



Mail



Calendar



Contacts



Email Settings



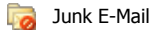
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Drafts [2]



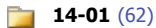
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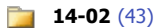
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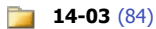
Sent Items

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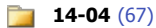
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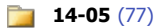
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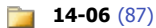
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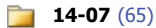
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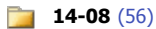
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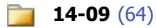
14-06 (87)



14-07 (65)



14-08 (56)



14-09 (64)



Manage Folders...



Thanks for Allowing Us to Present!

Vince Winegardner [vwinegardner@bellsouth.net]

Sent: Wednesday, October 08, 2014 1:40 PM**To:** [Steve Johnston](#)**Cc:** [Sharon Hudson \[shuds12@gmail.com\]](#); [Jay Privette \[njjay@yahoo.com\]](#)

Sarah and Company,

Thank you for allowing Jay Privette, Sharon Hudson and me to present the I77 Toll Issue at your forum. You obviously are very influential as indicated by the elected leaders and candidates present.

I have provided text from a recent communication to the Charlotte City and Mecklenburg County Councils about this topic and how it affects Charlotte as well as Lake Norman.

Best to you and thanks for what you do for our community.

Vince Winegardner
WidenI77 and Northcross Master Association
Davidson/Huntersville/Lake Norman

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Sent on Oct. 7th, 2014

Honorable Charlotte Council,

Last night you reviewed the I-77 P3 HOT lane concept and its possible impact on Charlotte traffic flow. Based on the conversation and today's newspaper article on that meeting, some of you began to voice your concerns about the common sense issues this non-solution brings to your communities. In the article it mentions Mayor Clodfelter's concern about crossing traffic and the design's potential for contributing to accidents and additional congestion at the entry and exit points to the toll lanes. This very legitimate concern exists at every entry and exit point. It will be a problem when the lanes open and will become steadily worse as the general purpose lanes grow more congested over the years. But the I-277 issue is just one of the negative impacts. What about I-77 between Uptown and I-85?

This very narrow strip of land which currently has four to five lanes in each direction will have one HOV lane removed and replaced with two toll lanes which will only be accessible from I-277 or points north of I-85. If the region is growing at more than 2.5% and towns like Gastonia and Concord are growing at an even faster pace, how will this tolling "non-solution" help address the congestion that continues to grow on I-77? Can we add a lane later to I-77 in this two mile stretch between Uptown and I-85? How much will that cost? Will there be an extra fee to pay Cintra for that competing lane? Will we have to replace/modify the bridges again? Where will the traffic go? Will Lake Norman traffic be less in the GP lanes due to the toll lanes?*

Normal human behavior will prevail. Drivers will find the route of least resistance (and expense) to and from their Uptown destinations or points South. They will go through the communities you represent. They will not be stopping to frequent the local businesses. That congestion will be deterring consumers from going to those local businesses. We see it now in Lake Norman at Exit 28 – you have seen it on Independence Blvd. All of us will be paying higher taxes for the road bonds needed to widen these very expensive secondary routes. That is money not available for education and other public services. How will businesses view our unwillingness to build uncongested infrastructure? Logistics hub with a major artery blocked?

There are other ways to address our funding shortfall and avoid this "non-solution". Time is short. Please contact Governor McCrory and tell him to not sign the NCDOT/Cintra Financial Close (planned for later this month) until Charlotte has had time to further review the wisdom of this approach.

Please let me know if you would like a presentation on the I-77 P3 HOT lane issue.

Respectfully,

Vince Winegardner

President of Northcross Master Association

Board Member of WidenI77 – a non-profit corporation dedicated to educating the public on the adverse impact of P3 tolling on I-77 and in North Carolina

Davidson/Huntersville/Lake Norman

[704 965 4411](tel:7049654411) / [704 987 7970](tel:7049877970)

*The HOT lane concept is not about moving a lot of people. It is about generating revenue and changing behavior. It has not done well at either in any of the locations where it is being tried. Typical HOT lane utilization is less than 5% of the traffic volume for most roads. I-95 publically owned HOT lane success in Miami? 2012 data and the initial stretch implies success – look at it now. This managed lane concept is relatively new and the true downside will become apparent a decade after they are implemented with a guarantee of 40 more years of pain in our case on I-77. More transit? Transit is good but does not significantly relieve congestion. Need it all but adequate roads are the least expensive for cars, trucks, and buses.

