

Triangle Strategic Tolling Study

Compilation of Comments (09/04/19)

Email Responses

Toll roads are incredibly annoying. I'll randomly get some bill for \$2 that I have to take the time to pay. I rarely intend to take a toll road and try to avoid them whenever possible. Please do not make any more toll roads in this area.

Thanks for your time,
Arton Ragsdale, Durham

Here is a question. Why not set up a toll booth on 95 or 85 near VA and tax the people coming into our state instead of taxing the local traffic. Its not going to fix the congestion issues because the area is not built with infrastructure to accommodate the amount of growth already. Duke already squandered the light rail idea because, well all know, they didn't want poor and ethnic minority people and students to travel via more affluent areas. We know the issues they gave made no common sense.

An even better thing would be to use the middle of the highway system and do a light rail elevated above traffic! Charge for that to ride like a bus system. That would also decrease traffic if those kinds of dramatic and progressive solutions would be available or planned! It would also provide an income for the city and general areas. Please don't do a toll on the local people. We are already taxed too much.

Have a great day,

Elise Dickinson

Durham NC

Andrew,

I am providing feedback on the strategic tolling study. I am in support of toll lanes if they will speed construction of additional capacity on existing highways which are at or over capacity. In particular, we need additional capacity on NC-147, I-40, and US-70 in Durham and Wake Counties. Of course I would prefer the lanes to be without a toll, but we cannot afford to wait for additional capacity on these clogged arteries. Toll lanes are paid for by people who use them so people who don't use them do not have to pay for them. This seems fair and equitable. I am OK with additional incentives to make the additional capacity more equitable for people of lesser means. Thank you for consideration.

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Joshua

Hi Mr. Henry,

In regard to the Triangle Strategic Tolling Study, I have the following comments:

- Tolloed lanes are a waste of resources. The extra expense involved in adding, operating and enforcing tolloed lanes produce marginal overall impact on congestion and take decades to pay back, if ever. Proven alternatives like general purpose lanes or minor improvements such as auxiliary lanes between interchanges, signal improvements and ramp meters can have a real & immediate impact that helps everyone.

- Tolloed lanes are a waste of resources. On a recent trip to I took to Atlanta on I-75, traffic on the general use lanes was stop and roll, The adjacent toll lanes were virtually empty, with roughly 5 cars a minute going by. What good is multi-million dollar toll highway investment that people won't use?

- Tolloed lanes will make general purpose highway improvements or transit alternatives more expensive. Once built, the toll lanes are a multi-decade commitment taking up median or shoulder space that could have been used for general purpose lanes or rail transit, making either option even more expensive and less likely to occur.

- Tolloed lanes will make general purpose lanes more dangerous. I noted in the study that one way to make 'space' for the toll lanes is to narrow the general purpose lanes and the shoulders. Reducing lane width or shoulder space will make the general purpose lanes noticeably more dangerous, resulting in more accidents and congestion and endangering the general public.

- Tolloed lanes result in 2 classes of drivers - the well-to-do who can afford the tolls and everyone else who is stuck in the inadequate general purpose lanes.

For all these reasons, I oppose the move toward toll lanes on Triangle highways. I encourage you to consider what is best for the general public and what makes the most economic sense for the most people - not just the 1% cruising along the toll lanes. There are cheaper alternatives that would be available to all drivers. As gas tax revenue falls, there are funding alternatives available such as an annual mileage fee based on the miles driven per year, with the data already captured during the annual safety inspection.

Thank you for considering my comments.

Todd Patton

Andy,

I hope that Sam's move in at UNC went smoothly. We've been getting positive reports from Zoe, and may get to see her for a few hours on Monday. It's feeling different just having Subi at home.

I've read the draft Triangle Tolling Study and plan to submit written comments and present them at the public hearing on the 11th. I was wondering if you have time next Thursday to talk about the genesis of the study and where the staff thinks this is likely to lead. I also have some time on Tuesday.

So that you have a heads up on what I'm thinking, here are my primary points. First, it looks like the only goal that is being addressed is congestion reduction. I will advocate that the two other goals that should be addressed are VMT reduction and improved equity of the transportation system. Second, the study does not seem to consider the option of introducing congestion pricing for some or all existing lanes, in advance of adding lanes. Third, the study dismisses equity concerns by stating that examples from other facilities indicate that drivers of all incomes use the priced lanes. This doesn't really address whether the investment advances equity in the transportation system.

Again, I'd like to learn more about the background of the study before submitting comments.

Thanks,

John

Hi Andrew,

Thanks to you and your colleagues for putting forth this toll study. As someone who travels on 147 daily, I can definitely see the benefit in adding toll lanes (on 147 but also other routes).

That being said, I tend to think of improvements in bus routes/development of bus rapid transit as the priority for our region, now that the light rail project has met its unfortunate demise. I only read the executive summary of the toll summary, so I may have missed this somewhere: but are the two MPOs planning to work on this toll lane project in conjunction with developing stronger public transit options?

Thanks and have a great long weekend!

Sadie

Facebook Responses



Susan Marisa Gore Vitellaro When they tolked 504 it was a TRAVESTY - and the rates are OUTRAGEOUS - NO MORE TOLLS.

Like · Reply · Message · 2d



Susan Marisa Gore Vitellaro THEY AREN'T ASKING OPINIONS, THEY WILL JUST DO IT.

Like · Reply · Message · 2d



Milestone Follower

Mary Molina NO TOLLS - DURHAM LOST \$160 MILLION ON THE LIGHT RAIL TRAVESTY - OH HELL NO ON THE TOLLS!

Like · Reply · Message · 2d



Mark Leedom I'm pretty sure we already pay taxes for roads, so no toll roads please.

Like · Reply · Message · 1d