

**THE WOODLANDS PARKWAY PARK AND RIDE FACILITY
PUBLIC MEETING NOTES
JUNE 26, 2006**

An initial presentation was given by **John Carrara** of The Goodman Corporation representing **The Brazos Transit District**. **Kaethe Podgorski** of PBS&J assisted in the presentation of traffic information. **Lyle Nelson** of The Brazos Transit District was also present as was **Rene Garza**; of PBS&J and **Robert Heineman** of The Woodlands Development Company. The PowerPoint slides of the presentation are attached. Approximately 50 people were in attendance. The sign-in roster is attached. Prior to the opening of the meeting, seven individuals signed the speaker list. Following the presentation, those individuals provided their comments with a limit of three minutes each. When they had all spoken, others in the audience were given the opportunity to speak, limited to three minutes. The following is a transcript of the each speaker's comments from a recording.

Carrara: The first speaker is Anthony Fasone.

Anthony Fasone: The concern is for that intersection at McBeth and Ashlane Way. The proximity to the YMCA and the proximity to the library. The number of cars in and out of there. I hope you would address the possibility of perhaps instead of making the road cut through all the way here, make the entrance and exit only from Woodlands Parkway where people expect a lot more traffic, a lot faster traffic rather than run all that traffic through here, where kids are riding their bikes back and forth to the library and to the YMCA. I'll let you answer that. Other two comments are about park and rides in general: The greenbelt and the lighting. I use the Sawdust facility from time to time. The grass is a good 3 feet high right now. The lights in the winter, particularly, when they are needed the most, only work occasionally. So I would hope you would remedy that not only for this facility but for others as well.

Lyle Nelson: I can address part of that real quick. One of the first things for the lights would be to take away the pellet guns. We have to replace the lights at about \$2500 per month, because the light bulbs get blown out. We are working on this to find a remedy to that long term. The other issue with the grounds keeping, that should be resolved this week also. We are hiring a new contractor. You are right it; it looks pathetic.

Denise Plant: I would like to start out by thanking [unintelligible names] and John McBeth for providing forthright information. They have provided me the past year and a half while I have been trying to dig up information. They provide a rare breed of honesty. The first thing I would like to say is we are the mouthpiece for our children because they are too young to come here to

speaking. They are right there. They ride their bikes or walk to school. They are going to cross this pathway. I keep being told it is not a safety issue but I implore you to think again because children are not as aware as adults are when they are walking to school and riding with pedestrians and bikes. The second thing I'll say is that 1,000 cars come moving into that lot during school hours; as Mr. Fasone said, it just blew my mind. It couldn't be a worse idea. It would be nice to move to a more suitable location. But grabbing from Hollywood, if you build it they will come. I am told no one wants to drive three extra miles out of their way. I am amazed by that. I can't believe that someone would sacrifice three extra miles to move it down to 2978 to drive 41 or an extra seven up to the park and rides that are already in existence. Public funds are used to for this lot and the vast majority of residents that I have spoken to were still not aware of this [meeting]. I have been told, yes, it has been in the papers. I called the Houston Chronicle, The Villager; there are still people that don't know. I was told by the Department of Transportation when public funds are used, a public hearing is necessary. That public hearing must be advertised prominently in newspapers throughout the vicinity. I have not seen that. Lack of information has been rife on this. Thank you for the presentation, it does clear up things. Once we are given the information is there any recourse or is this it? Because basically it sounds like the plans are there; if FTA approves the land, and that this will begin. Gail Lyssy has this on her desk in Fort Worth. She will not return calls. What is our guarantee the proper safety measures will be put in place. Safety routes to school, legislation was passed, SAFETEA-LU Section 1404 provides that gas revenue can be used for school districts and communities to apply for public funding that helps signage, flashing lights, and crossing guards, I want to know if that will be addressed and done because individuals can not do it, it has to come from municipality, or transit district itself. And the last thing, if this facility is built, how can you ensure that the library and YMCA and this little street, Ashlane Way Lane is not going to end up being overflow like it is at Research Forest and Sawdust Rd. When it gets too full they park along the road and that's not going to be possible here especially when people are going to be driving in. I have the safe routes website for whomever is going to be responsible for this or taking notes.

Unidentified Speaker: Just out of curiosity, where on that map are the areas that you see school children in danger crossing on the way to school?

Denise Plant: Oh you have got to be kidding.

Richard Plant: I am against the park and ride; I find it hard to believe that this is the best location for it. I forgot your name; I do apologize for that. I'm very interested to find out why was this selected as the best location? You kind of glazed over that quite quickly. You said there were three areas, one got selected. I'm interested to know whether these other locations; I'm interested to know whether those other locations have a YMCA, have a school so close by, whether they have a library, whether any, are there any other park and ride in Houston has such close proximities to places like that to a park and ride? I am not aware of any. So I would be interested to find out if I could get an answer from you I would appreciate that. 1,000 cars coming to one place with all these children in the same area. We speak about peak hours. I come to the Y at 5:30 in the morning and it is packed. There is a lot of cars in this area at 530 in the morning as well. There is a consistent influx of cars to this area as well. So if you send another 1,000 cars to this area and you have people in a hurry to get to the bus and make it downtown or to get out of here when they are leaving, I can only foresee more problems. What I am going to be very interested to hear is, when it happens if a child or someone gets hurt, who in this group, who is voting as part of a panel to put the park and ride in, is going to, step forward and say, based on what we had, this was a great idea and when that continues to happen will those people stand forward and say I will still step forward and say, and take responsibility for that decision? It was mentioned earlier at the beginning of this meeting about how many people are here and has my wife said I guarantee if this had been publicized there would be people out the door. This has been cloak and dagger at best. We find out about this meeting basically by saying that we were in support of this park and ride and all of a sudden the information was flowing. As soon as people found out we were against it, shut doors, no return phone calls. So this is cloak and dagger. And the last piece was you spoke about projections in 2025 when the parking lot is going to be built out. Were the projections taken into account about how big The Woodlands will be in 2025 and how many kids could be going to that school and how many more schools will be in the area and how many more people could be coming to the YMCA as well? I'd like you to answer that too please. Thank you for your time.

Carrara: Let me just say that notice of the meeting was published 4 times. Twice in The Villager and twice in The Courier.

Denise Plant: The Department of Transportation told me it should be published prominently, not 12 point or 10 point type, prominently. So I appreciate that those were in twice but I feel like the articles in The Chronicle and Villager shed more light on it.

Mark Davis: I live in Indian Springs. I was told about this park and ride going in, about 2 ½ years ago when we bought the house; it's been in the works for quite a while now. I think the park and ride is a good thing for the community. One of the things you hear it comes up in every community survey is about how bad the traffic has gotten and as I moved out to the west side of The Woodlands, traffic along Woodlands Parkway is bad and is continuing to get worse. And as The Woodlands grows out west, it's going to continue to get worse. I think park and ride on this side of town would help alleviate traffic across Woodlands Parkway in those peak hours eastbound in the morning and westbound in the evening. The biggest complaint that I've heard about the park and ride is the interaction of the cars, buses, and children. I am a park and ride rider and I know from experience that peak hours for the park and ride are very early, before children are out. In the afternoon, the earliest you can get a bus is at 4 o'clock so it would return here at the earliest at five o'clock. So I think again, I think there is going to be that volatile mix of children and automobiles will be separated by time. The one thing that I think is a good suggestion; I heard you talking there would be a bus-only left-hand turn from Woodlands Parkway onto McBeth Drive. I would like to see the construction team consider a vehicle left turn to keep cars out of the Ashlane Way which is more access to the YMCA and library. I'll finish with a question: I haven't heard an estimated completion date. Thank you.

Lydia Moul: My name is Lydia Moul. I am a four-year resident of Sterling Ridge. I have one child, a junior in high school and he did attend Branch Crossing when it was in junior high school. I can assure you that whatever numbers you are projecting or are thinking about right now, I think your numbers are completely, significantly off. Here are reasons why: first of all the growth in this area, I can't imagine that we can continue to support a school that was built for almost 2,500 students and only has 650 in it. I don't see the CISD board allowing that to happen for much more than a couple of years. Also from what I have heard in the media, there is a great deal of discussion about Woodlands Parkway being cut through to 249 so I see this as another opportunity that the Woodlands is offering to outlying areas: Magnolia and Tomball and those areas, to allow those residents to come in and use the park and ride. I don't have any problems with that because we are talking about federal money, but what I am concerned about is that the

discussion of security really does not address the proximity of a 9th grade campus and does not really address how park and rides are used. There is a high transit number of people that aren't necessarily from this area that are in cars and the proximity to young children and to impressionable 9th grade students is a little too close for my comfort. And I can assure you that when my child went there it was almost stopped traffic for a good 20 minutes while school was getting in and letting out in the afternoon. There were cars parked on those areas of the roads that you are talking about here. I don't really see from the presentation that was put, which was the worst case scenario of three time for now that there was such an advantage in the difference in delay from the build and non-build and I realize that is a good 20 years away. But I don't understand how it can effectively run a park and ride for ridership of 300 people in the first year with 12 to 15 buses; you have to loose money at that. My question is how did you do your marketing to figure out that this was the location that the people in this area would need this kind of facility and that we would be able to determine that you are going to have 3 buses to one route and 2 buses to another route, none of that has really been explained about how you've done your gap or need marketing for evaluating what this district needs. In four years I have lived here I have never received anything, a phone call, something in the mail, that really addresses what the people in this area need.

Lloyd Matthews: Resident of Indian Springs. Volunteer. I came today to speak as a representative of the Chamber Mobility Committee. I would like to read something that I had written earlier. I personally have pushed for another park and ride for the west half of The Woodlands for a few years. This is a good location because it allows the majority of users to travel eastward toward I-45 to park and the users can travel the remainder of Woodlands Parkway. If this facility were located further west would require majority of the users to go westward by car and eastward by bus which would be very inefficient. There are only a few buses each hour. I have heard that there are an average of a 1000 riders each day. This is much less than the number of cars using each shopping center along Woodlands Parkway and should not pose any traffic safety problems on Ashlane Way. The traffic counts along Woodlands Parkway and the survey below varies from 11,000 east on FM 2978 to 56,000 crossing the bridge at Woodlands Parkway, considering the alternatives this is a good location for a facility and fills a great need for the community.

Rich Graft: I used to live on LedgeStone, which is right here. I am a former bike rider with a daughter at Coulson Tough. We live in Pepperdale now. We hear about all the cars going through the school zone. I ride the bus you don't get back until 5 o'clock. What you can see at the junior high, the people waiting for their kids to get out of detention class or out of athletics or out of band. I never see any walkers that go through there. My daughter is a former bike rider. I used to ride bikes all the time. We went across the Woodlands Parkway one time and that was it. You'll see cars going by at 70 mph. No one is able to cross Woodlands on a bike safely as a kid, in from this side to the other side maybe cross on the back side but that's it. People are worrying about transients coming in but it is 5 o'clock but no one gets back until 5 o'clock. There are lot of emotions. I wish you would have put that emotion into stopping the extension of Woodlands Parkway when it goes all the way to 249, that will be a much bigger issue than you think, than this little park and ride. That has 300 people of which probably 200 drive cars and the other 100 walk or ride bikes. So put your emotions in that. I wish you would have stopped the Wal-mart, what did they say? 800 cars hourly going there and you are worried about 300 cars daily. Again, I'm failing to understand why we have so much emotion for the park and ride and we just let Wal-Mart just come right in. Again, I don't understand some of these things. There is far more need to address Woodlands Parkway, which far exceeds whatever we are talking about here. The unincorporated areas right behind here, you all know where that is. The dump trucks go all around here they have the drag races on Red Bay, drag races every night. I hear them from where I live a mile away up and down Red Bay from 6 to 8 o'clock.

Carrara: That is the last name signed up on the list. Before we move on, I want to point out what is on the screen right now. We have an extended written comment period that goes until July 5th; and you are welcome to submit additional written comments, by that date either by email, or by regular mail. There are green cards on the table. They have the email or regular mail address that you can use if you want to submit additional written comments. Now if there are others who want to speak for a three minute limit we will take you now. Please state your name when I call on you.

Bob Hunter: Elected representative of Alden Bridge. And why am I concerned? Most of all the Bridge is on the western side of The Woodlands; we also extend to the eastern side of the Woodlands, almost. My home is right near a park and ride. I fail to see how reducing the number of vehicles by a 50 to 1 ratio (a 55-passenger bus) bus versus 55 cars is a bad thing. And

similarly cramming all those people into two locations where you have to go all the way across The Woodlands to get to your location makes no sense. I think traffic is essentially, and I speak because I live, I could throw a rock to it almost. It is a quarter of a mile to my house. I think it is a non-event because it is a reduction of traffic over all to the Woodlands and that's a good thing.

Maxine Letterman: I would like to ask the question; first of all because I am not aware where the suggested other park and ride would be. Is that at 2920 near Wal-Mart? I don't think any of us here have a problem with another park and ride coming in, we feel the need. My biggest concern is you have the YMCA, you got a new library, and the school, I don't think the facility at 2920 has a YMCA and these things near it. That's my biggest concern. I am concerned with the location. I would like to see it at another place because of what we've got here.

Susan Hannon: I did not have any prepared comments. I did not know what to expect. I have been a resident here in the Woodlands since 1988 I've lived over in Grogans Mill. I've been taking the Sawdust park and ride for quite a bit; we recently moved back over here to Rhapsody Bend and look forward to getting into the new park and ride. I have two boys that grew up here so I know how it is with safety. But the park and ride at Sawdust, they allow parking there for the Orwall. So anyone who goes over to Orwall to park are probably parking in there. I think it is really good that The Woodlands shares their parking lots with the Y at Shadow Bend. They have different churches that share their parking with. The soccer fields share with churches. I think it's good to be able to share that parking. A bus comes in every ten minutes. Its not like school opens up and everyone leaves. Ten minutes or every fifteen minutes. The cars dissipate and it is not a huge impact. As far as the people that ride the park and ride, they are professional people they are you're neighbors. They are lawyers, accountants, finance people. We are not talking people that are going down to work the docks or something. These are professional people. Also, I don't think anything has been brought up about what other options you could have over there on that lot. You could have apartments or other shopping. Who knows? You could have a Wal-Mart. This way by the parking, your time is so limited as to when it is used, in the morning and in the evening for the people that live there, you have to think about if you did have a Wal-Mart there or other shopping which would be which you would have a daily around the clock activity.

Tom Slocum: I am a resident right here behind the library. I probably live the closest to where this park and ride will sit. A couple of thoughts but I would just like to echo some of the great comments others have made. I have two young children and one thing I would like to point out for anyone who lives east, any kids that want to come use these great facilities that we just built, they are going to have to ride their bikes right across the entrance to the park and ride there on Woodlands Parkway or here on Ashlane Way. We are really are creating what you would call a perfect storm of great children's areas and we are going to put a park and ride right next to it. I have some other concern just about the height of the street lamps. I'm not sure if you can address that. What does that square on the map represent? I'd like to know that. The other thought with the impact of the federal funding you mentioned that The Woodlands Operating Company is gonna donate some funds to match. Is that the same amount of matching that is taken place at this park and ride as opposed to the other locations?

Paul Broussard: I live in Alden Bridge. This is the first time I have seen this plat and I kind of agree with a lot of the concern with the location of Ashlane Way entrance leaves a lot to be desired as to putting a lot more traffic in there. If the traffic engineer could take another look at this. If we are going to put it here, maybe we could go and put both the entrances on Woodlands Parkway and you take away the threat of a lot more traffic here and more safety issues.

Pam Schrader: I am from Sterling Ridge. I also am concerned about the traffic with the library and the YMCA. There are kids out at five o'clock at night on bikes going to the library and the teens are out at that time. I'm concerned about the entrance on Ashlane. Does this park and ride have to be within The Woodlands boundaries or can it be farther south where there are fewer facilities used by lots of children so close? My husband currently uses the park and ride down by 1960 and it's way out by itself, space around it. I'm not sure why we have to put this right in the middle of all this children. What's wrong with it being further south?

John Manigan: I am a representative of Sterling Ridge. I'll answer your question. A park and ride, Spring park and ride, Bammel Road if you see immediately across the street they are building one large high school, also one elementary, and one middle school. That is already bought and under way right now, being built right on the corner. I did some math too. 15 bus loads a day, 55 passengers all fits together that's taken the cars off Woodlands Parkway basically. Now I am probably one of the youngest men here. *[laughter]* I cringe when I see

some of these people down at Panther Creek trying to cross. If we could take off a couple 100 cars off Woodlands Parkway and some of those people in wheelchairs could cross we've got something here. I will add one thing. We do have a problem at Branch Crossing at Woodlands Parkway. That should have been depressed. If you ride in and come over a blind hill I will guarantee you there will be people killed there. But not due to the park and ride. The park and ride will actually help. Because it will take traffic off. That's just my opinion.

Bob Ferrano: a resident of Sterling Ridge and member of the board and I am also a rider on the Woodlands Express. I am in favor of a Woodlands bus stop back here somewhere. My suggestion is that where McBeth Road is, that seems to be the only entrance off Ashlane Way and I would like to suggest maybe moving the entrance farther south, that way, moves the entrance away from the library and the main entrance to the Y. It leaves it open for the kids in this area, and that way the people that are going out the back way to Branch Crossing and following it through, can go out the back way and alleviate the traffic here on the corners. The other thing I would like to ask is that there were a lot of questions asked here tonight. When and where will we be able to see the answers, the responses to the questions from the residents?

Unnamed: One more comment. I don't think July 5th is a reasonable deadline for the written comments, especially considering the lack of notice for this meeting. The only notice I got was sort of added on to the end of the Sterling Ridge meeting. So, if you did not read about the Sterling Ridge meeting, you would not have known about park and ride. I think more notice for the written comments and some kind of large thing in the paper saying park and ride.

Carrara: Most people will do their letter writing within a week and then forget about it after that.

Nancy Burcher: Resident of Sterling Ridge. I just have a question. I thought that when you had the map, I'm not quite sure what I saw there but I thought when you had the map laying out four areas for park and ride plus the new one. I thought that I saw that the location of the park and ride within its customer area was sort of skewed off to the east end of that area rather than being more toward the middle and I wonder if perhaps that would help some of your traffic safety issues.

Carrara: That parallels the primary roadway that people would be using to get there which is Woodlands Parkway that's why the orientation is like that.

Nancy Burcher: Why is it not a little further west so it would be more in the center?

Carrara: It forms around the location of the lot.

Marshall Stedlich: In Sterling Ridge. I have a concern about light pollution. I would like to hear that you are going to be looking at light fixtures that are going to minimize light pollution. I would like to hear what hours the lights would be on and if they would be reduced intensity over night. And 105 pounds per day, is that the amount of the pollution of a vehicle traveling down all the way to Houston or is it just what Woodlands is going to provide from the increment from here to 45?

Carrara: It is the entire trip of that car that is going to be removed.

Marshall Stedlich: Mr. Matthews thing about traffic, more traffic moving west against the flow of traffic going out to a westerly park and ride should be no problem it's going against the flow of traffic but I don't see this location making any sense. It would be so much safer to be on the perimeter, outside of The Woodlands, location like that might be better suited to take advantage of the grand parkway should it be finished. I think we need a park and ride but I don't like that location.

Robin Slather: I have a couple of concerns. I had talked to John McBeth back in October or November and he kept telling me that people don't want to back track and that was one of the main problems. I and four other people went around with petitions and asked people in Sterling Ridge and Indian Springs I went to the [unintelligible], just because I was there. I talked to people who live in Panther Creek, Grogans Mill. I asked people if they would back track 3 miles out of their way and they said no problem. Well that's absurd; why wouldn't I? In about 3 hours I got 113 signatures saying yes, I would be willing to back track. Another point. Now this hike and bike trail that was just built is great and I am looking forward to taking my kids, and I have little kids, so I can go any time in the morning. they are looking forward to that. Now I am concerned about the buses. I am concerned, first they are big buses, because little kids are hard to see, I personally not here, but personally, have been hit in a car by a bus three times by a big bus like this so I'm concerned about that. You talked about not as many children are around here, school is not getting out at 5, but you have soccer, baseball, you have taekwando, you have all sorts of different activities here in those evening hours and are letting out during these

evening hours. My son plays soccer here. There are kids coming and going. People are coming home and then leaving.

Roberta Sandler: Engineer once, now an educator and also a parent from Indian Springs. I took my time out Saturday and I used my marketing skills and I went out did exactly what an official said. I asked some people here with Robin and Cheryl if they would back track 3 miles to a safer park and ride. Absolutely. We had four people who said no. Appreciated their comments and thanked them. The majority said they had never even been asked about park and ride, the options. Where I heard from an official, yes we were asked, and the answer was no, we should not drive three miles out of our way. So here are 200 or so signatures. The other thing that I think is so important; I got a petition from kids at Coulson Tough. The kids there decided that our safe route to from Indian Springs Coulson Tough is to come down Woodlands Parkway, turn on Ashlane Way, and then proceed to Branch Crossing. So now if I am correct 1,000 cars at 150 minutes are 6 cars per minute, so as a child comes down there are 6 cars entering that park and ride per minute and if my calculations are correct, you have a bus leaving every five minutes so the exposure level, the risk to our children is too high and I didn't hear that when you were talking about safety features when you were evaluating the other two sites. So I would like to know how much weight you all placed on that safety factor. Furthermore I teach at McCulloch Junior High. School starts promptly at 8:50. If your child is not there because the bus is late, they miss the subject matter. We have to start at 8:50. I am amazed how many times now buses are late getting down to McCulloch. McCulloch is the very last stop. They go the 9th grade campus. They do the elementary school and then McCulloch. I think the taxes that we pay in this community, that our children should arrive at school on time. You are clogging the 9th grade campus. The only way I can see to get around this is, if you insist on putting a park and ride here, is to limit it to 500 cars and stop it at 650. You take away the issue of safety for the children and you don't clog it up when we are starting to do to Branch Crossing. If you insist on putting a park and ride in this area I think you need to take those two considerations into account. If not, I want to know. And I have enough people that say let's reevaluate that, if you need more signatures tell me how many to get. Thank you.

Heather Montgomery: with Congressman Kevin Brady's office. I just wanted you all to know that I will share many of your comments, all your comments, with him. You know he wants the

very best in transportation for The Woodlands. Any way I am here just to be here to report back to him. We thank you all for coming and sharing your ideas.

Robin Slather: With the safety issue I'm curious as to what kind of study you did. I am currently in the process of writing a letter to the Sheriff's Department to see, for the other two park and rides here, what kind of criminal activity has been addressed there in the past few years. And what prompted me about that. I was talking to a constable during the home show over here- and just casually in the conversation asking him if he knew where it was to go. He said he was not sure; hadn't seen the map. And he said personally "I hate park and ride. They bring so many undesirable people." And based on that comment I am curious to see *[many people talking]* I am not necessarily saying the people that are riding it, but people loitering.

Lyle Nelson: At the current park and ride lots we have had three problems there in 20 years. When the security guards *[unintelligible]* well after the majority of parkers have gone. The majority of the calls to our park and ride lot by the Sheriff's Department have been for vandalism to a couple of cars out there. And people should be calling us. I don't know about any undesirables that were loitering around out there. It's not allowed out there. We have security guards out there all of the time. If there is any loitering or problems, the sheriff is called immediately. It hasn't happened a lot. I would be interested in seeing what the Sheriff's people say.

Unidentified: I have friends that take other park and rides closer to Houston and they have several break-in's a day, not all park and rides are created equal. There is no comparison.

Averill Curry: From Indian Springs. You were talking about air pollution. I would like to know what the effect of pollution from the buses that are going to stand there for a while. I want to know what effect that will have, *[unintelligible]* I know I don't want it in my back yard and it is pretty close to my back yard.

Unidentified: I am a former advertising executive. My special area is in media purchases. I also have an MBA in marketing. My suggestion to you as far as the concerns about the lack of public notice, typically the rule of thumb in advertising, there has to be 65% net coverage of a particular given area with three times on average reaching each individual over a four week period. So two ads in The Villager, which is a free newspaper and has very spotty distribution and two ads in The Courier, which has extremely spotty distribution here in the Woodlands is not

what I would call a 65% net and three times coverage. You need to consider other ways of distributing information because the circulation of those two newspapers do not cover the Woodlands effectively. They are also very expensive. You will need to consider doing direct mail to The Woodlands or possibly paid cable advertising for a real, honest-to-goodness coverage. Because what you have done is not anywhere near 65 and a 3.

Robert Heineman: Lyle, do you have some surveys from your existing riders?

Lyle Nelson: There was a survey done two years ago. I don't have the results. There were something like 300 riders from each one of the lots said that they would like to see a lot west, in the western portion of The Woodlands. I do not have the exact figures and I apologize for that. It was two years ago.

Unidentified: That would be of interest to many of us in here, because depending upon how you ask that question will depend on what kind of information you get back and how valuable that information would be.

Carrara: That's true and I am anxious to see your survey as well.

Unidentified: Aren't the public notices pretty much defined by law? Your legal requirement?

Carrara: It is a minimum requirement.

Unidentified: There is a difference between that and a marketing reach.

Unidentified: I was told earlier, as long as they could check the box for what the Federal Transportation Administration does. They have done all they need to do. And I was told that today.

Unidentified: On that map, there was a big concern about kids coming from the other side of the drainage ditch in that neighborhood. You could eliminate them having to cross the two intersections if you could just put a bike path around the whole mess and just put them into Branch Crossing somewhere. Pedestrian overpass is out of the question. Way too high. But to avoid co-mingling pedestrian traffic with those two you could come around the back side of the parking lot and intersect Branch Crossing, you could eliminate a lot of the hot spots. You have one more crossing to worry about but you could be out of those two very busy intersections and away from the buses.

Richard Plant: I would just like to reiterate the question that was asked earlier which you avoided answering the question.

Unknown: Why was Coulson Tough School left off the map?

END OF RECORDING