a></p>	<p>Plan A5-B shows a major re-alignment of the exits and interchanges from I-440 (the "Beltline") to Crabtree Valley and Ridge Rd. This will result in the taking of several acres of the Coggins' family home on Ridge Rd. In addition to the physical taking of land, the design will significantly increase the traffic flow near their home, resulting in noise and air pollution problems. Currently, only traffic exiting the Beltline to Ridge Rd. travels close to the Coggins home. The proposed design change will direct all traffic exiting the Beltline to Glenwood Ave, Crabtree Valley Mall and to Ridge and entering the Beltline from Ridge and the Mall across the Coggins property and very close to their residence. This will produce a dramatic increase in traffic, noise pollution and air pollution. The Coggins would like to see the Ridge exit stay as close as possible to its current location. We also ask that you consider alternative designs for tying the exits to Ridge Rd., such as a "T" intersection that slows traffic and requires a turn from the exit to Ridge Rd. Our clients request that sound barriers (either a wall or equivalent vegetation) be installed and that the elevation of the roads and bridges remain as close to current grade as possible.</p> <p>It appears that the changes to and realignment of Ridge Rd. could affect the driveways to the Coggins home and pose a safety hazard. The "T" intersection suggested in Comment 2 above might alleviate some of that concern.</p>	<p><i>See response to Comment No. 23.</i></p> <p><i>Sound attention will be considered during the environmental documentation and design process.</i></p> <p><i>Safety at the Coggins family driveway on Ridge Road will be re-evaluated by the study team.</i></p>
<p><b>25</b></p>	<p>Alpesh Patel <a href="mailto:Dalpeshmode@gmail.com">Dalpeshmode@gmail.com</a></p>	<p>I think you should do something similar to Crossroads in Cary where they blocked off 1 entrance to Walnut on 440. They made it so you could either go right into Crossroads or turn off onto Buck Jones road, which made it so you avoided the already crowded Walnut St. They added an extra exit that spit you out further down the road on Walnut between Cary Town Center and Crossroads.</p>	<p><i>Many alternatives were considered in the development of the preferred alternative. While the geometry of Glenwood Avenue and I-440 are not necessarily comparable to Walnut Street and US 1/64, a similar approach was considered by reopening the northeast loop off of I-440. Traffic densities and delays proved this alternative to be discounted.</i></p>

TOPIC: Next Steps			
26	<p>Judy C. Coggins, President Dobs, Inc 3939 Glenwood Ave Raleigh, NC 27612 <a href="mailto:Yesmilo@aol.com">Yesmilo@aol.com</a></p> <p>and</p> <p>Toler W. Ratledge Wilson &amp; Ratledge, PLLC 4600 Marriott Dr. Ste 400 Raleigh, NC 27612 919-787-7711 <a href="mailto:tratledge@w-rlaw.com">tratledge@w-rlaw.com</a></p>	<p>We represent the owners of the real property and improvements located at 2901 Ridge Rd. and the real property located at 3939 Glenwood Ave, the Beckanna Apartments. These properties are owned by the Jyles J. Coggins family companies. The home located on Ridge Rd. is occupied by Mr. Jyles J. Coggins and his family. The land on which the Beckanna Apartments is located is owned by a Coggins family company. The apartment buildings and other improvements on the Beckanna site are owned by an unrelated entity and we do not represent them.</p> <p>As requested in the Crabtree Valley Transportation Study, we are writing to advise you of our clients' concerns regarding the proposed changes to Crabtree Valley and the surrounding areas. We met with Dean Hatfield and Mat Payne at the Louis Berger Group to review the proposed plans. We understand that the plan preferred by the City of Raleigh and NCDOT is as depicted on "Crabtree Valley - A5-B." Our clients have not had an opportunity to review the plans with their own engineers or land planners to determine the full impact of the changes. However, we understand that the proposed improvements are in the very early stages of planning and the City of Raleigh is asking for initial, general comments at this time.</p> <p>It appears that our clients properties will be significantly impacted by whatever changes are made and, therefore, they request the opportunity to provide continued input in the process and that they be kept updated as the plan progresses. We have provided contact information at the end of this email.</p>	<p><i>SCHEDULE RESPONSE:</i> <i>Comments noted. Please refer to Comment Response No. 23 and 24.</i></p>
TOPIC: Varnell Avenue			
27	<p>Dana McCall Raleigh <a href="http://www.gogoraleigh.com">http://www.gogoraleigh.com</a> <a href="mailto:dana@gogoraleigh.com">dana@gogoraleigh.com</a></p>	<p>Elements that are Not Necessary: Also I feel strongly that Varnell Avenue’s access remain open to Ridge Road. I don’t like the idea of limiting a neighborhood’s access to major roads to only one point.</p>	<p><i>VARNELL AVENUE RESPONSE:</i> <i>Varnell Avenue residential traffic would access Ridge Road via the following public streets: Corbin Street, Swann Street, Dade Street, and Manuel Street. At-grade intersections on ramps accessing freeways are not allowed by NCDOT and FHWA.</i></p>
28	<p>Judy C. Coggins, President Dobs, Inc 3939 Glenwood Ave Raleigh, NC 27612</p>	<p>The Beckanna Apartments currently have direct access to Ridge Rd. via Varnell Ave. It appears that the proposed design will close Varnell Ave at its intersection with Ridge which will eliminate this important access point. This will negatively affect the Beckanna Apartments and the value of the land.</p>	<p><i>VARNELL AVENUE RESPONSE:</i> <i>City staff has received numerous complaints submitted by the owners and tenants at Beckanna Apartments concerning vehicular traffic using their parking lot and Glenwood Avenue driveways as a short-cut between Ridge Road and Glenwood Avenue.</i></p>

	<p>and</p> <p>Toler W. Ratledge Wilson &amp; Ratledge, PLLC 4600 Marriott Dr. Ste 400 Raleigh, NC 27612 919-787-7711 <a href="mailto:tratledge@w-rlaw.com">tratledge@w-rlaw.com</a></p>		<p><i>The closure of Varnell Avenue at Ridge Road would facilitate a diversion of through traffic to the Ridge Road extension to Glenwood Avenue, thereby avoiding the cut-through problems cited frequently by the Beckanna Apartment community.</i></p> <p><i>Varnell Avenue residential traffic would access Ridge Road via the following public streets: Corbin Street, Swann Street, Dade Street, and Manuel Street.</i></p>
<p><b>TOPIC: Report Comments</b></p>			
<p><b>29</b></p>	<p>Laura Bergman <a href="mailto:Bergla22@gmail.com">Bergla22@gmail.com</a></p>	<p>I have a few comments regarding the Crabtree Valley Transportation Study. This study was very difficult to read on-line, but I was able to get a hard copy of pages 1-86 from the Municipal Building downtown. I then pulled up the other documents on my computer and cross referenced with the hard copy.</p>	<p><i>EXECUTIVE SUMMARY RESPONSE:</i> <i>The consultant is revisiting the Executive Summary of the draft report to address this comment.</i></p>
<p><b>30</b></p>	<p>Bee Weddington 4814 Brookhaven Drive Raleigh NC 27612 919-782-7737 <a href="mailto:bw1930@earthlink.net">bw1930@earthlink.net</a></p>	<p>Unfortunately I did not find this methodology followed. Additionally, Appendices D through K were not included in the online pdf. I sent an email to the study preparers on September 23, but received no reply.</p> <p>Usually, studies of this nature follow a routine format: state the problem, analyze the problem, and offer solutions. The problem is not defined, except for, perhaps, there is congestion in the area.</p> <p>The format of report is poorly designed, making it difficult and time consuming to study.</p> <p>The 2035 projections may be disingenuous because of the use of the Triangle Regional Model. The Crabtree study area is approximately 2.5 square miles in area, or about 1,600 acres. The TRM covers approximately 2,600 square miles in the triangle region.</p>	<p><i>MISSING INFORMATION RESPONSE:</i> <i>Ms. Weddington was contacted and the information was provided.</i> <i>EXECUTIVE SUMMARY: See response to Comment No. 29.</i></p> <p><i>PROJECTIONS RESPONSE:</i> <i>The draft report describes the method used to forecast traffic volume changes over time. It blends the best aspects of three different methods; only one of which relies on the Triangle Regional Model. The other methods are annual traffic growth percentage increases and forecasted traffic increases at specific development and redevelopment sites in the study area.</i></p>

TOPIC: Study Objectives			
31	<p>Joe Milazzo II, PE Regional Transportation Alliance 919.664.7065</p> <p><a href="mailto:joe@letsgetmoving.org">joe@letsgetmoving.org</a></p>	<p>The Regional Transportation Alliance business leadership group -- a regional program of the Greater Raleigh Chamber of Commerce -- discussed the proposed improvements in the Crabtree Valley area today at our Steering Committee meeting.</p> <p>While there was no endorsement for specific elements, the group applauded the City for focusing on this corridor which connects a number of key land uses and also serves as a reliever to I-40. My sense is that the group will be inclined to be supportive of anything that will relieve traffic or streamline flow on Glenwood / US 70. There was a sense that any improvement there would be better than no improvement and that the City should not wait until it had the money for the "perfect" solution before it begins implementing some lower-cost improvements.</p> <p>I hope that the above is helpful. Please feel free to reply or call with questions.</p>	<p><i>Comment noted.</i></p>
32	<p>Dana McCall Raleigh</p> <p><a href="mailto:dana@gogoraleigh.com">dana@gogoraleigh.com</a> <a href="http://www.gogoraleigh.com">http://www.gogoraleigh.com</a></p>	<p>Thanks for your continued efforts to mitigate traffic stagnation in the Crabtree Valley Mall area. It is a difficult situation, given the adjacent limited access highway, Crabtree Creek, and undulating terrain surrounding the area's most popular shopping destination. I have lived here for all of my 41 years, and remember when the mall opened. Back then Glenwood Avenue was about half as wide as it currently is, one parking deck level was sufficient, and the 440 cloverleaf efficiently handled the load at Glenwood Avenue. The changes made in the late 80's seemed to relieve congestion and accidents on 440E, but traffic counts have steadily increased and made us all review the traffic situation for the area again. After reviewing the many plans on the website, I have some conclusions, criticisms, and ideas for how to make the area better. I don't like all of the elements from one single plan, but rather would like to see a composite of ideas carried out.</p>	<p><i>Comment noted.</i></p>

<p><b>33</b></p>	<p>Bee Weddington 4814 Brookhaven Drive Raleigh NC 27612 919-782-7737 <a href="mailto:bw1930@earthlink.net">bw1930@earthlink.net</a></p>	<p>What is congestion? Webster defines it as “clog (traffic ~ed the highways).” Those of us who have lived in the study area for almost 40 years do not find that traffic has clogged the area.</p> <p>Glenwood Avenue (US highway 70) is a major thoroughfare and does handle a large traffic flow. Glenwood is the major East-West thoroughfare and is used by people going to and back from their employment, particularly in the early a.m. and late p.m. times. Other destinations also include shopping, entertainment, social interaction, medical, and business activities. Glenwood is also a major route from RDU International Airport to downtown Raleigh and hotels.</p> <p>It is implied that Crabtree Valley Mall is the main reason for traffic in the area. When the Mall was opened in 1972, it was the only regional shopping center in the area and generated a lot of traffic. In recent years, new ones have been built (Brier Creek, Triangle Towne, and a renovated North Hills) and have given more options to those who use Crabtree. Crabtree is still a vibrant shopping destination and will continue to be so.</p> <p>Table 1 gives 2009 baseline traffic delay conditions at selected intersections. The source of this information was not given, nor are the parameters defined, e.g., what is the time for the a.m. and p.m. traffic. If the delay time was translated from seconds into minutes, one would not consider it unreasonable. Traffic flows easily at other times.</p> <p>Table 1. 2009 Baseline Traffic Conditions.</p> <table border="1" data-bbox="443 1029 1224 1395"> <thead> <tr> <th>Intersection</th> <th>a.m. traffic average delay (in seconds)</th> <th>In minutes</th> <th>p.m. traffic average delay (in seconds)</th> <th>In minutes</th> </tr> </thead> <tbody> <tr> <td>Glenwood /Creedmoor</td> <td>66.3</td> <td>1.105</td> <td>89.5</td> <td>1.491</td> </tr> <tr> <td>Glenwood/Lead Mine</td> <td>85.8</td> <td>1.43</td> <td>135.2</td> <td>2.259</td> </tr> <tr> <td>I-440 westbound</td> <td>33.7</td> <td>0.561</td> <td>450.6</td> <td>7.51</td> </tr> </tbody> </table>	Intersection	a.m. traffic average delay (in seconds)	In minutes	p.m. traffic average delay (in seconds)	In minutes	Glenwood /Creedmoor	66.3	1.105	89.5	1.491	Glenwood/Lead Mine	85.8	1.43	135.2	2.259	I-440 westbound	33.7	0.561	450.6	7.51	<p><i>PROBLEM STATEMENT RESPONSE:</i> <i>Travel delay estimates published in the draft report were prepared by members of the consultant study Teams during the course of this study. Baseline 2009 travel delay figures are calculated with peak hour traffic counts conducted by the consulting team in December 2009.</i></p> <p><i>The study team determined the congestion levels exceeded what is acceptable and are concerned that congestion will worsen in the future due to normal metropolitan growth including development and redevelopment of property in the study area.</i></p>
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off ramp to Glenwood								
<p><b>34</b></p>	<p>Kelli Williams and Tim Koves  <a href="mailto:Kelli.and.Tim@gmail.com">Kelli.and.Tim@gmail.com</a></p>	<p>This less than 1/4 mile stretch should not take over 10' to navigate yet that seems to be about the average time b/w 4:30pm and 6:00pm. Anything that could be done to improve traffic flow on this stretch would be appreciated.</p>	<p><i>Comment noted.</i></p>					

TOPIC: Public Safety			
<b>35</b>	<p>Bee Weddington 4814 Brookhaven Drive Raleigh NC 27612 919-782-7737 <a href="mailto:bw1930@earthlink.net">bw1930@earthlink.net</a></p>	<p>Accident Analysis (pages 17-38)</p> <p>Table 6 shows 480 accidents over a 3-year period (160 accidents/year). Table 8 shows the annual frequency rate was 145 accidents for 6 signalized intersections, 4 for the unsignalized T-intersection at Crabtree Valley Avenue &amp; Blue Ridge Road, and 11 for the unsignalized T-intersection at Crabtree Valley Avenue &amp; Creedmoor Road.</p> <p>All but 3 accidents were due to poor driver performance. The exceptions were a diabetic crisis, avoidance of an accident ahead, and a flying rock. The configuration of the road system was not the main cause. There were no fatalities in any of these accidents.</p> <p>The recommendations (pages 35-38) for measures to encourage attentive driving and signal timing improvements to maintain proper traffic progression are important and valid.</p> <p>The recommendation to relocate Crabtree Valley Avenue to Edwards Mill Road is not justified on the basis of 11 accidents.</p> <p>Some of the other intersections in the study area were not analyzed. Was this because there are no problems?</p>	<p><b>CRASH RESPONSE:</b></p> <p><i>While many of the accidents were not caused by the geometrics of the roadways, the accident analyses show a clear correlation between the level of congestion and the frequency of accidents. It is believed that an improved roadway network will help to ease the congestion and improve the safety performance.</i></p> <p><i>There are 33 accidents at the intersection of Crabtree Valley Ave and Creedmoor Rd in the past three years which represent an annual rate of 11 accidents. Nearly half of the accidents (16) are angle collisions involving vehicles turning left from Crabtree Valley Ave to Creedmoor Rd. This type of angle collisions could be corrected by traffic signal control. Typically a traffic signal installation would be considered if there are five or more reported crashes within a 12-month period. However, the current intersection location is unsuitable for signalization due to the close spacing to the adjacent signal at the mall entrance. Relocation of the Crabtree Valley Ave to Edwards Mill Rd would increase the intersection spacing, and make it possible to install a future signal which will help to improve the safety performance. In addition, several other factors were considered for the realignment, including traffic operations, flood plain constraints, future transit facilities, and development accesses. The intersections studied were determined by city staff to be of most concern based on historic observations and trend analysis of traffic counts, congestion and crash data.</i></p>
TOPIC: Recommendations			
<b>36</b>	<p>Jessica Perry <a href="mailto:Jess121681@yahoo.co">Jess121681@yahoo.co</a></p>	<p>I have a very simple solution to ease the traffic on Glenwood Ave. What is so frustrating about this road is drivers must sit at a stoplight after stoplight after stoplight. I have</p>	<p><b>SIGNAL COORDINATION RESPONSE:</b></p> <p><i>Traffic signals on Glenwood Avenue are optimally</i></p>

	<a href="#">m</a>	<p>personally never driven down Glenwood Ave without getting caught up at so many these lights. Just synchronize the traffic lights so that traffic can flow through much easier. I have always believed that this would alleviate much of the traffic congestion.</p> <p>Thank you for letting me tell my suggestion.</p>	<p><i>synchronized The delay encountered is created by the combination of long green time for Glenwood traffic at gateways, combined with significant traffic volume added at intersections (Lead Mine Road &amp; Creedmoor Road) and driveways serving adjacent businesses including Crabtree Valley Mall. The result is what you experience; green lights ahead, but you can't get there because of the queue of vehicles that isn't moving.</i></p> <p><i>The draft report recommends a new interchange serving Crabtree Valley along Crabtree Valley Avenue as an outlet for local traffic to access I-440 without using Glenwood.</i></p>
37	<p>Dana McCall Raleigh <a href="mailto:dana@gogoraleigh.com">mailto:dana@gogoraleigh.com</a> <a href="http://www.gogoraleigh.com">http://www.gogoraleigh.com</a></p>	<p>Elements from the plans that I like: Using Arrow Drive as a crescent, only accessible from Glenwood and Blue Ridge Roads is an excellent idea.</p> <p>In order for Crabtree Valley Avenue to truly be accessed efficiently, the flyovers in Plan B1 will be needed. However they may not be needed in the short term, as traffic can use existing Creedmoor Rd to access CVA and its 440 accesses.</p>	<p><i>Comment noted.</i></p>
38	<p>Dana McCall Raleigh <a href="mailto:dana@gogoraleigh.com">mailto:dana@gogoraleigh.com</a> <a href="http://www.gogoraleigh.com">http://www.gogoraleigh.com</a></p>	<p>Elements that are Not Necessary: I passionately hate the idea of removing entrance ramps and replacing them with 90-degree turns. Somewhat recent changes at Western Blvd. and I-440 resulted in a right turn to access 440 East. The result has been more unexpected brake tapping as queues build to access the acceleration ramp. Additionally this move wastes energy as drivers have to trim much speed, make the turn, then accelerate aggressively to reach cruising speeds on I-440. Surely the pedestrian was in mind when the plan was created, but this intersection has about a 100,000:1 car/pedestrian ratio. These pedestrians only have to manage crossing 12 feet while monitoring traffic from one direction. While DOT data may demonstrate discrete improvements in safety, it does not measure the amount of road rage induced by these unnecessary changes. If the DOT wants those accessing the ramp to hold a slow speed until after passing the pedestrian crossing, then they should use signage and corrugated pavement to slow drivers.</p>	<p><b>GLENWOOD INTERCHANGE RESPONSE:</b> <i>Changing the ramp termini geometry at Glenwood Avenue and I-440 will help motorists and pedestrians make eye contact which is important to pedestrian safety at any crossing. The Raleigh Bicycle and Pedestrian Advisory Committee have confirmed a goal of increasing the number and safety of pedestrians and bicyclists traveling under I-440 along Glenwood Avenue.</i></p>
39	Dana McCall	Elements that are Not Necessary:	<b>CRABTREE VALLEY AVENUE REALIGNMENT</b>

	Raleigh <a href="mailto:dana@gogoraleigh.com">dana@gogoraleigh.com</a> <a href="http://www.gogoraleigh.com">http://www.gogoraleigh.com</a>	The plans to reroute Crabtree Valley Avenue up the Edwards Mill hill behind where Brendle's was seem to accomplish nothing. In fact, they removed any possibility of gracefully linking the avenue with Glenwood.	<b>RESPONSE:</b> <i>The realignment of Crabtree Valley Avenue will allow for optimal and permitted spacing of traffic signals along Creedmoor Road. Relocation of this intersection achieves the goal of adding a signal with the proper spacing given the current locations.</i>  <i>This study recommends building a grade separation at Glenwood/Creedmoor instead of extending Crabtree Valley Avenue to Glenwood Avenue.</i>
40	Robert Rauth <a href="mailto:rrauth@gmail.com">rrauth@gmail.com</a>	I work off this road and you have no idea how many crazy drivers come out on Crabtree Valley and Edwards Mill. I know because i have to be one of them at times. You literally have to get in the left turn lane and pretend to want to go left up Edwards Mill so folks let you in only to change your mind and go right (north) in the third lane on Edwards Mill toward Creedmoor. One of the main reasons for this is this is a major bus route. By re-routing traffic up basically a block it puts you just a bit further away from the traffic light (coming out of the mall) and gives you more of a chance to turn right or place another traffic light there. 30% of the time I have to go up through a neighborhood and come out farther away from the mall just to turn right. Thankfully I never have to make a left up Edwards Mill from Crabtree during rush hour.	<i>Comment noted.</i>
41	Denis Holliday 919-400-9591 Home 919-818-4028 Cell <a href="mailto:denisdh@bellsouth.net">denisdh@bellsouth.net</a>	The property of Kidd's Hill Plaza and other properties would be nice park over looking the "valley". Might be an opportunity there to get neighborhood buy-in. This would be a huge attachment to the capital city greenways. The investment would be significant but more effective in terms of longevity and building infrastructures that will serve the area well into the future.	<b>PARKS RESPONSE:</b> <i>The Raleigh Parks Plan does not identify the Weingarten Realty owned site (former Kidd's Hill Plaza) or other nearby sites as future parks, other than a linear greenway extending up the hill toward the Glen Lake development from Crabtree Creek near the bridge to the upper deck of the Mall.</i>
42	B. Jeffreys 116 St. Mary's Street Raleigh <a href="mailto:jeffreys27502@yahoo.com">jeffreys27502@yahoo.com</a>	I was raised directly across from Crabtree Valley Mall and remember in 1960-61 when my parents sold portion of our land to the State to create the "belt line" and have watched that area grow since them. Please think large - long time (think lots of traffic i.e. Atlanta, GA).  * Put in overpasses from the I-40 and I-440 lanes that will direct all traffic off the present Glenwood and "dump" it behind McDonalds and onto that side road -- increasing lanes there to at least 3 lanes both sides....going into a NEW ENTRANCE -- LOCATED FURTHER DOWN ABOUT THE MIDDLE OF THE MALL.	<i>Comments noted.</i>

		<p>** Do the same for Creedmoor Road - and take the present traffic load off of Creedmoor Rd as it comes up side of the Mall;</p> <p>** Then add at least 2-3 more lanes both sides of Creedmoor Road and Edwards Mill Rd as it goes to and beyond the RCB Center to Trinity Rd;</p>	
43	<p>B. Jeffreys 116 St. Mary's Street Raleigh <a href="mailto:jeffreys27502@yahoo.com">jeffreys27502@yahoo.com</a></p>	<p>Increase lanes on both side of Blue Ridge all the way from the curve &amp; intersection at the stop light at Duraleigh Rd all the way down the residential area of Blue Ridge to Glenwood at the Mall;</p>	<p><i>BLUE RIDGE WIDENING RESPONSE:</i> Most of the section of Blue Ridge referred to in your comment is outside the scope of this study. However, the City of Raleigh plan calls for making Blue Ridge Road outside the study area a consistent 3-lane section with bicycle lanes and sidewalks on both sides of the road.</p>
44	<p>B. Jeffreys 116 St. Mary's Street Raleigh <a href="mailto:jeffreys27502@yahoo.com">jeffreys27502@yahoo.com</a></p>	<p>Decrease time the traffic lights are on RED -- ARE PRESENTLY ON RED MUCH TOO LONG CAUSING LONG LINES OF TRAFFIC TO BACK UP AND UNABLE TO GET THROUGH THE RED LIGHT....resulting in great anger and frustrations for drivers.</p>	<p><i>SIGNAL TIMING RESPONSE:</i> More signal green time is allocated to Glenwood Avenue approaches because it carries considerably more traffic than any side street in the study area.</p>
45	<p>Eloise Gilster <a href="mailto:Eagils27@mindspring.com">Eagils27@mindspring.com</a></p>	<p>Dear Crabtree Committee:</p> <p>We live at the dead end of Yadkin Drive, several blocks north of the Northbrook-Yadkin intersection. Our access to medical offices and shopping at Crabtree means crossing Glenwood at Lead Mine to go onto Blue Ridge Road. In terms of mileage and convenience, this route is by far the best way for us and our neighbors. The timing of signal lights, however, makes this a very frustrating and dangerous route, the least desirable of the alternatives. There are long waits at the end of North Hills Dr to make the left hand turn onto Lead Mine. With the two lanes of North Hills turning left into four lanes on Lead Mine, the NH left turn lane feeds into the two left lanes on Lead Mine, marked for left turns only onto Glenwood. Since substantial NH traffic, other than at rush hour, either crosses Glenwood or turns right onto Glenwood from Lead Mine, the line in the NH right lane waiting for the light to turn green is often far longer than the line in the left turn lane. Invariably, with the long wait, some drivers who do not want eventually to turn left onto Glenwood get into the left turn lane planning to "merge" their way into one of the two right lanes on Lead Mine. After the long wait to turn at all from North Hills, there are multiple near-accidents and frayed tempers when the signal finally turns green. It's a dangerous situation that has existed for years and is increasingly a problem with the larger flow of traffic on Lead Mine and the even longer light cycles. I might add that North Hills traffic invariably has to stop then at the</p>	<p><i>NORTH HILLS/LEAD MINE RESPONSE:</i> The study team has frequently observed the situation you describe. There are no short-term solutions.</p> <p><i>Longer term, as described in the draft report, a grade separation of Glenwood over Lead Mine/Blue Ridge intersection may be constructed. This would relieve much of the traffic delay at the signalized intersection that would remain under the bridge.</i></p>

		Glenwood light, a block away, after that first turn, and any traffic that goes straight across Glenwood is then stopped by another signal light a block away at Crabtree Valley. Alternative routes from our house to Blue Ridge, although preferable in terms of safety and blood pressure, are substantially longer in terms of miles. If you're tinkering with the Crabtree-Glenwood intersections, please improve or correct a traffic snarl that is increasingly dangerous for all of us living in this area. Thank you, Eloise Gilster	
46	May Sherrod <a href="mailto:maysherrod@coastalnet.com">maysherrod@coastalnet.com</a>	The traffic pattern needs to be revamped, I think, on the Blue Ridge Road side. The traffic light at Blue Ridge Rd. and Glenwood Ave. there is a very short light for traffic on Blue Ridge to cross Glenwood and proceed on Lead Mine. That results in traffic being backed up continuously - especially in afternoon peak traffic period.	<i>GLENWOOD/LEAD MINE SIGNAL TIMING RESPONSE: Adding signal (green) time for Blue Ridge Road would worsen back-ups on Glenwood Avenue and on the left-turn lane from Lead Mine Road.</i>
47	Dana McCall Raleigh <a href="mailto:dana@gogoraleigh.com">dana@gogoraleigh.com</a> <a href="http://www.gogoraleigh.com">http://www.gogoraleigh.com</a>	Elements that are Not Necessary:  The Lead Mine access flyovers to 440E and Glenwood are an expensive solution. I like the idea of a Glenwood flyover to bypass the busy intersection. However, what might work better is a modified-SPUI where Lead Mine road flies over Glenwood to become Blue Ridge Road. This would send 440-bound traffic on southbound Lead Mine over to the Crabtree Valley Ave access, instead of using Glenwood Avenue's access. It also would be a more natural fit given the terrain of Lead Mine's and Glenwood.	<i>GLENWOOD/LEAD MINE RESPONSE: The study team considered a single-point urban interchange at Glenwood/Lead Mine/Blue Ridge, but rejected it because it would require additional right-of-way that would be disruptive to businesses and private property interests in the vicinity. Further encroachment toward Crabtree Creek may pose significant environmental impacts. The recommended grade separation would be expensive; other measures are recommended to occur before grade separating Glenwood at this location.</i>
48	May Sherrod <a href="mailto:maysherrod@coastalnet.com">maysherrod@coastalnet.com</a>	The lanes of traffic coming from Lead Mine Road across Glenwood Avenue onto Blue Ridge Road are problematic.	<i>GLENWOOD/LEAD MINE RESPONSE: If a grade separation is built for Glenwood Avenue west bound traffic over the intersection of Lead Mine/Blue Ridge, then it may be possible to align the through lanes.</i>
49	Dana McCall Raleigh <a href="mailto:dana@gogoraleigh.com">dana@gogoraleigh.com</a> <a href="http://www.gogoraleigh.com">http://www.gogoraleigh.com</a>	Elements that are Not Necessary: 440W direct access to North Hills Drive (as seen in the "Ridge Road" plan) doesn't seem to benefit many at all. The only traffic using this access would be coming from the North Hills Mall area, so it makes little sense to spend that much money on a bridge for so few.	<i>Comment noted. The Ridge Road Alternative has been dropped by the Study Team.</i>
50	Denis Holliday (H) 919-400-9591 (C) 919-818-4028 <a href="mailto:denisdh@bellsouth.net">denisdh@bellsouth.net</a>	I am a long time native of Raleigh and have seen my share of traffic in the Crabtree Valley area. I believe it would be far more effective to make the Glenwood avenue corridor an overpass and use Glen Eden (already wide) and other side streets (Crabtree Valley Ave, Edwards Mill) as the access points into Crabtree mall. The overpass would serve to eliminate the stop/go traffic at the immediate Crabtree valley exits and morning	<i>OVERPASSES AND INTERCHANGES:  Several overpasses (grade separations) along Glenwood Avenue are recommended in the draft report. A continuous overpass is not recommended as</i>

		downtown traffic could be forced on to Glen Eden and over to Glenwood. Access to Glenwood would also be access to I440 in either direction. Yes, it adds some distance but it also give traffic back/buffers by routing volume traffic along an extended thoroughfare. Similar to the way traffic is routed along Edwards mill and into and out of the RBC stadium for events. Crabtree is only going to get worse in terms of traffic. Make the changes and impacts count. Thanks for the opportunity to express my view. I welcome any comment, conversation or feedback.	<i>the cost would be extreme and un-affordable.</i>  <i>A modified interchange on I-440 at Ridge Road is proposed as preferable to building a new interchange at Glen Eden. Input from Federal and State transportation officials indicated it is more likely to get approval to modify an existing interchange than to build an additional one.</i>
51	Tom Schnittker <a href="mailto:tom.schnittker@rexheath.com">tom.schnittker@rexheath.com</a>	Don't allow left-turn exits from the Mall onto Blue Ridge, especially 4p-6p. This traffic regularly blocks the intersection for traffic going both directions on Blue Ridge for multiple light cycles. CAT buses exiting the Mall are the worst offenders. The distance from the exit to Glenwood isn't long enough to accommodate the amount of traffic exiting at that time	<i>Comment noted.</i>
52	Dana McCall Raleigh <a href="http://www.gogoraleigh.com">http://www.gogoraleigh.com</a> <a href="mailto:dana@gogoraleigh.com">dana@gogoraleigh.com</a>	Elements that are Not Necessary: All plans call for removing the signal for traffic exiting Crabtree onto Blue Ridge Road, and converting the access to a right in/right out. This calls for all traffic intending to go northbound on Lead Mine to instead use the Homewood Banks/Crabtree Valley Avenue access to get over to northbound Blue Ridge/Lead Mine. The increased pressure on this parking lot intersection probably calls for either a signal on private property or a roundabout.	<i>BLUE RIDGE/MALL ENTRANCE SIGNALS: Decommissioning the traffic signal at Blue Ridge Road/Crabtree Valley Mall is important to the future functioning of the nearby intersection of Glenwood/Lead Mine/Blue Ridge. The study team concluded that this improvement should be included in all alternatives. The study team identified strategies to relieve the increased traffic pressure internal to the Crabtree Valley Mall parking lot approaching the intersection of Homewood Banks/Crabtree Valley Avenue. A wider bridge over Crabtree Creek would be necessary. In the future, as development occurs along Crabtree Valley Avenue, the study team anticipates serious consideration of building an improved bus transfer center at the intersection on the south side of Crabtree Valley Avenue. When opened, the current bus stops internal to the Crabtree Valley Mall (near the Post Office) would be removed.</i>  <i>This exiting traffic would divert to Crabtree Valley Avenue instead of Blue Ridge Road near the Glenlake South subdivision.</i>

<p>53</p>	<p>Laura Bergman <a href="mailto:Bergla22@gmail.com">Bergla22@gmail.com</a></p>	<p>I agree with the mall managers, exit from mall to be right turn only on Blue Ridge Rd would be a bad idea as it would needlessly direct traffic exiting the mall up Blue Ridge Road (and past Glen Lake South). I am concerned about traffic diversion on to Blue Ridge Rd. I live in the Glenlake South subdivision. It is difficult to exit our subdivision from the main entrance and especially from Noremac as the cars come speeding up the hill from the mall and are not in sight until they reach the top of the hill. Perhaps a traffic signal at the Noremac location?</p>	<p><i>See response to Comment No. 52.</i></p>
<p>54</p>	<p>Bee Weddington 4814 Brookhaven Drive Raleigh NC 27612 919-782-7737 <a href="mailto:bw1930@earthlink.net">bw1930@earthlink.net</a></p>	<p>Many of the proposals presented in this report were floated many years ago and rejected by Councils.</p> <ul style="list-style-type: none"> <li>• Crabtree Valley Avenue Extension to I-440 or the “spreeway.”</li> <li>• Crabtree Valley Avenue Extension to Glenwood Avenue.</li> <li>• Pedestrian bridge at Marriott across Glenwood. There is a signal at this intersection as well as buttons to allow pedestrians to change the interval.</li> </ul> <p>All of the flyovers and interchanges proposed are not needed and would cause problems and inconvenience.</p> <p>The bridge to Ridge Road works extremely well. There is no reason it cannot be repaired or replaced.</p> <p>The right in, right out proposal for Marriott-Mall intersection will cause problems, making motorists stay in the area longer than necessary.</p>	<p><i>RECOMMENDATIONS RESPONSE:</i> <i>The purpose of the study is to consider all viable solutions to address the study goals. The “spreeway” concept and the Crabtree Valley Avenue extension to Glenwood Avenue were both considered but are not recommendations of the study. The pedestrian bridge is recommended in recognition of traffic flow and speed characteristics that are likely to change with construction of grade separations at Glenwood/Creedmoor and Glenwood/Lead Mine/Blue Ridge.</i></p> <p><i>The study team found that if the Ridge Road bridge is replaced, it would continue to serve motorists seeking an alternate route to bypass peak hour traffic congestion on I-440. We believe the freeway access would be better used serving Crabtree Valley instead.</i></p> <p><i>The proposed changes at Glenwood/Marriott Drive would be necessary for operational improvements when a grade separation is built at the adjacent intersection of Glenwood/Creedmoor.</i></p>
<p>55</p>	<p>Paul Carruth <a href="mailto:Carruth2@aol.com">Carruth2@aol.com</a></p>	<p>It is my understanding that when the CVM was first being planned for development there was a proposed traffic pattern that would have the flow of traffic going around or over the Mall. This thru pattern would let traffic not stopping at the Mall be unimpeded by traffic lights, with off ramps taking traffic to roadways entering the Mall. The original developers of the Mall were concerned that people too easily could go by the Mall without being funneled in and that is why the traffic pattern is the way it is today. If you are going anywhere near that part of Raleigh, you in effect are required to drive through</p>	<p><i>PRIOR PLANS RESPONSE:</i> <i>Several prior plans were rejected by former Raleigh City Councils. The purpose of this study is to analyze different concepts and multiple modes of transportation.</i></p>

		<p>the Mall in order to get to the other side, no matter which direction you are coming from or where you are going.</p> <p>If you have not done so already and if they are available, you might want to pull up those old proposed traffic patterns for review. I personally would like to be able to go around the Mall without having to stop at three or more traffic lights no matter which direction I am coming from or where I am going to in that part of Raleigh.</p>	
56	<p>Thad and Dale Lee 4629 Manassa Pope Ln Raleigh NC 27612 919-740-6659 <a href="mailto:tsl10748@earthlink.net">tsl10748@earthlink.net</a></p>	<p>Please add us to your mailing list for future information and action updates. Our initial reaction to the proposed plan is one of support. Given the long term implementation plan for the roadway changes, we are most interested in quick action to enhance the pedestrian crossings at Creedmoor and Glenwood. We live up the hill on Creedmoor from Crabtree and would like very much to be able to walk to the mall. However, the current pedestrian crossings and traffic light arrangements at Creedmoor and Glenwood make it next to impossible to cross safely by foot.</p>	<p><i>GLENWOOD/CREEDMOOR RESPONSE: Pedestrian improvements are recommended as near term projects in the draft report. The City and NCDOT will install pedestrian signal improvements at Glenwood and Creedmoor in Fall 2010.</i></p>
57	<p>Thad and Dale Lee 4629 Manassa Pope Lane Raleigh NC 27612 919-740-6659 <a href="mailto:tsl10748@earthlink.net">tsl10748@earthlink.net</a></p>	<p>Please add us to your mailing list for future information and action updates. Our initial reaction to the proposed plan is one of support. Given the long term implementation plan for the roadway changes, we are most interested in quick action to enhance the pedestrian crossings at Creedmoor and Glenwood. We live up the hill on Creedmoor from Crabtree and would like very much to be able to walk to the mall. However, the current pedestrian crossings and traffic light arrangements at Creedmoor and Glenwood make it next to impossible to cross safely by foot.</p>	<p><i>See response to Comment No. 56.</i></p>
58	<p>Emy Louie Director of Public Outreach US High Speed Rail Association Mobile: (919) 880-4545 Office: (919) 845-8205 <a href="mailto:emylouie@hotmail.com">emylouie@hotmail.com</a></p>	<p>Thanks for asking for public input. I have some specific and general comments primarily because I visit Crabtree Valley Mall at least once a month and I pass by Crabtree Valley Mall at least twice a week. I also have stayed at the Marriott. I encourage all the stakeholders, including the design engineers to stay at the Marriott Hotel to get an on-site feel of it really feels to cross Glenwood Avenue to get to Crabtree Valley Mall.</p> <p>Pedestrian Bridge across Glenwood Is there a pedestrian bridge proposed across Glenwood? I think that the bridge is unnecessary, even given the forecasts and projections for future use. I think there are other ways to handle the issue. Again, stay at the Marriot and walk over to the Mall. It will give you more ideas.</p>	<p><i>PEDESTRIAN BRIDGE RESPONSE: The pedestrian bridge is recommended in recognition of traffic flow and speed characteristics that are likely to change with construction of grade separations at Glenwood/Creedmoor and Glenwood/Lead Mine/Blue Ridge.</i></p>
59	<p>Laura Bergman <a href="mailto:Bergla22@gmail.com">Bergla22@gmail.com</a></p>	<p>Pedestrian Crosswalk on Glenwood Avenue at Marriott Drive--I have crossed this spot several times. I do not feel it is dangerous and therefore, I do not think an overpass is necessary. I do however, feel there is little place on the sidewalk to wait for the light to</p>	<p><i>See response to Comment No. 58.</i></p>

		change. The mall side has a steep cut curb which makes it a dangerous walk to the crosswalk button. Finally, one or more pedestrian overpasses are needed at other points across Glenwood Avenue to encourage pedestrian traffic.	
60	Bee Weddington 4814 Brookhaven Drive Raleigh NC 27612 919-782-7737 <a href="mailto:bw1930@earthlink.net">bw1930@earthlink.net</a>	<p>What are the costs and where would the money come from? We don't know the cost-effectiveness.</p> <p>The best solution is to synchronize the signals and make left turns consistent in both directions.</p> <p>I encourage the City Council to take the next draft as information, authorize a public hearing, and then submit to a Council committee.</p>	<p><b>COST RESPONSE:</b> <i>The estimated construction cost of each alternative is presented in the draft report. Cost effectiveness measures are analyzed at the time projects are prioritized for funding. The relative cost-effectiveness of projects recommended in the draft report can be compared with other proposed projects across the region.</i></p>
61	May Sherrod <a href="mailto:maysherrod@coastalnet.com">maysherrod@coastalnet.com</a>	<p>With Raleigh growing and more traffic on Crabtree Blvd., I think there should be a traffic light where Homewood Banks crosses Crabtree Blvd. at the back entrance to the Mall.</p> <p>Thank you for the opportunity to give you my concerns which may already be addressed in the study; however, I use this area often and wanted to speak up when given the chance.</p> <p>I've often wondered about the lane going from Blue Ridge Road (at the Crabtree Creek Bridge) to Glenwood Ave., the one that goes by the Amoco service station. It doesn't seem to be used much; however, I realize that if you want to go south on Glenwood Ave, it's the best lane to use to avoid the traffic problems coming out of the Mall. Thank you and I'm glad this area is getting some much needed attention.</p>	<p><i>Comment No. 65 reflects a recommendation of the plan.</i></p> <p><b>CRABTREE VIEW PLACE RESPONSE:</b> <i>The short street is Crabtree View Place. The City will consider options to close it to vehicular traffic or convert it to a one way street (exit to Glenwood Ave) with the installation of a multi-use path and improved access to the adjacent greenway.</i></p>
62	Chuck Till <a href="mailto:CTill@nc.rr.com">CTill@nc.rr.com</a>	<p>The problem of inadequate sidewalks on Creedmoor Road between Crabtree Valley Mall and Strickland Road – a total of 4.1 miles – must be looked at segment by segment. Here is the current status, organized by cross-streets (see attached spreadsheet). There is a high degree of sidewalk continuity – although not 100% -- on the west side of Creedmoor. However, the east side is in awful condition. It is difficult if not virtually impossible for a pedestrian to cross from one side of Creedmoor to the other, except at a traffic light. There is also one stretch of Creedmoor that doesn't have a sidewalk on either side. If these problems “up the hill” from Crabtree are not addressed, pedestrian improvements at Crabtree will never realize their potential.</p>	<p><b>CREEDMOOR SIDEWALK RESPONSE:</b> <i>Sidewalks on the east side of Creedmoor Road, within the study area, are recommended in the draft report</i></p>
63	Emy Louie Director of Public Outreach US High Speed Rail	<p>General Comments</p> <p>Where is the “front” of Crabtree Valley Mall? I have often wondered about that. If one thinks about it from an architectural design standpoint, if one decided where the “front” is than there is a sense of hierarchy and decisions would be easier made. It looks like the</p>	<p><b>PEDESTRIAN SIGNALS AND MEDIAN RESPONSE:</b> <i>Generally speaking, the ‘front’ of the CVM is along Glenwood Avenue.</i></p>

	<p>Association Mobile: (919) 880-4545 Office: (919) 845-8205</p> <p><a href="mailto:emylouie@hotmail.com">emylouie@hotmail.com</a></p>	<p>proposals have mostly road engineers working on this? Please integrate more architect’s input and design the roads for pedestrians also, including implementing the following concepts:</p> <ul style="list-style-type: none"> <li>• “Complete Streets”</li> <li>• Traffic calming measures</li> <li>• Adequate pedestrian signals, especially across Glenwood Ave.</li> </ul> <p>Like the Hillsborough St renovation and the Creedmoor Road design from Glenwood Ave. to Strickland Road, I would like to see a median strip (if it’s not already thought about) on Glenwood Ave. Glenwood Ave. is such as eyesore right now.</p>	<p><i>Architectural details, while important to enhance the pedestrian experience, is beyond the scope of this study.</i></p> <p><i>Study recommendations are designed for all modes of transportation and all users, regardless of age or walking abilities.</i></p> <p><i>Pedestrian signals and median refuge islands at strategic intersections along Glenwood Avenue are included in the short term projects in the draft report. The City and NCDOT are currently installing pedestrian signal improvements at Glenwood Avenue and Creedmoor Road during late Fall 2010.</i></p>
<p>64</p>	<p>Carol Soros <a href="mailto:Soroos@mindspring.com">Soroos@mindspring.com</a></p>	<p>I am writing to commend the consultants, City staff, and others involved in the current study for the increased focus on pedestrian safety, particularly in the near term.</p> <p>As you may recall, the major concerns I expressed at the public open house in March and at a BPAC meeting soon afterward focused on what appeared from my conversations at the open house with several members of the consulting firms involved to have been a near total omission of considerations of pedestrian safety. After approaching several members of the consulting team who were present at that event, I had failed to find even one who was even aware of any attention that had been paid to this subject to date. Moreover, at that time, comments from City staff suggested that they were assuming that research and/or planning work completed several years before was sufficient for dealing with pedestrian-related issues. Given the variety of changes under consideration at that time, I strongly advocated the resulting need for additional attention to be devoted to pedestrian safety.</p> <p>It now appears that pedestrian safety is getting the attention it needs. I am particularly impressed with the understanding of pedestrian and bicyclist needs that the consultants express on page 84 of the study and a number of the specific proposed improvements described on pages 85 and 86.</p> <p>I have not yet had time to analyze the various alternatives in detail, but all of the changes that I have noticed look good. I also wholeheartedly support (1) the idea of making greater use of Crabtree Valley Avenue to relieve congestion on Glenwood Avenue and</p>	<p><i>Comment noted. Please see response to Comment No. 63.</i></p>

		<p>mitigate the variety of traffic problems identified along Glenwood Avenue, and (2) the idea of significant enhancements to public transportation in the Crabtree Valley area. Although I am no longer an active bicyclist, the bicycling community has safety needs equal to those of pedestrians and I hope that changes planned for their safety are commensurate with those planned for pedestrians.</p> <p>The one type of improvement that I did <b>not</b> notice mentioned here that is very much needed at a variety of intersections in the study area is <b>pedestrian islands</b>. They were mentioned earlier in the study, but (unless I missed them) are not included in the detailed list of improvements. On this subject, I stress something that I have mentioned in previous communication with the consulting team and City staff: Pedestrian islands are needed <b>both</b> for crossing Glenwood Avenue and for crossing major streets that intersect it (e.g., Blue Ridge Road/Leadmine Road and Creedmoor Road). Unfortunately many Raleigh <b>drivers do not seem to notice either pedestrian walk signals or pedestrians in crosswalks</b>. At intersections with multiple lanes in each direction and a lot of traffic, particularly turning traffic, pedestrians need all the help that we can get to remain safe in situations in which we have the right of way but drivers do not notice either that fact or our presence.</p>	
<p>65</p>	<p>Cheryl Ellington 5721 Winthrop Drive Raleigh, NC 27612 <a href="mailto:cherylellington@nc.rr.com">cherylellington@nc.rr.com</a> (C) (252) 289-5063</p>	<p>I am a Brookhaven neighborhood resident who lives in the triangle between Glenwood, Creedmoor, and Millbrook Rd. I enter and exit the neighborhood, generally, from the Morehead and Brookhaven roads off Glenwood.</p> <p>My young family has only lived here for a year, so I can't speak to the transportation patterns and what would be best, specifically, but I can offer you my opinion in bike/pedestrian access.</p> <p>Our large neighborhood still has mostly elderly, original owners and is starting to turn. Strollers, runners, pet walkers are starting to appear in increasing numbers. We have been very disappointed and frustrated that we have no greenway access that we can walk or bike to. We have to drive across Glenwood or Creedmoor and Leadmine, with our bikes in the car, to find a close entry point. It's strange, as the creek runs through our neighborhood. I don't know if neighbors, in the past, had some reason for not wanting access, but I think active families feel very cut off from the greenway and the mall due to lack of convenient, pedestrian friendly ways to access the Crabtree shopping district. We need an easy way to cross Glenwood from our neighborhood without having</p>	<p><i>PEDESTRIAN RESPONSE:</i> <i>The draft report includes a recommendation to build a grade separation at Glenwood Avenue/Creedmoor Road that will include pedestrian crosswalks on Glenwood Avenue. A sidewalk extension on the side of Glenwood Avenue from Creedmoor Road to Morehead Drive will enhance pedestrian access in the Study Area. The City's 2030 Comprehensive Plan calls for land use in the Crabtree Valley area that permits more mixed-use and walkable residential and commercial developments.</i></p> <p><i>Pedestrian signals and median refuge islands at strategic intersections along Glenwood Avenue are included in the short term projects in the draft report. The City and NCDOT are currently installing pedestrian signal improvements at Glenwood Avenue</i></p>

		<p>to go all the way down to a pedestrian bridge at Marriott.</p> <p>We would love to see Crabtree become a more vibrant, energetic, upscale district-- similar in scope to North Hills, but with our own unique vibe. I love the hills and trees at Crabtree and don't like the lack of "green" against the high-rises around North Hills. It would be great to design a mixed use district where there would be businesses, specialty shops and condos/townhomes, with ample park and green space where people can bike, walk and find community. The more pedestrian/cycle friendly infrastructure abounds, the more likely people will be to choose to shop and live in this wonderful part of Raleigh.</p> <p>Thanks for your efforts—it is encouraging and exciting to explore the area's potential! Please let me know how area homeowners can be involved in input and feedback. I am happy for someone to add me to your e-mail or mailing list.</p>	<p><i>and Creedmoor Road during late Fall 2010.</i></p>
66	<p>Laura Bergman <a href="mailto:Bergla22@gmail.com">Bergla22@gmail.com</a></p>	<p>The existing bus signage at the Crabtree Valley Mall is poor and non-existent at other bus stops. They talk of plans to improve the signage but it is unclear if the changes will indicate the direction of the bus...(i.e. inbound or outbound).</p>	<p><i>Comment noted.</i></p>
67	<p>Morton Lurie <a href="mailto:mortl@sprynet.com">mortl@sprynet.com</a></p>	<p>I notice in the N&amp;O that public transit came up at the Crabtree Valley congestion meeting. That deserves the most serious consideration as the first step in alleviating the problem.. But to be successful, bus service at the service level of the R-Line at least during rush hours is a must. For more detail see my previous e-mail (see below).</p> <p>Dear Councilman Gaylord,</p> <p>The N&amp;O reported on a recent meeting to consider ways in which the growing congestion around the Crabtree Valley Mall can be reduced. I understand at the meeting it was mentioned that consideration is being given to a future streetcar (light rail) line between Crabtree and downtown. While I support such a project I am sure that implementing it will be expensive and a long time in the future. And even when it is implemented it will take some time for local commuters to recognize the advantages of convenient public transit and begin to use it frequently. I suggest a transitional system be implemented, that can be almost as convenient the contemplated light rail system. During rush hours say from 7:00 am to 9:30 am and 4:00 pm to 6:30 pm run buses following the CAT route 6 (as modified below) on an R-Line schedule. That is every 10-15 minutes. On reaching downtown instead of turning directly to Moore Sq. these busses will travel south to the Progress Energy Center before returning to Moore Sq. The busses</p>	<p><i>TRANSIT RESPONSE: The staff at Capital Area Transit (CAT) will consider the comment in the context of the short and mid-range transit studies currently underway.</i></p>

		could travel on streets such as Salisbury and Wilmington in making their loop. This would allow commuters more access to locations downtown without the need for a transfer. Such a service will make public transit viable for many living in the areas around Crabtree Valley Mall and working downtown. If the service is reasonably successful the city can consider additional feeder routes to be added to the existing Creedmoor and Millbrook lines. Mr. Silver has often talked about effective public transit being vital for a world class city. This is a place to start. The costs would certainly be much less than the various expensive and mostly impractical highway projects being discussed.	
68	<p>Emy Louie Director of Public Outreach US High Speed Rail Association Mobile: (919) 880-4545 Office: (919) 845-8205 <a href="mailto:emylouie@hotmail.com">emylouie@hotmail.com</a></p>	<p>If PF Chang's area, fronting Glenwood Avenue is the front, the street on the side of Panera's is the "back?" Why isn't there a <b>bus stop at the PF Chang's side</b>? I think buses should circle and stop around the entire mall. A stop at the PF Chang's side would give more visibility. And why isn't there a <b>stop in front of Panera's</b>?</p> <p>From a pedestrian standpoint, I don't even like the idea of walking from Belk to the existing bus stop near the Post Office. There doesn't even seem to have that many sidewalks to the existing bus stop. Have the bus stop right where the people naturally are (at the stores), not funnel pedestrians and have them walk 500 feet more to get to the bus stop.</p> <p>(As a background note: I originally grew up in Hawaii. When I go to Hawaii, I still use the bus to go to the large mall. And those buses have at least 5 stops around the entire mall).</p> <p>As you can tell, I'm thinking about the flow of cars, pedestrians and buses. Primarily, I want people to use the mall to its fullest and be able to get to and from the mall in the most ways possible with ease. If there was more bus and pedestrian access, there would be a less of a need to focus on car access, because more people would be walking or riding the bus to the Mall.</p>	<p><i>TRANSIT RESPONSE:</i> <i>The draft report highlights many bus-related recommendations including a privately-financed shuttle service connecting Mall entrances, area hotels, RDU Airport, RBC Center, Glenwood South and downtown Raleigh. Several area hotels now have their own shuttle vans. The draft report encourages consolidation and sharing of the cost to operate and expand these services. Door-to-door service to the Mall is included in this vision.</i></p>
69	<p>Dave Dickey <a href="mailto:dadickey@bellsouth.net">dadickey@bellsouth.net</a></p>	<p>Thank you for making it possible to add comments on the future of traffic near Crabtree Valley. A situation that I face almost daily is this. I am on the inner beltline, I 440, attempting to exit onto the ramp for Glenwood Avenue. At the same time traffic from Ridge Road is approaching I 440 and encountering a yield sign. Clearly this approaching traffic is to yield for entrance onto I 440, however in many cases that traffic is also headed to Glenwood Avenue with no intention of getting onto I 440. In that case they, and not the I 440 traffic, are already in the lane that forms the I 440 exit ramp. It is not clear to me if they still have to yield (let me know if you know what the rule is here - I am</p>	<p><i>I-440 WEAVE RESPONSE:</i> <i>Comment noted. Over the long term, as presented as an recommended alternate, an interchange modifications at Ridge Road will eliminate this situation.</i></p>

		in fact entering the lane they are in already and yet they have the yield sign). At any rate, I hope that as you study this problem the rather short merging area will be addressed with some sort of clearer and more effective signage, longer merge area, and/or control of the traffic pattern.	
70	Brian Leden <a href="mailto:Brian.Leden@gmail.com">Brian.Leden@gmail.com</a>	My 2 cents. From the drawing it looks like there are no medians between the lanes? This could potentially make the area be more attractive and less like a concrete jungle. In these medians there could be places for plantings and trees. I see the raised lanes which I think do harm to the visual aesthetics of the area. We need to think about compensating for this to soften it up. Crabtree is what many people from out of town first use as a point of reference and first become familiar with. If it turns into a bunch of highways and overpasses and all solid concrete I think this would be disappointing for the City citizens that have grown up here and paid taxes all of these years.	<i>AESTHETICS RESPONSE: The City of Raleigh Appearance Commission and the Urban Design Center would provide input on the aesthetics of any major new designs.</i>
71	Rob Jordan 4736 Wedgewood Dr. Raleigh, NC 27612 919-785-9594 <a href="mailto:Rjordan@fortisdesign.com">Rjordan@fortisdesign.com</a>	<p>First, the overhead signage along Glenwood is atrocious. They are probably the most over-engineered structures I've seen to just hold a few street signs. Could these be removed and replaced with more contemporary minimalist structures? They are very ugly too. It would benefit local business at the mall to just make the area more attractive.</p> <p>I know that this may not be the appropriate forum for these requests/recommendations. I live in Brookhaven, and there are a few unsightly or dangerous problems that exist in the Crabtree area for pedestrians and motorists. Also, right up the road is Morehead Drive. I've seen so many near accidents at Glenwood and Morehead. People simply don't know how to read the turn and tend to get on the wrong side of the median when trying to take a left. It's very dangerous, and I dread thinking of my children learning to drive right here.</p> <p>The last thing that I believe needs looking at right there (at Morehead) is the old bridge that connects to the greenway. It is very dangerous and needs to either be completely removed or renovated. It would be very nice if it was still accessible right there and safe. Our neighborhood is starting to have a lot of children in it, and that is a definite danger to them.</p>	<p><i>See response to Comment No. 70.</i></p> <p><i>DECOMMISSIONED BRIDGE RESPONSE: The existing bridge over Crabtree Creek near Morehead Drive is privately owned. At this time, City Staff is not recommending acquisition of the asset due to the high cost of rehabilitation and the potential public safety liability.</i></p> <p><i>Additional comments are noted and appreciated.</i></p>
72	Robert Rauth <a href="mailto:RRauth@gmail.com">RRauth@gmail.com</a>	Anything that helps traffic around this area in December. I have an office with windows that overlook the Crabtree Valley/ Blue Ridge Road intersection and can't tell you how many cars (yes I can...hundreds per day actually) in December that turn right onto Blue Ridge Road from Crabtree Valley and do an illegal u-turn using the entrance of our parking lot (4000 Blue Ridge Road) to go back the other way because it gets so backed up from trying to make the left turn onto Blue Ridge from Crabtree Valley. It's the running joke in	<i>BLUE RIDGE / CRABTREE VALLEY AVENUE RESPONSE: A recommendation from the Study is to include the changes to this intersection that will relieve the situation as described.</i>

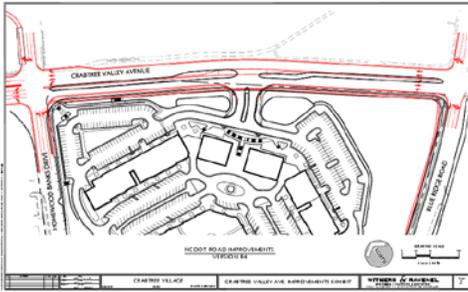
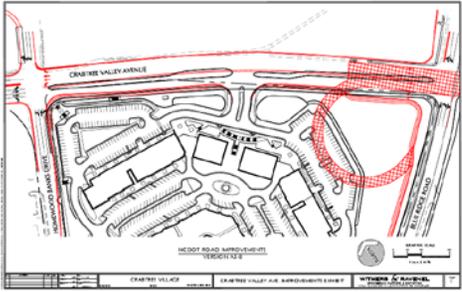
		the office that if we only had a nickel for everyone that did this. At the very least this intersection will need a traffic light as people start doing very risky moves. I'm in favor of anything that makes this intersection safer for pedestrians and cars alike.	
73	Leonard Bush <a href="mailto:Lbush04@gmail.com">Lbush04@gmail.com</a>	I read the Crabtree Valley Transportation Study. The one easy, immediate improvement would be to purchase and close the Crabtree Valley Shell service station at 4313 Glenwood Avenue. The curb cuts there cause much delay for east bound traffic.	<i>Comment noted.</i>
74	Robert E. Bush, AICP <b>HDR</b> 3733 National Drive, Suite 207 Raleigh, NC 27612 Phone: 919-785-1118 Fax: 919-785-1187 <a href="mailto:Robert.Bush@HDRInc.com">Robert.Bush@HDRInc.com</a> <a href="http://www.hdrinc.com">http://www.hdrinc.com</a>	<p>The comments provided below are reflective of my personal observations, but are indicative of the perspectives of many HDR employees located in our National Drive office within the study area. Some initial observations related to the potential bus route changes for the CAT Transit Plan are included, but these are preliminary since no routing recommendations have been developed. The comments have been organized by subject matter.</p> <p><b>TRANSIT CONSIDERATIONS</b></p> <p>The transit recommendations for improved informational displays are worthwhile, and should be expanded to include real-time information displays within the mall in the vicinity of the information booth. Real time information at the transit center is highly desirable and is being planned.</p> <p>The current location of the transit center is highly desirable. It should not be relocated unless an area of greater development is constructed on the other side of Crabtree Valley Ave. The recommended changes to the transit center layout are desirable as the CAT system moves to more frequent service. As the frequency increases, the buses will have independent arrivals and departures, which will be aided by the modification to saw-tooth bus bays. The current linear bus bays are appropriate when buses do not need to arrive and depart at separate times, but can result in one bus blocking another. The dimensions should be verified to ensure that the sawtooth orientation still provides enough room for buses to pass on the south side. A four-way stop sign at the internal intersection should be provided to aid the relocation of the northbound stop bar.</p> <p>The recommendation to create a Crabtree circulator service may not be warranted. We are in the process of developing the short-term CAT transit plan, so this may change, but the developed area of Crabtree is relatively small. A circulator system is more appropriate when serving an area the size of downtown, roughly one mile square.</p> <p>The short term CAT transit plan will include an increase in bus services and more</p>	<p><b>Transit Considerations</b> <i>Comments noted. There are no plans to change any bus routes in the study area. This area will be reviewed further during the Capital Area Transit (CAT) short range transit plan that is currently underway. As the recommendations for the Crabtree Valley transportation plan receives funding for construction, CAT will explore potential routes in this area during construction planning efforts.</i></p> <p><b>Pedestrian &amp; Bicycle Considerations</b> <i>Comments noted. Design details will be determined as the recommendations are funded.</i></p> <p><b>Roadway Considerations</b> <i>Several design alternatives have been considered through the process of developing the current draft report. The final preferred alternative was proposed considering construction cost, logical phased build-out, and most effective traffic improvements. Not all of the proposed alternatives considered over the course of the study were presented in the final report. For instance, a direct bypass connection from Lead Mine to I-440 was considered early on in the study and ruled out in a value engineering assessment.</i></p> <p><i>The remaining comments are noted and appreciated.</i></p>

	<p>Robert E. Bush, AICP  <b>HDR</b>                  3733 National Drive, Suite                  207 Raleigh, NC 27612                  Phone: 919-785-1118                  Fax: 919-785-1187  <a href="mailto:Robert.Bush@HDRInc.com">Robert.Bush@HDRInc.com</a>  <a href="http://www.hdrinc.com">http://www.hdrinc.com</a></p>	<p>frequent service on existing routes. At a minimum, a coordinated, 15-minute frequency will be provided between downtown and Crabtree during peak periods. Other potential service enhancements include a route connecting Crabtree to North Hills; a route connecting Crabtree to the RBC Center/Fairgrounds and potentially points in Cary; and additional routes to the north.</p> <p>None of the envisioned service enhancements will call for bus service along Glenwood in front of the mall. This area will be unserved since all routes will be operating on the opposite side of the mall to access the transit center. Transit priority enhancements should be provided to facilitate bus access to the back side of the mall, including transit signal priority and bus bypass lanes. Of particular importance is the need to improve transit flow through the Glenwood &amp; Blue Ridge/Lead Mine intersection, or ways to bypass the intersection entirely. One potential option could be to have buses turn south at the new roadway envisioned on the east side of I-440 between Ridge and Glenwood if buses could access the new Ridge Road overpass to reach the mall.</p> <p>A <u>significant</u> concern is the bus flow pattern through the area; some of the street improvements appear to interfere with the bus operation. The bus flow pattern needs to be carefully evaluated to verify that all bus travel patterns can be easily met. At first glance, and without the final operating plan determined, some concerns are evident. For example, bus service will continue to be provided along the length of Glenwood Avenue. In the westbound direction, the travel pattern could be accommodated by having buses travel west on Glenwood, making a left turn on Blue Ridge and entering the transit center via the parking access drive from Blue Ridge. Buses would then depart by exiting to Homewood Banks to the relocated Crabtree Valley to Creedmoor back to a left turn on Glenwood where buses would continue west. In the opposite direction, however, the travel pattern does not work as well. Buses would enter the transit center via Glenwood, Creedmoor, Crabtree Valley, and Homestead Banks. Leaving the transit center, however, buses could not make a left turn onto Blue Ridge to reach Glenwood. No good routing is provided to allow for this return movement.</p> <p>Designated park &amp; ride spaces should be provided proximate to the transit center. Crabtree is five miles from downtown and 10 miles from RTP, which offers the potential to capture some choice riders. This capture potential is limited without some more aggressive region-wide improvements to increase transit speeds, but even without these improvements, more frequent and non-stop service will capture some riders. These</p>	
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	<p>Robert E. Bush, AICP  <b>HDR</b>                  3733 National Drive, Suite                  207 Raleigh, NC 27612                  Phone: 919-785-1118                  Fax: 919-785-1187  <a href="mailto:Robert.Bush@HDRinc.com">Robert.Bush@HDRinc.com</a>  <a href="http://www.hdrinc.com">http://www.hdrinc.com</a></p>	<p>prohibits it. Ideally, a grade-separated walkway would be provided similar to the proposed walkway from the Marriott.</p> <p>More aggressive improvements are required for the hotel and apartments on Lead Mine. While the plan calls for a pedestrian refuge island, this improvement is only marginally better than existing circumstances. A grade-separated crossing is warranted in this area. A potential option might be to provide a centrally located overhead walkway between Creedmoor and Lead Mine; improved pedestrian paths to this walkway would be required from both the Marriott area and the hotel/apartments on Lead Mine. At-grade improvements should be provided at both Creedmoor and Lead Mine for pedestrians who choose to use the at-grade path, while the overhead walkway provides an option for pedestrians who wish to avoid the traffic entirely.</p> <p>A similar grade-separated path should be provided from the south side of the mall. The existing bridge to the parking deck could be improved to provide a wider sidewalk which is extended from the new Crabtree Valley Ave into a mall entrance.</p> <p>Should the area west of the mall be developed, either at the density of the Soleil Center or something less, a grade separated path should connect the development to the mall. Currently, this area is so close, but it is unlikely there is much pedestrian activity given the poor walking environment.</p> <p>Additional greenway improvements are warranted. The 2030 Comprehensive Plan shows an easement of some type that connects from the end of National Drive to the Crabtree Creek Greenway. A pedestrian connection should be constructed to provide access from this office area to the greenway. This connection should be in addition to the proposed sidewalk along Glenwood. The Capital Area Greenway map shows a future greenway near Laurel Hills elementary. This greenway should be extended to the mall. The map also shows a greenway in the Brookhaven area. This greenway should be extended across Glenwood in the vicinity of the Golden Corral headquarters. Such an extension would permit bus access to Brookhaven. This greenway could use the old abandoned steel trestle bridge.</p> <p><b>ROADWAY CONSIDERATIONS</b></p> <p>The roadway improvements should result in an improved traffic flow through the area. The connection between Ridge Road and Crabtree Valley Ave is most worthwhile. The overpasses proposed for Glenwood will need to be well designed to create a tight urban</p>	
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	<p>overpass that fits in with the surroundings and does not overwhelm the pedestrian improvements that are being implemented.</p> <p>Other than the Ridge-Crabtree Valley connection, the plan is timid on recommending other roadway connections. Additional connections could allow for local area travelers to avoid the major traffic artery of Glenwood and the other major thoroughfares. These additional connections should be implemented over time as the land use in the area changes and individual parcels redevelop. Some potential connections to consider are:</p> <ul style="list-style-type: none"> <li>• National Drive to virtually anything, including Alleghany on the east or Century or North Hills on the north. None of these extensions will be easy to implement due to cost, engineering issues, or public concerns, but for a long-term vision some fix to this long dead-end road should be provided. An extension across I-440 would provide another way to access the area and could be implemented when the office park and/or apartment complexes are redeveloped.</li> <li>• Realignment of Sugar Bush with Isabella Cannon Dr.</li> <li>• Extension of Marriott Dr to Wedgewood Dr. Such an extension will undoubtedly be controversial, but the traffic volumes in the area warrant the provision of as many options as feasible. It may be possible to signalize the intersection, giving the Brookhaven residents an easier way to leave their neighborhood.</li> </ul> <p>The profile of Glenwood should be changed to reflect its urban character. From roughly around the Carolina Country club westward, the profile shows the remnant of being the old US highway that connected Raleigh to Durham. Few pedestrian amenities or bicycle provisions are provided; the drainage reflects a rural approach with missing curb and gutter, and speeds are posted for a rural roadway with few intersecting streets. A consistent, attractive profile should be developed from Crabtree to downtown that is suitable as a gateway roadway for Raleigh. This profile can complement the planned addition of transit service between Crabtree and downtown and reinforce a transit emphasis corridor with frequent bus service.</p> <p>Finally, the roadways should be renamed to provide logical guidance to residents and the scores of visitors to the area. One example is to end “Edwards Mill” at Glenwood rather than at its current terminus. Crabtree Valley should be renamed Ridge Road when the overpass is constructed. More aggressive changes would be to rename Blue Ridge as Lead Mine up to its intersection with Duraleigh, or to rename the other section of Blue Ridge as Duraleigh.</p>	
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TOPIC: Potential Impacts To Private Property			
75	<p>Bill Honaker Vice President <b>Owned Real Estate   Wells Fargo</b> 4505 Falls of Neuse Rd Ste 600 Raleigh, NC 27609 Mac D0208-010 Tel (919) 278-1316 Cell 919 291-3142 Fax (919) 278-1329 <a href="mailto:bill.honaker@wachovia.com">bill.honaker@wachovia.com</a></p>	<p>I am responding to the public review draft report regarding the Crabtree Valley Transportation Study (the “Study”). Wells Fargo is the owner of approximately 24 acres known as Crabtree Village which is affected by the Study versions A-5B and B-4. Our property is controlled by an approved Master Plan (MP-4-05) allowing an entrance off of Crabtree Blvd. In addition, the approved plan allows parking in the eastern corner of the property nearest the corner of Crabtree Blvd and Blue Ridge Road.</p> <p>The Study suggests changes that will prohibit development of our property in accordance with the approved Master Plan. Such changes will have a significant detrimental effect on the value of our property. While we agree with the overall purposes of the Study and its proposals, we wish to voice our objection to either of the above-referenced versions if they are considered to be implemented without discussion of compensation or favorable redesign of our approved Master Plan. We would be happy to meet with officials from the City to discuss alternatives and solutions that would accomplish the goals of both the City and the bank.</p> <p>I will send electronic files of the Study changes referenced above in a separate email. Please don’t hesitate to contact me if there are any questions.</p> <div style="display: flex; justify-content: space-around;">   </div>	<p><b>CRABTREE VILLAGE RESPONSE:</b> <i>The recommendation from the study includes a proposed interchange on I-440 for Crabtree Valley Avenue. This access should greatly enhance Crabtree Village. The study considered, but rejected an at-grade intersection at Blue Ridge/Crabtree Valley Avenue because of concerns with steep roadway grades required by the roadway alignment and operational concerns at a signalized intersection. A grade separation with loop ramp is recommended to maintain traffic flow and reduce traffic congestion. Final design detailing will target adherence to the approved Master Plan (MP-4-05) during the ongoing planning and design process.</i></p>
76	<p>Charles Grantham <b>Grantham Investments</b> 5849 Lease Lane Raleigh, NC 27617 919-819-0718 Fax (919) 851-8221</p>	<p>I own six duplexes on Edwards Mill Road. About a month ago, I learned quite by accident of the proposed changes to Crabtree. No one from the city has notified or spoken to me regarding the proposals. These changes will directly impact my properties. 4, 5, and 6 and to a lesser extent 1, 2, and 3 (see attached) on Edwards Mill Road.</p> <p>Despite this, I support Plan B-4 with the following conditions:</p>	<p><i>Public involvement was a major component of the Crabtree Valley Transportation Study. Two (2) workshop meetings were held in open house settings and several meetings conducted with Community Action Committees (CACs). Comments are noted and will be addressed further as the design of the project</i></p>

	Submitted via regular mail	<ol style="list-style-type: none"> <li>1. Right of way for the new Edwards Mill Road will need to be obtained on the north side of Edwards Mill Road and not taken from my properties on the south side.</li> <li>2. Avoidance of significant grading impacts of the new road to the south side of Edwards Mill Road to minimize negative effects to existing development...my duplexes. I mention this because there are significant topo considerations that must be solved.</li> <li>3. U-turns needs to be accommodated at the new Edwards Mill Road and the Creemoor Road intersection and at the mall rear entrance intersection and Edwards Mill Road.</li> </ol> <p>Thank you for your consideration on this matter. I can be reached at my office at 851-8221 or on mobile at 819-0718.</p>	<i>progresses.</i>
77	<p>Michael D. Kaney, P.E. Senior Development Manager <a href="mailto:MKaney@weingarten.com">MKaney@weingarten.com</a> <b>WEINGARTEN REALTY</b> 9420 Forum Drive, Ste. 101 Raleigh, NC 27615 Office 919.845.3950 Cell 919.610.2583 Fax 919.841.9706</p>	<p>As a property owner directly impacted by the re-alignment of Crabtree Valley Avenue as identified in the Crabtree Valley study, specifically Plan B-4, Weingarten Realty is in favor of and supports this proposed re-alignment. However, Weingarten is adamantly opposed to the proposed median in the realigned road that extends virtually the length of our property and we are opposed to the predetermined curb cuts prior to fully understanding the development of our property. Also, Weingarten is very concerned with the impacts the right-of-way requirements may place on the property and per the plan it appears our property is the most severely impacted by this realignment and may impact the ability to redevelop the subject site.</p> <p>Please note, Weingarten’s support is in association with the general concept of the re-alignment. However, Weingarten will still need to understand the associated impacts and costs of the construction of this new road and further understand the impacts of the right-of-way taking for this re-alignment; permitted median and curb cuts to access our property off of this re-aligned road; and vacating the existing right-of-way of Crabtree Valley and allowing Weingarten to recapture a portion of that vacated right-of-way.</p>	<i>CRABTREE VALLEY AVENUE REALIGNMENT: Comments noted. When the final roadway design work is initiated, the alignment and profile of a realigned Crabtree Valley Avenue will be determined. The design details for median breaks, curb cuts, right-of-way limits, and other items will then be evaluated.</i>
78	<p>Roger Edwards Member/Manager <b>Pinnacle LLC</b> Cell: 919-961-5221 PO Box 6189 Raleigh, NC 27628 <a href="mailto:jrelaw@aol.com">jrelaw@aol.com</a></p>	<p>The pinnacle owners support the relocation of Crabtree Valley Ave along our frontage as shown on map B-4but we understand that the stub curb cuts and side entry streets have been shown for illustrative purposes and that these design matters will be determined later based on appropriate planning considerations.</p> <p>As discussed several weeks ago during the meeting with Eric Lamb and you if the entrance into the pinnacle is relocated, some very considerable design and cost decisions become involved and we cannot, at this time support the new proposed center location</p>	<i>See response to Comment No.75.</i>

		<p>of the drive/street into the pinnacle.</p>	
<p>79</p>	<p>Rynal G. Stephenson, Transportation Manager <b>Ramey Kemp &amp; Associates</b> 5808 Faringdon Place, Ste 100 Raleigh, NC 27609 Ph: 919-872-5115 Fax: 919-878-5416 Cell: 919-602-8030 cc: Neil Rudolph, Vice President Plaza Associates Leasing and retail management company retained by the owner of Crabtree Valley Mall</p>	<p>The Mall vigorously opposes restrictions proposed at the Mall access on Blue Ridge Road as shown in Drawings Crabtree Valley Ave. – A1 through A5-B until the new interchange is completed and provisions are made to allow exiting traffic to reasonably access Glenwood Avenue.</p> <p>Attached, please find a letter with comments on the Crabtree Valley Transportation Study. Please contact me with any questions. Thanks!</p> <p>The new interchange with I-440 at Crabtree Valley Avenue will reduce traffic and congestion along Glenwood Avenue, which will result in an improved operation at the Mall’s full access driveways on Glenwood Avenue and Blue Ridge Road thereby reducing or eliminating the need for any access modifications at these locations.</p> <p>The Mall supports the concept (of relocating Crabtree Valley Avenue between Edwards Mill Road and Creedmoor Road to the south along the southern boundary of the existing vacant property) if the roadway is constructed on the same grade and elevation of the vacant (Weingarten) property.</p> <p>The Mall supports a new bus/transit facility [on land owned by Crabtree Valley Mall owners on the south side of Crabtree Valley Avenue at Edwards Mill Road]... since it is more centralized between the Mall and other potential adjacent developments.</p> <p>The Mall desires to allow u-turns from Blue Ridge Road at Crabtree Valley Avenue if A3 and A4 alternatives are approved.</p> <p>The Mall does not support restricting Mall access on Blue Ridge Road to a right-in/right-out intersection as shown in alternatives A1, A3, and A4. It is critical that exiting Mall traffic from the Blue Ridge Road driveway have access to Glenwood Avenue.</p> <p>The Mall does not support alternative A4-B that provides grade separation of the westbound lanes of Glenwood Avenue over the Lead Mine Road intersection since this alternative does not allow a left turn movement from Glenwood Avenue onto Blue Ridge Road. It is critical to the Mall that the left turn movement remain from Glenwood Avenue onto Blue Ridge Road.</p>	<p><i>BLUE RIDGE/MALL RESPONSE:</i> <i>Comment noted. The proposed interchange is prioritized early in the sequence of improvements as an opportunity to offer significant traffic relief. The City retains its interest in managing driveways and intersections that pose operational and congestion problems.</i></p> <p><i>CRABTREE VALLEY AVENUE REALIGNMENT RESPONSE:</i> <i>Comment noted. When the final roadway design work is initiated, the alignment and profile of a realigned Crabtree Valley Avenue will be determined.</i></p> <p><i>TRANSIT CENTER RESPONSE:</i> <i>Comment noted. The City understands the many benefits of a public-private partnership between the City and the owners of Crabtree Valley Mall to build a better transit center in the location discussed.</i></p> <p><i>BLUE RIDGE/CRABTREE VALLEY AVENUE RESPONSE:</i> <i>Comment noted. The City retains its interest in managing driveways and intersections that pose operational and congestion problems.</i></p> <p><i>The recommendation from the study is to enhance the use of Crabtree Valley Avenue as an alternate route to Glenwood Avenue. The Mall currently has direct access exiting driveways to Glenwood Avenue. Enhanced internal wayfinding signs directing traffic to Glenwood can achieve this movement. The City retains its interest in managing driveways and intersections that pose operational and congestion problems.</i></p>

	<p>The Mall is not opposed to the grade separation alternative on Glenwood Avenue over Creedmoor Road; however, the Mall will not support and strongly opposes any alternative that eliminates or restricts access at the existing signalized access on Glenwood Avenue (provides access to PF Changs/Cheesecake Factory area). One potential solution is to extend the bridge to the east of the Mall Access/Marriott Drive and provide a signalized intersection under the bridge or provide a separate (second) bridge on Glenwood Avenue over the Mall Access/Marriott Drive intersection. This design would allow the Mall entrance and Marriott Drive to remain full movement and allow Glenwood Avenue through traffic to traverse the intersection unimpeded.</p> <p>A second potential solution is to provide a bridge for Creedmoor Road through traffic over Glenwood Avenue, which would require few, if any, changes to Glenwood Avenue. If a bridge were constructed on Creedmoor Road, it is anticipated that the bridge would not require restrictions to the Mall's access on Creedmoor Road.</p> <p>The Mall generally supports the concept of improving traffic operations at the Glenwood Avenue/Lead Mine Road/Blue Ridge Road intersection. The Mall does not support alternative A4-B that provides grade separation of the westbound lanes of Glenwood Avenue over the Lead Mine Road intersection since this alternative does not allow a left turn movement from Glenwood Avenue onto Blue Ridge Road. It is critical to the Mall that the left turn movement remain from Glenwood Avenue onto Blue Ridge Road. Comparing the drawings of the improvements suggests Alternative A4 would be much more expensive design and only address one movement at Lead Mine intersection.</p>	<p><i>Future signing for destination traffic on both Glenwood Avenue and I-440 will address the movements indicated in these comments.</i></p> <p><i>The proposed grade separation at Glenwood and Creedmoor does not eliminate access movements to the mid-Mall entrance along Glenwood. The proposed grade separation has provisions for all current possible traffic movements. The removal of the fully signalized intersection at Marriott Drive is not intended to limit access, but rather to eliminate cross traffic movements. Texas u-turns at Creedmoor Road will provide continuous movement for westbound Glenwood Ave. motorists to access all mall entrances along Glenwood Ave. without having to make a left turn against on-coming traffic.</i></p> <p><i>An alternative for a bridge for Creedmoor Road through traffic over Glenwood Avenue was considered and then rejected it because of loss of access at Creedmoor Road/Mall entrance and flood plain impacts with Crabtree Creek.</i></p>
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