

Appendix C. Post-Holiday Survey Responses to Open-Ended Questions

Please describe the most difficult part(s) of the trip to or through Crabtree Valley	If we make one improvement to transportation in Crabtree Valley, what should it be?	Other Comments
Stop and go traffic.	Put sidewalks on Blue Ridge Road for pedestrians and wider shoulder for bikes. Also put sidewalks and shoulders from Glenlake to the mall.	Good luck, but a massive improvement to our bus system citywide is the key. Stop widening roads, make it possible for people to get out of their cars and onto the bus.
High traffic times between 5:00 to 6:00 pm and the holidays.	Easier access to parking areas of the mall.	I ride bikes but not at least once a week through this highly congested area
The shopping center	Pedestrian crossing on Glenwood Ave	With The Businesses On Hwy 70 Between Rembert And Crabtree, With The Addition Of The Apartments At Corporate Center. More Lights Are Needed, More Signs Are Needed And Traffic Speeds Are Excessive.
Long traffic light	Fewer cars	Enough with the empty busses that are polluting our city. Besides being useless, they clog up traffic.
Used the back road therefore no problem	Synonize traffic lights	I wish North Raleigh were more bike and pedestrian friendly. Our reliance and absolute dependence on cars is discouraging.
Frequent stop lights adn too much traffic	Bicycle lanes- extend existing Edwards Mill lanes through Glenwood Ave and out Creedmore.	The stoplight at Pasquotank off Glenwood is hideously slow. Many times there is no oncoming traffic while I wait long minutes to turn left into Country Club Hills.
Backed up traffic from beltline to Blue Ridge Road on Glenwood Ave.	not sure	Bike access to Crabtree mall from the greenways should be promoted with info campaign, more lights and secure bike facilities
turning off the beltline onto Glenwood	Grade separate Lead Mine at Glenwood Ave	I think it's great that you are doing this survey. I've been in the area for over 10 years and I do my almost all of my shopping at Crabtree and would love to see it get better and better.
Merge from I-440 outer loop ramp to turn left onto Blue Ridge Road.	Public bus system. Improve it everywhere so that people will take it.	Taking this survey made me question why I have never considered taking the bus to Crabtree. My answer to that self question is, "I don't know the bus schedule, the fare, the route the bus takes and there is not a covered bus stop nearby." More active publicity of this information and installation of more covered bus stops might increase ridership.
The traffic light for the North Hills Drive drivers at intersection of North Hills Drive and Leadmine is FAR too long. Traffic on Leadmine and on BlueRidge road on either side of Glenwood is terrible. Glenwood itself flows fairly well.	Put up more lane assignment signs overhead, in advance of where you want motorists to line up so they don't change lanes at the last minute.	I'm definitely a supporter of alternative methods for getting to the Crabtree Area that do not involve driving. The current bus system is not reliable and I do not use it. The greenway connection is possible to use from my home but only on rare special occasions will I use it to visit the Crabtree Area. I would like to see an improvement plan for the roads but with future transit also taken into consideration. If the area is planned to grow, relieving traffic congestion would only be a temporary fix. We would be right back where we started in 10 or so years if car transit is only taken care of. Buses, light-rail and pedestrian/cyclists

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		should also be considered when planning for people to get in and out of Crabtree.
Lane changing on southbound Lead Mine approaching N. Hills and Glenwood. No one ever seems to be happy with the lane they're in.	Give me some choices	Thank you for the study.
THERE NEEDS TO BE A LIGHT ST THE INTERSECTION OF MOREHEAD AND HWY 70. THERE USED TO BE ONE. COMING OUT OF MOREHEAD IS VERY DANGEROUS. NOT ONLY IS THE SITE DISTANCE NOT ACCEPTABLE TO DOT STANDARDS BUT THE VEHICULAR SPEEDS ARE AROUND 55 MPH IN A MARKED 35 MPH CAUTION SIGN AND A REGULAR POSTED SPEED OF 45. NOT ACCEPTABLE!	MORE SIGNS TO PREVENT LANE CHANGES GOING SOUTH TOWARDS 440 AND A TRAFFIC LIGHT AT THE INTERSECTIO OF MOREHEAD AND GLENWOOD.	Please do not disrupt or interfere with the greenways in the area.
The Crabtree Valley Mall corridor (between beltline and Edwards Mill Rd)	HOV lanes or alternative free-flowing lanes	The Crabtree area needs some serious surgery. For pedestrians and bicyclists it is the 10th Circle (Vehicular Maelstrom) of Dante's Inferno.
Lights aren't synchronized for traffic flow around mall.	see previous response.	Something needs to be done to separate mall traffic from through traffic, weather that be separate routes from the Beltline into the back of the mall or even routes from the back of the mall, going north and intersecting with Gleenwood further up Glennwood (towards Durham)
Traffic congestion (backed up lanes) during holiday shopping months. I totally avoid the area between mid-October and mid-January. People change lanes with little or no notice.	Make a flyover into the mall to get vehicles off of Glenwood.	Being that I work for Summit Hospitality Group Ltd which is a hotel group here in the Raleigh area and that actually has hotels in the adjacent to Crabtree Valley Mall area (Courtyard, Fairfield Inn & Suites, and Residence Inn, I was wondering if you all would have any hotel accommodation needs for anyone traveling to participate in the Crabtree Valley Transportation Study? If you for any hotel accommoation needs please feel free to contact me directly. Thank you for doing your part to make this popular area more rounded and safe.
leadmine/glenwood light	not sure if it's possibly, but if you could divert some of the glenwood traffic to other neighboring roads, may help	I am a strong supporter of a stronger Public Transportation presence throughout Raleigh. It must go everywhere on a regular basis and be convenient. I support light-rail, and a more extensive buses schedule that travels on 15-min and 30-min intervals.
Intersection of Glenwood and Creedmoor often involves long delays. Also, driving from 440 to Creedmoor can be difficult.	Enable bicyclists to travel along Creedmoor safely.	Can the old circuit city building be turned into some type of market/grocery store? I'd be happy to walk to something like that.
Attempting to exit onto the beltline after passing Crabtree Mall. Attempting to enter/exit Glenwood to/from Country Club Hills.	Access to the beltline.	Please improve other areas around the city. I want to see Crabtree Valley Mall area as Raleigh's Buckhead!!! ;)
Coming from my home off Creedmoor...once I arrive at the light at Glenwood, the back-up's begin. Trying to get on the beltline is especially hard.I live about 1 mile from the beltline and it takes me an average of 10 minutes to get on.	Add an additional lane for the exits onto the beltline	We are currently working on a comprehensive plan for Blue Ridge Corridor. It would clearly make sense to work together on transportation plans that would impact planned multi-modal corridor from Blue Ridge from Hillsborough through to Edwards Mill at Crabtree as indicated in 2030 Raleigh Comp plan.
Getting through the traffic lights. i live 2 miles from my workplace (corner fo Creedmoore and Glenwood Ave.) in the Crabtree Valley Mall area and it takes me 10 - 15 minutes to drive each way. The majority of that time is sitting in traffic at any of the four traffic lights along my route.	The best idea is very costly - build a Creedmoor drive-over Glenwood.	Please stop widening the road. In addition to creating a pedestrian friendly shopping area, please also make it easy and safe for the residents to walk/bike to the mall from surrounding neighborhoods.
The intersection of Glenwood and Creedmoor is terrible! In rush	better signage, love the arrow signs on lanes at the intersection of	Are you aware of the transportation study that was done for this same area 20

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hour traffic in the morning, I have to wait at least two cycles to drive through the intersection (I am traveling southbound on Creedmoor to pick up the Wade Avenue Extension going west on I-40). Coming home is even worse!	Glenwood and south on Creedmore. More lanes if possible...shorter waits at lights.	years ago? Do you have a copy I can review? Do you know how that earlier study impacts the Martin properties?
Basically around XMAS, all intersections into and out of the mall.	divided highway to restrict beltline access so that people have to get in the correct lane earlier	Look into city wide integration into light rail plans
the stoplight at Glenwood and Lead mine can be confusing unless you know exactly where you want to go so people sometimes are trying to change lanes at the last minute	Separation of thru traffic (going towards pleasant valley area) and traffic going to mall, hotels, and streets branching off from glenwood ave.	Thanks for checking in with public. Would also be good to do surveys on the buses. Many bus riders don't have internet access.
Mall traffic interferes with thru traffic. Denser development would be great, but a better way to handle the different types of travelers would be ideal.	maybe if you could either widen the street going from Leadmine into the Mall or put up an island. Everyone tries to make the left to go into Best Buy even if they are in the lane to go around the back of the mall	The greenways through Crabtree Valley are excellent. Please finish the greenway to the Art Museum ASAP.
Either Turning from Glenwood into the Mall by Old Navy or going from Leadmine across Glenwood into the Mall by Old Navy	I really don't think the traffic congestion is unreasonable. Also, there are routes one can take to avoid the mall area.	Despite the expense, I believe over-road walkways at the main intersection by Crabtree Mall would help a lot. We built them over University Drive in Huntsville, AL -- a place that y'all laugh at, but is miles ahead of Raleigh in many ways.
Going past the mall on Glenwood	More bus access	Thank you for allowing me to participate in your study and thank you for doing the study. Crabtree is very much in need of a re-work/for cars and needs a fixed transit option/light rail for the rest of us to get around our city/region/state/country. Thank you!
Too much traffic.	Create an elevated roadway for thru traffic on Glenwood.	Additional bike lanes anywhere in the city would be appreciated.
Traffic light timing - you have to stop for every light on Glenwood. Traffic congestion - the volume of traffic into the mall plus the heavy thru traffic on Glenwood combined with the traffic light timing make Crabtree a place to avoid if at all possible.	Great bus service from brier creek up and down Glenwood to and from DT	There needs to be a sidewalk along Glenwood Avenue next to the mall.
Passing directly in front of the mall heading dt can sometimes be congested. Sometimes heading north from DT, the 440 interchange gets crowded	Traffic along 70/ Glenwood	I often walk to the CV mall. A sidewalk should be built by the intersection of Crabtree Valley Ave and Creedmoor Road. Pedestrians must either walk in the street or up on a grassy knoll that is often muddy. It is a short stretch and should be done soon for safety reasons.
440 and 70 interchange can be tough to navigate. Specifically getting on 70 headed east as well as leaving Crabtree on 70 east and getting onto 440 inner belt.	Better access on/off I-440. I feel like most cars are moving down Glenwood Ave. to get to the highway and creating a more efficient on/off ramp system would help move the cars quicker. This would possibly reduce the amount of congestion and opens up the space for transit and pedestrian features to the entire piece of Glenwood in front of the mall.	It would help traffic congestion if you would put sidewalks all over Raleigh. I would like to walk to various destinations however, there are no continuous sidewalks.
Driving on Glenwood, heading south, there is too much traffic trying to get onto the beltline. This creates a bottleneck and the traffic backs up. There are lots of cars trying to merge into the lanes for the beltline and this slows everything down. The joining traffic from the mall, Creedmoor, and Lead Mine Rd. also add to the backups. The lights slow things down also and getting through is frustrating.	Walkability, public transit that connects to downtown and other parts of city	The Greenway and trails though the valley are good. Create a city park on Kidd Hill, respecting that beautiful piece of land with green, quiet usage rather than commerce with more buildings and paved surfaces. Once those wonderful trees and the land is gone, it's gone forever. The city owns a treasure in that site. Don't sell out to development.

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Timing of the lights as you are heading north on creedmoor rd from crabtree valley ave.	Sync the lights	I'm just glad to learn that attention is being paid to transportation in the Crabtree area. Unfortunately, I don't think that the driving situation can be improved significantly as long as almost everyone drives a car instead of walking or using public transportation. I hope that I am wrong. I look forward to the session tomorrow evening -- in the hope that the consultants have ideas. I am also looking forward to the development of the land to the south, east, and west of the mall. Right now it is a mess -- with parts a wreck of asphalt where the old Kidd's Hill shopping center used to be, parts, a mess where a former restaurant burned, and part an even worse mess where construction of a tower was stopped not long after the hole was dug. For land that MUST be relatively valuable, the current situation is a huge eyesore.
Not set up for walkability or public transit.	pedestrian friendly walkways	Do not attempt to design for projected traffic volumes (even if they are realistic). Motorists must tolerate delays or use alternative routes. Now is the time to commit to pedestrian and bicycle oriented improvements.
traffic in and around post office, best buy, banks	I don't know. Good luck.	Don't built another interchange on I-440
Red lights are not in sync so you get through one only to stop at the next, then start up at that one, get through maybe one more, and stop again	Raise the volume of public transportation vehicles and drastically discourage automobile transportation.	A major bottleneck is at the exit from the mall to Blue Ridge Road. Most of this comes from the traffic pattern within the mall.
traffic congestion at the intersections of Crabtree, glenwood/leadmine, glenwood/marriott, glenwood/creedmoor. Congestions are bad during the morning and afternoon rush hours.	bike paths	Something should be done about the highway exit ramps letting off where they do. Also the light that Lead Mine and Glenwood intersects is terrible!!
The worst part is that going toward the beltline requires everyone to be in the same lanes as people going to the mall. This causes delays, particularly when people are unfamiliar with the area and need to merge into an exit only lane.	Make the signal lights work together so that commuter traffic in and out moves smoothly and quickly through the area.	All of Glenwood Ave from the beltline west to the airport is very unpleasant to travel on because of the seemingly uncoordinated traffic signals.
The high volume of automobile traffic, the speeds the drivers take through the parking lot, and the lack of pedestrian paths through the lot to the mall.	Synchronized traffic signals	I drive to Duraleigh Rd. from Johnston County and work 7-4 to avoid the worst part of the traffic. I would happily leave my car at home if I had a light rail alternative - I'd even bike part of the way to make it happen.
outside the mall is very congested, i would love to be able to ride the bus	re-design the intersection/light timing	The sidewalk problems in the Crabtree Valley Mall area are replicated across the city. There is not continous sidewalk from Crabtree Valley into downtown. This is also the case on other main roads in the city. Raleigh needs to reconsider their sidewalk policies in order to bring about continous sidewalks on main roads.
the multiple lights. They never seem to be synched to allow one to travel through without getting stopped. It seems that on Glenwood North or south you have to stop at every light.	More walkability. If I go to the mall, I feel like I need to park separately for B&N and Old Navy, then drive to the parking deck for other mall stuff.	Traffic is bad there, and much worse around Christmas. Some relief could be had for the evening commute by making Lead Mine 4 lane all the way to Strickland Road. Additionally, you could limit access to the mall near the bottom of Blue Ridge.
The intersection of North Hills/Lead Mine and Glenwood can become very congested	I wish it were easier to move between different places in the Crabtree area by means other than car transport. If I could drive in and park and then be able to get to all the different stores/restaurants/services by walking or other means it would alleviate some of the transportation issues that I face.	The rear entrances to the mall are extremely underutilized. I always access the mall from the Old Edwards Mill Road entrance that enters the 2nd level of the parking deck by Belk Men's Store. There is always plenty of parking and almost no traffic. Forcing more traffic to the rear entrances of the mall will greatly reduce the congestions that occurs out front.

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the light at glenwood/lead mine road get's backed up quite frequently	Synchronized lights, or alternatively, remove mall and return to a more natural state of natural flood plain/flood storage area:-)	It is appreciated that you care about the public's opinion. Thank you.
The most difficult part is to get into the mall. You have to be in the correct turning lane from nearly any road, though I typically use Blue Ridge. A lot of drivers don't know, and tend to cut me off because they suddenly realize they need to be in the right lane for Barnes and Noble and the left lane for the parking deck.	Lanes to by-pass the mall, route all mall traffic to the rear of the mall, with no front entrances.	I tend to avoid Crabtree altogether due to the traffic. However, when I do go, I am able to get into the mall fairly quickly thanks to the Edwards Mill Rd. extension to Wade Ave. Getting out of the mall is still a bit of a headache. In general, this area needs more usable public transportation. I would love to see a rail system of some sort(light or mono) that would allow me to travel from Cary to Crabtree. I understand this could not be a direct shot between the two, but I think that any plans that do not include some sort of rail in the Crabtree area would be significantly lacking. In order for a regional rail system to work, you have to take the people where they want to go. Yes people want to go to work, but clearly by nature of this survey, they want to go to Crabtree. That's just my \$0.02.
The intersection of Glenwood Ave. and Lead Mine Rd.	better access to entrances	Public/mass transportation needs to be utilized throughout the triangle, and, if in place, could help to significantly reduce traffic, at Crabtree and other areas, significantly.
This area in front of the mall can be very congested and it can take quite a bit of time to get through it all. I avoid this area at all costs.	Bicycle lane	have also an f.y.e. store included too.
Long light waits, people changing lanes at last minute, as though they either don't know what lane to be in or don't think until the last minute. Most times when I go through this area, it is go get to the Beltline, not to go to the mall.	a bypass would be awesome	Please continue to include local residents in the process.
Getting to parking areas. The lots themselves aren't too bad, but it's the entrances to them where the traffic bottlenecks.	Better coordination of NCDOT traffic lights and City traffic lights as well as street sensors to make shorter cycles when traffic is light. Go study what you did at North Hills and Millbrook, the best traffic light in the city of Raleigh. Then figure out how to implement that kind of control city wide at portions of the day that do not require long cycles and coordinated lights for rush hour, or even as temporary breaks in a long cycle when traffic is temporarily light. A good place to practice is the light at Lynn and Sandy Forks which leads to the light at Sandy Forks and Six Forks.	I would think major improvements would include making Glenwood Ave more access-controlled, by constructing urban diamond interchanges, flyover ramps directly into the mall parking areas, etc.
unsynchronized traffic lights and traffic lanes that suddenly become a forced right turn lane	create a one-way loop road around the mall and only allow right turns into the mall	What ever happened to he plan for Crabtree Blvd? I thought this issue was studied 20 years ago! That was the best option.
West on North Hills Drive, left on Lead Mine to Glenwood. Long traffic light delay, both lights, even when it is not rush hour.	Direct mall entrance/exit from 440 would help traffic significantly.	I think the only solution is to build a freeway running north and south from south Raleigh through north Raleigh. If one lives in north Raleigh, the only way to get there is either Glenwood Ave. or Capital Blvd. and both of those streets are overcrowded. The 440 and 540 are not helpful for the most part.
traffic on glenwood & beltline exit	PUBLIC TRANSPORTATION!!! Light Rail, Bus, Trolley, pedestrian walkways to help the area become USER friendly.	Good to see that people are looking at the situation.
On Blue Ridge and the stop light coming out of the side mall entrance. It is so frustrating because I often have to wait for 2 or 3 light cycles to actually get out of Summit Park Lane.	To provide another access point to Crabtree Valley on Glenwood near I-440 so that the traffic would not create such long queues at the Lead Mine Road intersection. Better signage on SB Lead Mine	I know it's "only money," but perhaps an elevated road running behind Crabtree could bypass beltline traffic past Crabtree and its 3 lights? I'm sure you have all the brilliant minds you need, but I'd be glad to help with ideas.

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	Road to know which lanes are for the westbound I-440 ramp.	Jerry
Crossing Glenwood on Creedmoor or Lead Mine is very difficult due to the quantity of traffic. Also, mall traffic from 440 is a main cause of congestion at the Lead Mine intersection.	I don't know.	It would be great if there was an alternate around this area. I would gladly avoid this area all together if there were more road going under/over 440.
Intersection of Leadmine & Glenwood.	Pedestrian bridge or tunnel	Adding signs as to which way to exit to various streets and directions would help less frequent visitors.
Between the eastbound I-440 exit to Glenwood and Lead Mine Road, it is difficult to maneuver between lanes either direction into the mall or onto Lead Mine Road due to the volume.	Flyover from 440 to the mall parking lot. Just kidding. Just make Glenwood and 440 work more smoothly	Use of one ways and crabtree blvd sounds like a good option
Too much traffic. Difficult to find parking.	More walking space, more public transportation, also pedestrian bridges for hotel guests and pedestrians trying to get to work around the mall. Very dangerous to cross Glendwood Ave. with that much traffic	A study of traffic volume in this area has been long overdue. Is it possible Raleigh residents will see changes become a reality within a reasonable timeframe?
Making a left onto Creedmoor Rd.	More thoughtful approach to traffic flow, as well as attention to bike/peds (currently nearly suicidal for these modes of transport). Circulator buses in conjunction with light rail would be a good start	Thank you for investigating options for fixing this traffic nightmare. I wish more areas of Raleigh would do the same.
The stoplights between I-440 up to and including Creedmoor Road are always backed up; mall entrances and parking are bad	fix the problem I just explained...traffic light delays	Changing the light timing in the area may also have fuel saving benefits. Light timing changes do not cost much to set up and maintain, this could easily be done with minimal impact to the budget.
Waiting on red lights, and trying to pass lane. JUST A LOT of Traffic	travel around the mall area	Thanks for doing this study, it is much needed.
Getting thru intersection at Creedmoor and Glenwood	Greenways feeding in from neighborhoods (in addition to the successful existing greenways) and a pedestrian bridge (or two) across glenwood -- one at the marriott and one near morehead drive / brookhaven drive.	Besides not building the largest building in Raleigh right next to the mall that causes the most conjection between north raleigh and downtown, I would have to say that perhaps working on retiming the lights to hold us over would be great. Nothing more frustrating than stop-n-go while trying to get in or out of downtown. Stop at creedmore? Check. Stop at marriot? Check. Stop at lead mine? Check. Dodging cars trying to speed in to traffic because so many cars are stopped on glenwood for so long? Check.
traffic light delays from 440 southbound at glenwood, thru traffic light at northbound 440 ramp to glenwood, thru left turn onto blue ridge	Simplify & give more advance signage for turn lanes on Leadmine Rd approaching CVM intersection at Glenwood	do something similar to glenwood ave and westgate road.im a postal worker and we get held up at crabtree all the time trying to get the mail to stations and bringing it back.if it is a accident traffic backup nowhere to go.
Not pedestrian friendly on the Glenwood corridor	more pedestrian and bicycle facilities	Since I commute from Roxboro to my office a mile up Glenwood from the mall, I don't think public transportation would be a viable option for me. Granted I don't line in the area, and I try to limit my visiting the mall area to personally ease/avoid congestion. However, I would just ask that all modes of transport through the area to be considered. some of the questions indicated a preference to carpooling and or public transportation. I am the only person in my office that has the commute I do, so carpooling/public transport is not an option for me.
Cars trying to turn left/south from the street behind CVM (opposite BB&T) onto Edwards Mill	Lose the traffic.	Many people in this City do not want freeways all through town. This I think makes people drive faster and makes the City not very pedestrian friendly. We have an opportunity to do unique things in Raleigh as far as bike lanes, etc. I think many people would like to walk or ride a bike but in Raleigh this means

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		taking your life in your hands. Can you imagine riding a bike to Crabtree Mall. I would never do it the way it is now but I know many people that would if there were bike lanes. I also would love to see islands put in to ease traffic speed and have a pedestrian refuge in the middle.
stoplights at glenwood & leadmine, glenwood & creedmoor	A pedestrian bridge over Glenwood.	Thanks for your work! If anything can be done about the panhandlers in the area, it would be nice too!
Too much traffic. Too many people trying to change lanes in a small amount of road. Bus only runs once an hour, so there's no incentive to take mass transit.	Close Glenwood Avenue-Seriously	Get rid of the light at the Marriott
I would like to walk to the mall from the north but there is no signalized pedestrian crossing or any other safe ways to cross Glenwood and Creedmoor. I am forced to drive even though I live less than a mile away from the mall.	Bike lanes from Crabtree Valley to downtown Raleigh	Why no crosswalks on Glenwood Av. beyond Crabtree Valley. Synchronized lights needed, Left turn green is dangerous without stopping traffic in opposite direction to walkers and bikers (oak Park).
The bus (#4-weekdays/#38 nights and weekends) has a tough time turning south at the Crabtree Blvd. and Edwards Mill Road intersection-needs a light there. Also, the intersection of Crabtree Blvd. and OLD Edwards Mill Road is confusing for most drivers	Only one? Traffic seems to be the heaviest from the beltline to the mall. A connection from the beltline directly to the mall would help (like at Crossroads). Others would be: Limit access on Glenwood, but provide better signing and access for alternative routes along the south side of the mall (accessing Blue Ridge Rd and Edwards Mill Rd). Add in signals to allow for vehicles to exit onto Blue Ridge/Edwards Mill (I think that's part of the reason that more people don't use those roadways now). The locals will use the quicker routes, and the people more familiar will use the main routes (or however it's signed). Also, the signal coordination along Glenwood need to be adjusted again. There's also some sight distance issues in the mall around where the new deck is at Belk's (the traffic may need to slow down in the area).	Any long term changes to the area should be made with the objective of making the area more pedestrian friendly.
Entry onto 440 from Glenwood	Pedestrian friendly crossings of Glenwood Ave.	Please put down more electric poles underground, they look very very ugly. Many developed countries have them underground. In some others only electric wires hanging. But we have electric, phone, internet and others. It got really ugly in the last 5 years.
I often encounter delays on WB Glenwood as traffic backs up out of the left-turn lanes. I also encounter delays for vehicles turning right out of the parking deck onto Glenwood that creep into the travel lane to see if they can make a right-turn on red. It helps traffic some when the mall is open when they close the entrance next to Wachovia/Diamonds Direct around Christmas.	1) Decrease delay of Glenwood thru traffic traveling past Crabtree Mall to I-440/downtown Raleigh	Please work on improving the traffic in this area. It is by far the worst part of my daily commute. Thanks for your efforts!
If I cross Glenwood Avenue after getting off bus, it's almost impossible.	I would like to see a bus line that connects from SW Raleigh (Blue Ridge/Western Blvd / Buck Jones Rd area) to Crabtree Valley. Right now there is no reasonable bus route.	the mall owners should cooperate by removing the center entrance to the mall from glenwood
1) Travel delay at Creedmor, Lead Mine and I-440 ramp signals 2) Getting to and from I-440 with heavy traffic volumes, queues, merging, and delays.	ease congestion...	
Getting out of the Mall onto Glenwood Avenue is excruciatingly	Making the parking decks easier to use and understand with	

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difficult. Queues are long. Access from Edwards Mill Road however is easy.	better signs.	
traffic light and delay to turn into parking. Getting out onto 440 highway.	Revamped Glenwood Ave. / I-440 intersection that integrates a completely finished Crabtree Valley Avenue on both ends.	
Turning left onto Blue Ridge Rd. from Glenwood Ave. coming from the Beltline	Increase the frequency of buses and put in shelters with benches. If the buses ran to the mall and downtown (and maybe to Brier Creek and Triangle Town Center) reliably and often, I'd use them.	
DIFFICULT DURING RUSH HOUR DAILY AND AT CHRISTMAS TIME	It needs to tie into some form of fixed guidway system, (a light rail hub?), to get me to downtown and back. I go downtown to party/dinner/ meet with friends and come back to shop and then home!	
There are quite a few blind corners or intersections within the immediate mall area, but that is likely due to the limited space and parking decks. Parking deck circulator roads need to be better lit and signage needs upgrading. Entrances to mall need substantial aesthetic upgrades. Pedestrian safety across Glenwood to hotels is unacceptable.	Better pedestrian access across route 70. A small foot bridge would be the best option.	
The traffic lights in front of the mall are the biggest hold ups. None of it is really a big problem to me, but then I remember New York.	Sidewalks on one side of road for Blue Ridge Road so that people can walk to the Mall and get out of the Street. Rework the intersection of Glenwood and Blue Ridge Road.	
I haven't found anything difficult, just lots of traffic, very busy! Always!	Close the entrance on Glenwood that goes in next to Barnes and Nobles	
Crossing 70 on foot (even at a light) is a nightmare.	add another bridge over 40	
The intersection of Blue Ridge Road and Crabtree Mall is a nightmare and also backed up during the week peak hours and congested on weekends. The change to the Mall entrance on Blue Ridge Road was not a good one. It created additional confusion for drivers and there is always close wrecks that are avoided.	better stoplights and more turning lanes	
parking lot at Crabtree, the left turn from Glenwood to Blue Ridge at Best Buy is bad	Do not allow more development in this area - the population is moving away from this center. An improvement would be to use green lights that blink several times before the light turns to yellow.	
general congestion in and around the mall	enforce speed limit on Edwards Mill Road with increased ticketing	
The first stoplight off the beltline	the electronic bus schedule at the Crabtree Mall Bus station is often inaccurate and confusing. For example, it sometimes says 16 Oberlin arriving in 2 minutes, but it doesn't indicate INBOUND or OUTBOUND. Furthermore, sometimes it says HAS ARRIVED but it has NOT yet arrived. Take a look at the ones used in Chapel Hill.	
to many stoplights	Fix that Glenwood intersection at Blue Ridge and Lead Mine	
The stoplights and the long line of vehicles	flyover at Glenwood/Leadmine	
I generally have no difficulties.	Make it look beautiful. Have a nice spot for the public to wait for public transportation. Have continuous sidewalks to the mall.	

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	make it a desirable destination rather than a place to go shopping by using aesthetics.	
not difficult	Access to 440 by adding more lanes for each direction & changing the exit ramp from 440 (going to 40) to take Glenwood towards downtown.	
Left turn from Glennwood to BlueRidge	Re-route traffic around,(maybe on raised roads or traffic circles/roundabouts at each end of the mall) rather than through that congested traffic funnel at each end. Stop building more commercial enterprises in the area attempting to draw more people to an already crowded site. Enough is enough.	
Leadmine Road to 440, compression of traffic in that short ramp lane.	Improve pedestrian access. Although walking is difficult to the south of the mall, it is virtually impossible to the north.	
I walk, drive or go by bus to the Crabtree Mall. The bus schedule is not reliable. The signage is not reliable. "coming soon" can appear for 40 minutes? The park near the bus stop is nice, however, the side walk where the busses stop need to be cleaned regularly.	somehow reduce the number of stops (lights) on glenwood to get to the mall	
The biggest issues are around the holidays with so many people trying to access 440 and enter the mall. The 2nd worst time is during rush hour with the same issue of 440. It's difficult to maneuver currently & difficult to park.	eliminate first light after I-440 exit	
Encountering a lot of traffic congestion as I approach the area. - Sitting through 2 or 3 cycles of the same traffic light. -Waiting in traffic lines trying to exit the mall at all of the exits. -Not enough entrances to and exits from the mall parking, causing cars to block intersections creating gridlock on the roads around the mall. - Just too many vehicles funneled into that area.	Pedestrian facilities.	
Actually, about half the time I walk, but could not mark both walk and drive in the question above. Driving is not a problem because we drive from the south (north on Blue Ridge Road). However, walking is a challenge because of the lack of sidewalks or even an adequate shoulder on Blue Ridge Road. In many places, the swail/swale (sp?) begins at the edge of the pavement, requiring a pedestrian to walk with the right foot elevated several inches above the left foot. (This assumes that one is facing traffic when one walks, which we do.) A sidewalk, or even an adequate shoulder, is needed.	Take Creedmor Road over Glenwood	
entering Glenwood Avenue U-turning on Glenwood at Morehead Dr.	Leadmine\North Hills Dr\Glenwood intersection complex	
(when coming from inside the beltline) getting past I-440 into the mall	Smoother access to Crabtree Valley Mall that also does not interfere with Glenwood Ave.	
north hills drive	An overpass, but that would be VERY expensive. When it all was being built, it was considered too high a price, but look at it now.	

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As a motorist, no major difficulties. As a pedestrian it is dangerous.	Improve the traffic signal at Glenwood and Creedmoor.	
Getting across Glenwood on Creedmoor Road or waiting for the inefficiently timed signal on Creedmoor at the side entrance to Crabtree Mall (is the loop broken, can we use video detection?)	Eliminate neighborhood cut-through traffic that travels down Creedmoor Rd, to Millbrook, to Town and Country, to Lead Mine to get around the mall in the AM Peak hour!	
440 exit ramp onto Glenwood going north bound; leadmine/Glenwood intersection into Crabtree; going south on Glenwood both right hand lanes with cars trying to exit to Crabtree as well as merging on and off 440/40 or 440 towards six forks.	Add additional capacity to the area and limit turning movements	
Leadmine Road\North Hills Drive\Glenwood Avenue Intersection complex	Complete Crabtree bypass concept behind mall connecting I-440 to US-70 a second, and hopefully more efficient way.	
The area around the mall and 440 get pretty congested.	Take the outer belt line that gets off right onto Glenwood in a different spot. It lets off too many cars with both exits right there	
Getting into Crabtree when it is a very busy time. If I do go by Glenwood Avenue or Edwards Mill Road, and have to make in left-hand turns, it could take more than one light change to make it through an intersection. I just try not to go.	The ability to get on/off the beltline or to/from downtown without dealing with mall traffic	
The signalization at Glenwood and Creedmoor should be adjusted for traffic, not for a specific time. Sometimes the signal is not consistent for left turn -- sometimes first, sometimes second.	improve city bus service. if you want to take a bus to Capital Blvd to go to work you have to leave from Glenwood 2 hours earlier than you need to be there. the bus schedule changes so much on Sundays that it is pretty much worthless since work schedules don't really change.	
Navigating by the mall. Turning left from NB Glenwood to Blue Ridge is difficult also.	Some sort of bypass road that connects to Glenwood Ave. at both sides of the I-440 interchange. Maybe extending the western end of Glen Eden Drive north to Glenwood, or finding a way to extend Crabtree Valley Ave. eastward, connecting to Glenwood south of the I-440 interchange.	
Navigating Glenwood Avenue in front of Crabtree Valley Mall	Better traffic light synchronization and additional lane to access the beltline from southbound Glenwood lanes.	
The signals at Blue Ridge / Leadmine and at Creedmoor /Edwards Mill.	fix the traffic pattern from lead mine onto the back side parking of the mall.	
On Glenwood, through Leadmine/Blue Ridge	Easier access to the mall from Glenwood Avenue, northbound lanes.	
I work right by Crabtree and I have to get off the Glenwood exit and pass by the mall everyday. The most difficult areas are where the lead mine and Glenwood rd's intersect. Also the light to turn left at Lead Mine to go towards Best Buy is very difficult and takes forever....the light is always backed up there!	perhaps reversible lanes	
Getting stopped at all the lights going to and from the beltline.	Fix the traffic light patterns to give all roads equal time.	
drivers not knowing what lane they should be in and needing to change lanes at the last minute. And, if you're not going to the mall but want to get on 440, you have to wait through all the mall traffic, or be one of those folks who at the last minute are cutting	Express lanes.	

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in to be able to take the exits.		
Turning left from North Hills Drive onto Leadmine Road and then left again onto Glenwood Avenue, especially when trying to get on the Beltline.	convert to expressway with interchanges instead of stop lights	
Glenwood Avenue between Creedmoor and the beltline.	I'd rather see a regional response to traffic (Triangle or maybe Triangle/Triad) using light rail. Failing that, I think routing mall traffic into specific lanes or routes would help folks who are getting on 440.	
the odd turns to get from lead mine road to the back of the mall, i.e. the food court and park. the whole traffic pattern around the section with best buy, the book store, etc. and blocking off the exit onto glenwood during high traffic times like christmas makes no sense.	Consider a loop off the beltline that allows you to get into the mall by making only right turns. Similar to new loops / ramps at US 1 and Walnut Street in Cary.	
Right-of-way left turn signals do not last nearly long enough to let traffic move smoothly. The parking areas of Crabtree Valley are poorly designed and do not keep traffic moving smoothly.	some way to bypass the mall	
Just commuting on Glenwood Ave is a nightmare. Exiting from I-440 and entering I-440 to and from Glenwood Ave is depressing.	Sidewalks! Also, satellite parking would be a good idea. If it had a shuttle, great, but at least if there were sidewalks one could walk. I never even think of biking to the mall because there are no bike lanes. As a female, I will not bike alone in Crabtree Creek because of the isolation.	
Coming in to Crabtree from the Beltline is a nightmare, I usually try to come in from Creedmoor, but it still takes forever to get in to the mall.	START A FLOOD TO WASH OUT THAT STUPID TRAFFIC CORRUPTOR	
The stretch from 440 to Creedmor Rd on Glenwood Ave. Too many cars and not enough traffic flow.	More entrances and traffic lights that last a bit longer.	
way too much traffic esp in the lanes traveling towards raleigh.	Provide better mass transit so more people can get there without cars! Establish a strong transit system with a major stop at Glenwood. That's far more sustainable than adding another lane of traffic. More lanes of traffic propagate more traffic and more congestion. We need a long term vision and long term solutions. Transportation engineers seem to have the science of roads down, but have yet to understand the science of human behavior and social change. New lanes or simply rerouting to Crabtree Valley St will only shift the burden onto another street, temporarily at that. The area should actually become less accessible by car - perhaps people should pay to park or there should be a toll at the exit. That will motivate people to carpool when coming to the area or not come unnecessarily. Start thinking outside the box!	
At 4:00 pm, passing the mall going eastbound on Glenwood and getting on to 440.	A bypass for commuters, around Crabtree	
Getting into the mall property.	Improve I-440 interchange merges. Remove loop/ramp that	

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	allows Ridge Road to enter I-440 East.	
getting into and out of the mall, especially out!	Divert the non mall traffic somewhere else	
The most difficult trip is actually walking. There is no sidewalk under 440 and no crosswalks across the freeway access lanes. There are also limited sidewalks going from the streets into the mall. I walk there frequently, but this requires walking on the road shoulder or weaving through mall parking lots if one comes in from a direction that lacks internal sidewalks.	The flow of traffic in and out of the Barnes & Noble/Best Buy area.	
no good alternates when accidents delay traffic	I really do not know. I have lived in Wake County since 1964. I used to travel around the Crabtree area more often than I do now. I have friends and church in the North Hills area and I live in Garner. I do not come to that area of Crabtree very often now.	
IT'S THAT STUPID MALL, SHOULD BE 1/8TH THE SIZE IT IS	Build a tunnel. Traffic turning left could exit to the right and then tunnel back under Glenwood.	
Turning into Crabtree Valley is a nightmare. You can wait in line up to 10 min. or more just to turn. Once you finally turn, there's more waiting for parking or people trying to park while waiting for someone else to move. And this is mostly on the weekends and holiday seasons.	synchronizing lights better	
Entrance to mall is slow and congested. Glenwood is very congested also.	What I just described in the answer to the last question.	
Evening wait at light to go north is terrible. Back ups begin at Kidds Hill and extend through and up Creedmoor Road till you get to Millbrook and beyond	Something like a circular roadway, using Crabtree better might help. Short of that, closing entry from Blue Ridge and improving Crabtree entries.	
Volume of traffic is very high and congested. Need to provide free flowing access to shopping center or lanes that bypass the mall altogether.	Improve access to the mall; there's enough lanes to handle the traffic just passing by the shopping center now.	
The intersection at Glenwood and Blue Ridge	Reduce the traffic on Glenwood Ave.	
The backup of traffic on Glenwood at the Blue Ridge light.	limit movements at signalized intersections to reduce the number of signal phases and decrease delay along Glenwood Ave.	
Getting into the shopping center itself is a challenge no matter which way I travel	Re-pave or refinish Glenwood Ave. - the ridges and bumps are tearing up vehicles and the potholes are beyond ridiculous.	
Turning left to get into the mall as you travel away from town, this seems to be a big bottleneck.	1) Maybe add more lanes on Blue Ridge for people trying to get onto 440. This causes backup during evening rush hour and the holidays. 2) Better sync the light at the mall entrance on Blue Ridge with the light at Blue Ridge/Lead Mine and Glenwood. 3) Extend the green light time when going from Blue Ridge to Lead Mine. The green light is sometimes extremely short for the number of vehicles. 4) Add traffic cameras.	
coming down Leadmine (first... getting out of inman park neighborhood) approaching the traffic lights at Glenwood Ave... no one knows what lanes to get into. Also coming from North Hills trying to turn right on Leadmine, the farthest right lane is a	Better timing of the lights. Possibly improving the flow of traffic around the mall.	

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left turn lane which backs up traffic trying to turn right onto leadmine		
The on ramp for I-440 inner beltline is always the biggest bottleneck with cars trying to slide in at the last second and causing people to slam on their brakes. If this on ramp was changed to a left turn on the east side of the I-440 bridge it would help alleviate these problems.	Eliminating the left turn lane to get into PF Changs and forcing traffic coming from 440 to use Blue Ridge or Creedmoor would greatly reduce the traffic backup on Glenwood	
Traveling on towards downtown and getting on 440. Right lane is outer belt line and the left one is inner belt line. People switch lanes all the way to the last minute causing break tapping and fender benders. Put the 440 inner entrance on the very far left side of the road (a bridge/ramp), center 2 continue to downtown right lane stays 440 outer. Also Glenwood need to be 6 lanes from 540 to Lynn rd.	A light at Crabtree Valley Ave	
Light on Blue Ridge before Glenwood and the light at Glenwood - can become almost gridlock at the entrance near the tire store - need either a left turn lane/light there for cars going N on Blue Ridge OR prevent entry there and have another entry on Crabtree next to the McDonalds. Also, 4-way stop needed at Crabtree entrance to mall area and at first cross street there.	Improve exiting east onto Blue Ridge Rd. toward Glenwood Ave., perhaps another left turn lane.	
Glenwood Avenue itself	Take care of the flood plain problem and create opportunity for thru traffic	
Edwards Mill Rd. to the beltline on Glenwood Ave.	Do not add anymore parking. That could be a simple answer but it's probably the worst long term choice. I can always find parking on the decks or along the creek. Take away some parking in the highly congested areas and create some open space (planted islands, rain garden, etc.) I have always found a parking space and too many people ride around the lower level and around the Barnes Noble/Best Buy area looking for one parking space. This backs up he two entrances off Glenwood and Blue Ridge. Please also make people aware that there are other entrances into the mall. My easiest entrance with the least congestion is the top deck using Edwards Mill Road. There is also the entrance on Crabtree Valley Rd. I think too many people use the entrance off Creedmoor and the ones on Glenwood which is the main cause of all the traffic. Advertise that there are by my count 7 entrances to the mall, only a few are actually utilized. I think if people actually used all the entrances there wouldnt be as big a problem as there is.	
congestion in and around the mall/I-440	All along Glenwood traffic from side streets should not be allowed to enter Glenwood as a left turn during heavy traffic times (rush hours). Presently hundreds of cars must stop so one car can enter the flow. Secondly, traffic light timing is a problem. Most often the light at Glenwood and Leadmine is green for Glenwood when	

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	no traffic is coming and as soon as a pack of traffic approaches, the light goes red for Glenwood.	
Glenwood Avenue road conditions	A big improvement would be to move through traffic away from the mall area.	
1) People running red lights at intersection of Glenwood and Lead Mine/Blue Ridge. 2) People blocking traffic at light on Blue Ridge at mall entrance. 3) People darting out of Crabtree Valley Ave (behind mall) onto Edwards Mill without regards to traffic on Edwards Mill.	Entrances and exits from the mall, especially the best buy side.	
The light at Leadmine/Glenwood/Blue Ridge Road.	Moving the 440 ramp father away from the mall and having better mall entrances.	
I avoid Glenwood Ave. The largest with traffic is that the traffic that heading west on Glenwood backs up trying to turn into the entrance by PF Changs. The design of the upper level parking deck is not sufficient to handle the volume of traffic.	photo cameras to capture light runners	
Crabtree Valley Ave really needs a light.	Some type of 'thru-lane' or bridge to allow traffic on 70 to pass the mall area without having to stop at Creedmore, Blue Ridge or anywhere in between. It would be nice if that included traffic coming off 440.	
Lead Mine Rd. south crossing Glendwood during commute times.	The worst entrance/exit situation is the traffic turning from Glenwood onto Blue Ridge to get into the mall near the tire store...add another lane or route more traffic to the entrance near the bus depot to keep that traffic moving.	
glenwood/Leadmine	Do something about the access road behind the mall that dead-ends at Creedmoor Road. Too dangerous, too many wrecks.	
The light at Creedmoor and Glen wood is SO LONG. Once I make it through that light I typically get caught at the next two as well.	Exit ramps off of 40 all dumping into a small area	
Driving through the area where Best Buy, Old Navy, and Barnes and Noble are located. In that parking area as I recall you can only enter from Barnes and Noble and the only other exit is near the Mexican Restaurant at the end. Its a tight parking lot with a lot of through traffic.	Make getting through the area on Glenwood more efficient/faster.	
Crossing Glenwood at Leadmine	A two lane entrance onto the 440 beltline toward Wake Forest on Glenwood Avenue south bound.	
Travelling east on Glenwood, the hill between Fairhill and Creedmoor becomes hectic with everyone riding their brakes because a city cop is sitting at the bottom of the hill waiting for someone to unintentionally lose control of his speed. The lights are not synchronized very well. Exiting the Outer Loop to Glenwood West, I get caught by all three stoplights in front of the mall every day. As I sit there, the green lights at opposite corners of the intersection may only have two or three people sitting there while Glenwood is backing-up.	Divert traffic to the mall off of Glenwood at either end of the mall (to Creedmoor and Blue Ridge) and limit access to the mall opposite Marriott Drive and other secondary entrances along Glenwood.	

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Once i cross Glenwood on Creedmore and turn right into the entrance by Best Buy. Not everyone know what lane goes where until it is to late. Then they stop and have to wait for someone to let them into another lane, which backs up traffic. Also exiting onto that rd is always a pain.	Making sure traffic lights are timed to assist traffic flow.	
I typically try to avoid crabtree at all cost. When I do have to drive through there I normally have to deal with getting cut off atleast 3 times and it always feels like a wreck could happen at any moment.	have a toys r us store and a buy sell trade store where you can sell buy sell ar trade your used cds and lp records just like in los angeles has real vintage stuff.	
Three things in particular come to mind: the traffic signal is inconsistent in timing for turns toward the beltline from Leadmine. At night there are times that the turn signal doesn't last more than 15 seconds or so. The turn lane into the upper front part of Crabtree Mall gets so backed up that the other lanes get bogged down. The traffic heading toward downtown often has high speed vehicles that run the red light at the leadmine/blueridge/glenwood intersection.	extend Glen Eden to Glenwood west of the mall.	
Any where with the mall insite...seems that traffic gets congested passing through the intersections along 70 at both the Blue Ridge and Creedmore roads. And of course, holidays/heavy shopping days are 10 times worse.	Route Eastbound Glenwood behind mall. Overpasses at Creedmoor and Leadmine. Update 440 interchange.	
Congestion at the stoplights near mall entrances	Cars exiting Crabtree Valley Mall should exit to roads behind the mall instead of onto Glenwood Ave.	
I live off Sugarbush road between creedmore and leadmine and the traffic to and from work are by far the worst. It could take up to 3-5 minutes just to turn onto either creedmore or leadmine. On the way to work I use leadmine then take a left on Glenwood, heading towards downtown. The time I spend waiting at lights in that area (North Hills Drive and Glenwood Ave) is ridiculous.	get traffic through Glenwood past the mall quicker without having to sit through multiple light cycles at each intersection.	
The road behind the mall that comes out at Creedmorr Road in front of the BB&T is very dangerous. Multiple wrecks occur there (my family has been involved in two wrecks that were not our fault. Also, trying to go past the mall to get to the beltline takes too much time. It is very congested with drivers turning into the mall and cars trying to merge right to access the beltline.	make the parking garage not so confusing and busy	
Backup at Creedmore and Glenwood going north on Glenwood.	Lengthen the time of the traffic lights in particular places. They should never only be 10 or 15 seconds per cycle.	
Stoplights and stopped traffic on Glenwood.	The exit onto blue ridge. I see an 'almost accident' quite often. Too many lanes turning in too tight of a space.	
Crabtree Valley Road which is behind the Mall is often backed-up by the McDonald's with people turning left onto Blue Ridge Road. That intersection is very busy with the hotels, restaurants and Mall entrances all within close proximity. Glenwood, which I try to	Loop road around mall to reduce left turn movements and maintain traffic, thereby during traffic around mall into one giant traffic circle, or modified "superstreet" intersection with the mall in the center. Keep the cars moving.	

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avoid at all costs is a mess (long lines of traffic backed up) most of the time.		
On Saturdays and Sundays, traveling inbound on Glenwood is very congested in the right lanes for entrance to the mall and onramps to I-440. On weekday evenings, the congestion is bad on outbound Glenwood, particularly in the right lanes just before the ramp from the Outer Beltline onto outbound Glenwood (traffic waiting to switch lanes to turn onto Lead Mine) and also in the left lanes from the Beltline all the way to the middle mall entrance (front parking deck).	Traffic lights being together, mall entrances need to be smoother, more police around to help with red light runners (which is a very large amount)	
Traffic turning into the mall entrances.	As crazy as it sounds, I'd say get rid of the Exxon light, and then deal with the consequences. Most of the congestion begins and ends there. Otherwise, there needs to be a bypass for thru traffic not going into the mall. Maybe double deck a portion of Glenwood?	
the parking at the mall is too small	Improve the traffic flow for the on-ramps to 440.	
I use alternate routes on the weekends.	Reduce the risk of wrecks at the intersections.	
Delays at the traffic signal where the I-440 westbound off-ramp intersects Glenwood Ave.	Make circulation in and around the center move more smoothly	
Stop Sign at back entrance closest to Belk.	dedicated exit ramp off beltline	
Traffic going east on Glenwood Ave letting cars out of Crabtree Valley Mall parking lots.	Widen the bridge over Crabtree Creek and replace signals going into mall and at Glenwood with upgradable models using more options.	
glenwood and creedmoor	Find a way to get beltline traffic into and out of the mall, without hitting Glenwood. Also, better timing of the lights inbound, especially on weekend mornings.	
getting from downtown through Crabtree to the other side of Glenwood near Pleasant Valley...getting into the mall from any lane if you have to go onto Glenwood Ave.	Add stoplights.	
parking garage	Improve signage to indicate where lanes are going. Make a dedicated bus lane so that the bus never has to wait to get to the mall.	
I usually get stuck at one or more traffic lights for two or more cycles. That is truly the most frustrating part. I have an issue with the I440 outer loop freeway exit for HWY 70, going towards the mall. The light is way too short and traffic gets very backed up during busy times.	Besides taking everyone's car away and letting them walk, bike and get healthy? Try this... an alternative entrance (not on glenwood) for the mall for an off-location parking lot with a cool tram or mono-rail to the mall from there. Price that. Bet it's not that much more expensive. Come on, you know it would work.	
The ramp behind the mall has little direction as to what might be where. Traffic turning to the left into the mall directly off of Glenwood regularly gets stranded in the path of oncoming traffic because they cannot move into the mall parking lot (whether or not that is their own problem is up for debate, but its certainly not an optimal situation). The signage for the entrance off of Blue	The mall traffic seems to be causing the largest problem. Maybe provide more exits off of Glenwood, to the mall parking lots on both the upper parking deck and lower. Also, another exit on both East and Westbound i440, specifically to the mall.	

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Ridge is pretty awful too. Confused drivers really kill traffic flow.		
Delay's at stop lights. Backups to Beltline. Traffic turning into mall. Difficulty exiting mall from Blue Ridge Rd area.	It may be a bit extreme, but I recommend an elevated expressway running above Glenwood near Crabtree Valley. The expressway could interchange with Glenwoods and 440 near the current 440 junction and rejoin Glenwood just past the Creedmoor Rd intersection. This would essentially serve as a bypass for traffic around the mall. You could also consider a direct connector from 440 to the mall to bypass Glenwood.	
Driving home getting off Interstate 1, traffic backs up through the traffic lights causing even more back ups on the roads. If lights were more "in sync" with each other, this may alleviate some issues.	Make the ramps for 440 longer, maybe raise them up. Cloverleaf that way the congestions gets off the main road quicker.	
On Glenwood towards the beltline, waiting for two or more light cycles at the Exxon light, waiting in line to get onto the beltline heading towards north Raleigh.	I would close the entrances that face Glenwood and force all traffic entering and exiting the mall to enter from the Blue Ridge side and then eliminate the light at Marriott drive.	
I make a left in the morning from Creedmore onto Glenwood. I often site through multiple light cycles. Glenwood is frequently backed up on the right side with people trying to get onto 440. Those on-ramps are not designed to handle the traffic flow smoothly. In the evening, the right lanes of westbound Glenwood back up badly under the 440 overpass. If I don't choose to be in the right lane already before I get near Creedmore, getting over is very difficult. I would like to avoid this area all together but don't have a good alternative to get from Cameron Village to Leesville Rd.	Ramp from the beltline directly into Crabtree's parking areas if possible!	
During rush hour, the traffic turning left onto Glenwood (to go west) from Creedmoor Road is blocked by drivers who have gotten in turn lanes and then want to go straight. Is there a signage issue further up Creedmoor? Drivers block the Creedmoor/Crabtree Valley Ave intersection making it difficult to exit Crabtree Valley Ave to turn either way on Creedmoor - I am aware of at least two accidents here. How do you change the driver's urge to go through a yellow and block the intersections? What would happen if you eliminate or drastically reduce the yellow light duration and increase the time from, for example, Creedmoor turning red and Crabtree Valley Ave turning green? In other words, allow a few more seconds to clear such intersections.	More lanes	
I come in from the north west with little problem.The exit to the north west from the center is more difficult and time consuming. I would walk to the center but from the north side of Glenwood it is not easy nor safe.	Close the mall	
Traffic lights at Creedmoor and lead mine	Connect Crabtree Boulevard to the Beltline on the east and to Glenwood Avenue on the west.	

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Long waits at Lead Mine and Creedmore Rd signals. People run these lights constantly to avoid stopping for up to 5 minutes. Going north on Lead Mine from Blue Ridge, the signal needs a longer cycle. Sometimes I barely get through the intersection due to traffic volume after waiting through 2-3 cycles.	CNN has a story about traffic light timing, and how most cities have not changed the timing for 10+ years despite growth in the area. Brian Park of the University of Virginia found that dynamically changing the light timing based on events, time of day, times of the year, and weather conditions and more can increase traffic flow by 30% or greater! Phillip Tarnoff of the University of Maryland states that these are actual REAL WORLD benefits, not simulated. Please look at CNN: Researchers say more efficient traffic lights can help save consumers time, gas and money. CNN's Tom Foreman reports.	
From Creedmoor to or beyond the beltline. First from the turn lanes on south creedmoor onto Glenwood, I immediately hit the stoplight at Marriott. If I am getting on the beltline, it takes two or more changes of the next light to get to the beltline. If I am going straight, many times I am stopped at the next two lights - it sometimes seems that all of those lights are timed coming out of town, even in the morning.	Glenwood at North Hills	
If there is an accident - Evening rush hour can be a bear to get thru.	Allow cars to get off I-440 quicker	
Turning left onto Blue Ridge Road from Crabtree Valley Avenue, turning left onto Creedmoor Rd. from Crabtree Valley Avenue	improve 440 access	
Coming in from 440, to travel the last mile takes forever to get through the lights. There is no information helping people to decide which lane they need to be in to go either to the mall or to the best buy from the Glenwood to 440 entrance. This causes a lot of people to cause delays by trying to change lanes at the last second.	Grade crossing for Creedmore Road over Glenwood.	
Huge intersections, though on bike we go under (thank goodness). But that's a dangerous area for everyone. There's no easy solution.	Adding stop lights at congested intersections around the mall exits. Improve signal timing or turn lane patterns so people trying to enter and exit the mall do not cause back ups for drivers just trying to continue on Glenwood, Lead Mine or Creedmoor.	
Exiting the mall on the Glenwood Ave side is difficult, especially on or near the weekend.	Get the mall entrances off of Glenwood. Basically, move them to the back. The one at marriot is a real pain to get in and out of and seems to just slow down through traffic	
All of the entrances from Glenwood Ave. are clogged and difficult to enter even at good times. Light cycles are lengthy.	Align signal lights.	
Dealing with the traffic at the Lead Mine Rd & Glenwood Rd intersection. Though I use it to take my child to school Monday thru Friday and go by twice daily. Too bad there isn't a ramp that goes directly to the mall and bypasses Glenwood Avenue. That would relieve alot of traffic congestion.	Bulldoze it and start over!	
I commute from the Glenwood/Lynn area and have to get on the beltline (and the opposite coming back). The entire stretch from	Add another lane to the far right when you turn left out of the mall onto BlueRidge Rd. to keep people from blocking the	

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creedmoor to the beltline is just torture.	intersection and making it harder for people to get out of the mall.	
the lanes leading to 440 are the most congested. too many cars on those lanes cause major backups that lead to having to sit through several light cycles during the busiest parts of the day.	Change Creedmoor and Lead Mine/Blue Ridge intersections into SPUI or tight-diamond interchanges with Creedmoor and Lead Mine/Blue Ridge carried over Glenwood. Eliminate or limit parking lot and driveway access along Glenwood between I-440 and Creedmoor.	
I work downtown so go through Crabtree every am and pm. It is my major delay going to and coming from work.	separate mall traffic,build a bypass go up and over mall traffic to get on beltline	
Glenwood at rush hour is a nightmare. I live just behind the mall on Edwards Mill Road (the old part) and it's a quiet area. If traffic were re-routed here, this small 2 lane road (that already has a huge pothole that has been ignored for the 10 years I have lived here) would be destroyed as would the quiet nature of the area. What is likely needed is a change to Glenwood road, traffic sensing lights and better traffic flow control.	Would building an overpass on Glenwood or Lead Mine/Blue Ridge be an option? Ditto at Creedmoor.	
coming west on US 70 by Crabtree Mall...the left turn lane into the mall is often backed up. Suggest doing away with that entrance/exit. Allow entering and exiting ONLY on the back side of the mall onto Crabtree Blvd.	Widen the road behind the mall and divert some of the traffic.	
Accessing the part of the shopping center where Best Buy and Barnes & Noble are. They are cutoff from the world because of the heavy traffic flow sometimes.	Maybe reorganize the ramps from the beltline but again making more lanes is not the answer. I hate seeing all of the inner city streets so wide that it is impossible to cross.	
Getting out of the mall area onto Crabtree Valley Avenue where there is a flashing yellow light/flashing red light. I often wish there were a 4-way stop or a changing traffic signal here.	flyover ramp into mall (expensive) exit off of beltline specifically for mall	
area between 440 and the mall entrance	create additional exit onto 440 beltline between glenwood and six forks.	
Rush Hour Traffic in the area from the beltline exit to the mall is really bad.	more direction / sinage / painting on the lanes to give more advanced notice for people to get into the correct lanes, alot of the stacking is because someone is sneaking into or out of the travel lane	
Glenwood at N.Hills	Synchronize the traffic lights on Glenwood. The small side streets are a big problem especially at heavy traffic times. Glenwood is a major highway in and out of Raleigh and it is ridiculous to have to stop at almost every light. In addition, the lights need to be smarter. They need to be able to detect no traffic as well as a pack of traffic.	
getting on / off 440 getting out of the mall by best buy, old navy, etc	I was thinking about an underground tunnel for cars that need not stop at crabtree, but have to pass through it to get to their destinations	
The Edwards Mill\Duraleigh intersection	No turn on Red sign for the traffic leaving crabtree valley mall on the upper deck at Glennwood avenue. (the intersection across	

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	from Marriot) It is a bad idea for drivers as the visibility to oncoming highspeed traffic is short.	
1.) Getting off I440 inner to Glenwood Ave North, between 4-6 pm. Traffic backs up onto the beltline and causes dangerous merging/exiting conditions 2.)Trying to exit the mall and go North on Creedmoor or Lead Mine/Blue Ridge Rd. Especially at peak shopping times, like weekends and around Christmas.	Direct lane from Glenwood Av. from Dr. Martins property (old wood bridge) to beltline. No outside access or lights. Single lane split at Beltline into going N or S. No access to mall from this lane. No backup traffic.	
all long the front of the mall. Creedmore to the beltline. Too many cars trying to travel through stop-n-go traffic for the mall entrances.	some way to separate through traffic from that turning at the crabtree intersections. but don't ask me how to do that within reason.	
Exiting off I-440 and getting through the traffic lights in the vicinity of the mall.	The mall entrances along Glenwood are terrible.	
Traffic signals do not seem to be aligned. Often traffic is backed up through a green light.	Provide a parking area for those who ride the CAT bus.	
Entering and exiting the mall parking.	A more efficient way to get from North Raleigh to Downtown and back without hitting huge amounts of mall traffic and lights. Traffic should be as free flowing as possible while still allowing for bikes and pedestrians to be safe and enter the mall.	
The Blue Ridge road intersection.The light is too short and the traffic too heavy.	Have a through traffic section that bypasses all the mall straight to the beltline in the middle and a local traffic section that serves all the mall entrances and business on the edges for glenwood ave and blue ridge.	
The time spend stop at traffic lights along Glenwood Avenue is the most difficult part of any trip near Crabtree Valley.	Bus service to downtown at least during rush hours at the service level of the R-Line (every 10-15minutes). On reaching downtown busses should loop the area in similar manner to the R-Line allowing access to more downtown areas without the need for a transfer.	
short cycle traffic lights,one lane to get on the beltline from the mall should be at least 2	More frequent bus service to/from downtown, including off-peak hours.	
I work a mile up Glenwood from the mall, and often have to go to the banks in and around Crabtree Valley. I do make use of Crabtree Valley Ave on the back side of the mall as much as possible, as traffic on Glenwood in the afternoon can be backed up as I approach Blue Ridge/Lead Mine and the Beltline. However, if the plan is to increase traffic flow to Crabtree Valley Ave, it's intersections with Edwards Mill/Creedmore Ext and Blue Ridge need to be upgraded....esp the Edwards Mill/Creedmore Ext end. Offer times, it is hard to get out onto E.M/Creedmore Ext in the afternoon. I suspect that is the reason Crabtree Valley Ave is underused.	Synchronize the 3 stoplights in front of Crabtree Mall to turn green and red at the same time. It is almost impossible to get past Crabtree without being stopped by 1 to 3 lights. It is ridiculous that 50 to 100 cars get a green light to go 1 block or 1 light and get stopped again (wasting time and gas). While this certainly won't solve the long-term problem it is a low-tech solution that could be put in place right now without any additional expense and it would at least help the situation until a more comprehensive plan is put in place. This simple light adjustment would definitely help the flow of traffic past the mall area.	
Freeway entry and exits; walking across Glenwood Avenue to the Mall at the "Hotel" traffic light, needs a walkover.	Very simple. 1. I will do a round about on the top with nice landscaping and take the through traffic underground in a tunnel, this will be the least disputed and most pleasing and	

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	environmentally friendly approach to the problem. 2. Yes, it may cost more and be also challenging due to flooding in the area, but it will pay off in the long run.	
The left turn into the mall from Glenwood. Sometimes I have to wait a few cycles but really not that big of a deal for me. I do not think making more lanes and widening the road is the answer. This makes the City very ugly and non-pedestrian friendly.	add more ways to get into the mall	
left turns from the beltline into the mall.. Also navigating the area south of the mall.	on ramps to 440	
Leaving Inman Park neighborhood onto Lead Mine Rd. Need traffic light.	Fix that traffic from 4 to 6.	
switching lanes to facilitate a turn into my destination	Ingress and Egress	
Crossing Glenwood at Leadmine	The turn into PF Changs side is very dangerous. Close this entrance. Changing speed limits are crazy. Standardize	
driving through from on end to the other	Give tickets	
Either getting onto the Inner Beltline, or the cars turning into CTVM in the Outer Beltline lane.	Not sure, timing of lights	
Getting to the N bound lane of Beltline from Glenwood Av. coming from the West. Idiots not waiting in correct lane, cutting you off because they are selfish and do not wish to wait their turn.	Overpasses or underpasses	
intersection of glenwood and leadmine rd	On ramps to 440	
Traffic light at Creedmoor and Glenwood	Sync traffic lights	
The intersection at the bus stop (next to Belk's) traffic around the center	Better signs Less stop lights	
Coming north on Glenwood from downtown through to get north onto Creedmoor or Lead Mine Road at 5PM. Traffic is terrible and the lights do not appear to be in sync. Afternoon delays are often worse than morning delays. Also, turning left onto Glenwood from Creedmoor or Lead Mine takes forever if you do not time it right, and the majority of those people are either heading to the beltline or Downtown, not the mall, so I think traffic not going to the mall during peak hours should be given priority. Mall traffic can still be given priority in the weekends or middle of the day.	Toll road and round a bouts	
Anything near the mall. The mall has filled up its parking lots and access roads with shops so traffic turning into the mall backs up glenwood and blue ridge. I stopped shopping at the mall a year ago and get what I need from amazon.com no sales and no traffic.	I think it's pretty good as it is. Good Job.	
The intersections at Leesville & Millbtook, Millbrook & Creedmoor and Creedmoor Glenwood none of which seem to be computer controlled since we often face an empty intersection even at rush hour	Separate on/off ramp for mall traffic	
I come from downtown... the trip is easy until the left turn at Blue Ridge/Leadmine. There can often be a 2 light cycle delay.	Longer light sequences at non-peak times. Peak times are when I avoid the area altogether, and those delays are understandable	

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	and acceptable.	
Stoplighs!	Creedmoor Rd should have direct access on/off 440. Lead Mine should too.	
When I approach the glenwood exit, the traffic backs up and I have to slow down fast, but scared of other driver hitting me behind.	Not sure how to do it; however, it would be great if that area could be streamlined so traffic could move more quickly through the area.	
getting off of the highway and turning to get to the mall it self sometimes if you wait until the late evening like around 6 it is not so bad	flyover bridge at leadmine	
So many traffic lights	Easier traffic flow through the area in general.	
Turning and the stop light and changing lanes	Second exit on I-440 to connect to the road behind the mall.	
Between 4 and 6 when cars are coming off 440 and filtering into Glenwood and then trying to make the turns on Lead Mine and Creedmoor. Especially bad are the hot rodders in that traffic that stay in the left lane, then go through 2 stoplights and crowd in to make the right turn on to Creedmoor.		
Anything on Glenwood		
All the lights, getting past the mall to Raleigh. 440, the mall, and downtown thru traffic is crazy. 70 floods when it rains and is dangerous in many low areas.		
Cars cutting across 2+ lanes		
70 East or West by the mall and 440		
Sitting thru lights due to traffic		
Turning and the stop light and changing lanes		
Traffic lights need to have the same timing		
Crossing Glenwood at Creedmoor and Blue Ridge		
Long stop lights		
Between Creedmoor Rd and Apts		
In the parking lot around Best Buy and the Post Office.		
Getting through the Lead Mine and Glenwood intersection and diverting mall traffic off of glenwood		
Traffic at all intersections around Crabtree		
I come from Creedmor Rd and will turn south on Glenwood to access 440. I find that I will get stopped for lengthy periods at all three lights before getting to the highway.		
The corridor along Glenwood between Creedmoor Rd and 440. I travel through here on my commute to and from work. I end up being stopped by nearly every traffic light through that area. In the mornings it is not so bad, but the evening s horrible. Typically takes at least 10 minutes just to get through that ~1 mile stretch of road.		
The portion of the drive (when heading south on Creedemore/50) that takes a VERY longtime is from the Creedemoore/Glenwood		

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intersection past the 440 bridge.		
glenwood ave lights at leadmine & creedmoor		
Multiple stop lights close together		
Passing the mall.		