Davidson County
I-24 Corridor Public Meeting
Nashville, Tennessee Regional Planning Commission
October 22, 2013

 Reported by: Linda A. Wells, TLR, CCR
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JOAN BARNFIELD: Hello and welcome to TDOT's last series of the I-24 corridor study.

My name is Joan Barnfield. I am with TDOT, and I'm the project manager for the study. This is Harry Rice. He's with Atkins who's conducting the study for us.

This project is in the final phase of the 18-month study. This is just a study and an assessment, if you will, of what needs you see, and what needs TDOT officials see, and what local officials see as something for this area.

Before we get into the study, we have a three-minute video. We have a quick three-minute video that will give you an overview. And then Harry will go into detail with a PowerPoint presentation about the findings so far, and we will end then with a comment session which we will ask you for your comments.

Those of us here tonight are all wearing badges. If you have any questions, any information, feel free to stop any of us, ask us questions. And I'm also going to ask Harry to introduce his group with Atkins. I don't think I see anyone else from
TDOT.

Do we have any other TDOT officials here?

(No response.)

Okay. I'll ask Harry to introduce his group.

HARRY RICE: I'm Harry Rice with Atkins, and I've got Jerold Balboa (ph) and Bill Wallace here in the front row with our team. And then you've met our folks back at the back table there when you came in the door with Younger & Associates, Allison and Lana, and they're sub-consultants to us on the public involvement. So we're thrilled to be here tonight to share the information with you.

JOAN BARNFIELD: Now, your comments are important to us. We have a court reporter here who will take your comments.

After the video and the PowerPoint presentation if you would like to go on record to make a comment, you need to do one of four things:

First, you need to speak out. The court reporter will write down what you say.

Secondly, if you do not want to stand in front of the crowd, you're very welcome to come over after the session is over with and talk directly to the court reporter.
Thirdly, you can pick up one of these forms that's on the back table back there, fill it out, and leave it back there.

Fourthly, you can take this form home with you, fill it out, and mail it back in within ten days from today, and that's basically all I have to say.

This meeting is for you so please feel free to ask questions, and I'll turn it over to Harry.

HARRY RICE: Thanks, Joan.

What I'll do now is just play this short video that TDOT prepared about the corridor, and then I'll have about a 30-minute PowerPoint that I'll go through, and then we'll open it up for questions so that's kind of the agenda.

(Whereupon, a TDOT video was played.)

DEANNA LAMBERT: Hello, I'm Deanna Lambert with The Tennessee Department of Transportation. We'd like to give you an update on the I-24 Multimodal Corridor Study that we first told you about a few months ago.

This corridor extending from the Kentucky state line to Chattanooga includes 15 counties and links key resources in Clarksville, Nashville, Murfreesboro, and Chattanooga.
The I-24 corridor has experienced rapid growth in both passenger and freight traffic and was identified as a strategic corridor for in-depth planning in our state's long-range transportation plan.

We are now in the last phase of the corridor study. Technical analysis has shown that while passenger traffic and freight volumes will continue to grow, there are many opportunities to improve mobility and access along the corridor.

A vital element throughout this study is public input, comments from you. So far through public meetings and our online comment forms, we have received information from more than 500 people. Many of you that we've heard from commute to work or school on some portion of I-24.

The number one public concern is congestion, followed by concerns regarding safety especially from first responders and police. Based on the technical analysis and the public input so far, the types of projects being considered in the future include identifying and improving alternative routes for people and freight, improving interchanges, adding lanes and truck-climbing lanes on I-24, transit alternatives, and safety measures.
A more detailed list of these projects under review can be found on the TDOT website. The study will be completed in January and will include a list of feasible projects along with the total cost of construction. The projects will be prioritized based upon cost effectiveness, economic and public benefit, and input from people like you.

The purpose of the corridor study is to address future transportation needs. It saves money, helps resolve major issues before development, and helps direct future developments. It also helps us to develop creative and long-term solutions to problems.

For the transportation system in Tennessee to meet your needs and serve your family or business for generations to come, we need to hear from you now during this planning process. Technical studies alone can miss important points so we want to make it easy for you to ask questions and give us your ideas.

(Whereupon, the TDOT video was completed and the meeting continued in its open forum as follows:)

HARRY RICE: Okay. What we'll do now is just present the PowerPoint and hopefully give you some good information that you can look and see what we've done up to this point and then, like I said,
we'll open it up to questions.

    Just an overview of the presentation, I
will do a corridor overview. That is reviewing again
where the corridor is and what our schedule is.

    We did do some survey information. You'll
see that information. We'll have some -- you've
already looked at it, some here, as you walked in,
some of the results, but we're going to go into a
little more detail about that. And then we'll
probably spend the bulk of the time on proposed
projects and just some of the ideas that have come out
of that public involvement. And then, of course, then
we'll answer and get into the Q&A session.

    As you can see, the corridor here runs just
north in Kentucky up there in Clarksville and down
through Chattanooga and it's about a 185-mile long
corridor, and this is the third and fourth studies
that TDOT plans to conduct. They conducted a study on
I-40 and 81 that ran across the whole length of the
state, and then there's also a study done on I-75.
And this study, of course, is on I-24 and then there
will be another study done on I-65. So, basically,
this process that TDOT has been following for the last
several years is a study on the most major interstate
routes through the state.
The corridor is in a little bit more detail. You can see where it starts in Clarksville and runs down through Nashville down to Chattanooga. There's about 15 counties in this study area. About eight of those counties are where the corridor runs specifically through, but we've also, as you'll see later, we have not just studied I-24. We've also looked at routes parallel and different ideas in what we would call the whole corridor, not just the interstate route itself.

One of the things we've done is look into the information from the MPO. That's Metropolitan Planning Organization here in the Nashville area. As you can see from this chart, the projected growth in population, a 79 percent increase in population projected by the local MPO from 2010 to 2040. And also you'll see the employment growth as projected over that same period of time, an 82 percent increase.

And as you can see on a couple of the maps here, if you can -- you may look at those in a little more detail -- we've talked about levels of service. Like, level of service of how a highway operates. It's kind of like in school. Level of service, "A," is really good. Level of service, "F," is really bad. And that will give you an idea of the level of service.
in the corridor. It's anywhere from a "C" to a "D" or "E," depending on where you are in the corridor.

But this growth is projecting and we're you anticipating that that may, indeed, intensify over the next 30 years. And we're projecting that 20 percent -- 26 percent increase in -- or decrease in speed along the corridor, the entire corridor.

In the Nashville area, that particular is 31 percent. So it kind of varies, of course, through the corridor and, obviously, being here in Nashville, we can probably tell you a little bit about what's going on in the Nashville area, but that's what we're expecting based on the population and the employment growth.

Part of the reason that TDOT wanted to look at the study is to, you know, plan for the future. As you could imagine, you know, you've got the need to solve future problems so part of this process is to develop a list of projects that TDOT can look at and begin to plan for in the future. And as you would imagine, you'll see as we go through the study, these projects can get large in code and scale. They also can be expensive. So the need to start that planning process early is required to be able to -- for TDOT to manage their resources appropriately.
You'll see there in the last PowerPoint how best can we spend the money that we have as TDOT?

As we all know, funds are more and more scarce these days so the best way to use those monies is part of what TDOT wants to do through this project is develop those -- a list of projects and analyze them and use their monies in the best way. And you want to just keep that in mind as we go a little later on, and I'll come back to this point. Just remember the cost aspect because you'll see some cost estimates later on that will kind of give you an idea of what things cost as we look at some of these projects.

Our schedule, we started the project back in 2012, and we have identified some potential projects here in September. They were through some survey information, and I'm going to go into it a little bit.

We're currently evaluating those projects and that's part of the reason we're here tonight is to let you see what projects have been identified to us through public involvement but also to see if there's anything that you would like to add to that list. And then by January, we're going to be developing a prioritized list that will be really part of the final product of the study.
I probably ought to back up and remind you too that on their website on the site, you'll be hearing this information later, but we have about eight (ph) technical memos through this process and all those technical memos are all on TDOT's website, if you really want to dive deeper into the analysis, but that information is on the website.

Now, the survey that I mentioned and some of the information is already there and we'll go into detail here. The survey was started in January and it ended in June. And as was pointed out earlier, we've gotten over 500 comments, which I've been doing this a long time and that's one of the best turnouts of comments, and it basically was an online survey. And it really showed us that, wow, that's a really good way to get input, not only in meetings like this, but making it available for people to do it right from their home.

So you'll see here as we go through the list of projects that a lot of that information came from that survey.

Some of you may not be able to read this, but the -- 96, the very blue part of this chart -- 96 percent of the comments we got were through the online survey. The others were through mail and faxed
information. As you can see, a lot of what we got was through that online survey.

Just to get into a little detail on what came out of that, the -- this one talks about the results and what is your main purpose for traveling on I-24? And we thought this was really good for us. Fifty-nine percent said that it was to and from work.

Do you remember back -- earlier in the presentation, it talked about the growth of employment that's projected in this area? We're anticipating that that growth will occur, and it's really good to know that people that use this corridor every day to and from work in that employment factor are really the ones that we're getting some good input from.

So there's 59 percent to and from work was their main purpose, 12 percent for business, 21 percent for leisure, and 8 percent for other types of trips.

Then we went into how often do you travel the corridor? You can see that 72 percent said that it's frequently. And, of course, we think it's also very good that we've gotten input from people who are actually using the corridor.

So the folks that responded to that survey are the people that were spending -- 72 percent of
them use the corridor very frequently. And it's great that they felt -- it was very good to hear from the people that are using the corridor. 22 percent use it all the time, 6 percent sometimes, and 2 percent rarely.

We also -- they've pointed out the ways and the importance and other issues of I-24 that are very important. 51 percent -- 71, I'm sorry. 71 percent say it is very important, and the other factors that we think that are involved there are things like transit; truck, freight, just to mention a few. But those are some of the other factors besides just congestion that we think are important.

Another thing is safer travel. 52 percent said that safer travel is most important to them.

And more interesting, interchanges. 34 percent said it is very important, 27 percent -- dropped back down to 4. But you can see that, you know, over 90 percent think it's important to at least rates of three or four or five.

Other issues. 54 percent mentioned, as you can see as a lot said earlier, are freight and truck traffic and that kind of thing.

Then we asked what other options for transportation would you like to see in the corridor?
You can see a variety of responses here.

Park-and-ride, 10 percent; bus routes were 19; and high-speed rail for 51 percent. Keep that in mind as we get into the cost applications as we get a little farther because high-speed rail would be very -- it's also very expensive. But it gave us a pretty good idea what other people were looking for.

So, like I said, we're going to go through some of the projects that this slide here shows you. Again, the list of projects is on the website. You can look at it there. And through this process, we have over 570 proposed ideas. If you want to just see projects or strategies or other things that were presented, you'll see those in a minute.

Of those 570 those proposals, in that, obviously, was a lot of duplication that we had to kind of narrow it down. There was 169 specific projects that citizens recommended. And then Atkins, and TDOT, and the MPOs also have input.

Some of the things that we looked at is we looked at, you know, substandard design such as median width, lane width, substandard clear zones, substandard shoulders, vertical and horizontal alignment, bridge conditions. Those kind of things are also some of the factors that we looked at.
So what I'm going to do now is kind of dabble into the specific projects and just give you an idea of the types of things that came up.

One of the first things was just an initial roadway capacity on I-24. There were 129 proposals by citizens and we narrowed them down to about 21 specific projects and these were, of course, for the entire corridor, not just in Nashville. But in Nashville it was add lanes on I-24 and then adding lanes from Smyrna to downtown Nashville. But those are the type of -- just adding additional capacity to I-24 or something like that.

We also had transit proposals, express bus and rail. We had 82 (ph) proposals by citizens and they were narrowed down to about 6 specific projects. A couple of those are bus and transit, or express bus to here in this area, Hickory Hollow and Bell Road. And also express bus or -- express bus or rail to Murfreesboro and Nashville.

And other projects are just operational improvements such as ramps and entrances. How can we improve those? There were 52 proposals that narrowed down to about 22 specific strategies, and other examples are here, or near here near the Bell Road interchange, extending those ramps. They're a little
short. And also the west merge with I-65, which is
toward the downtown area, you know, what could we do
to improve that area?

We also had some idea of corridor pass
capacity. As I mentioned earlier, we looked at not
just the I-24 corridor but the outside of the actual
interstate, and this is, you know, improving roads
that are parallel to I-24. We had 47 proposals, which
is about 16 projects, and those are things like
removing the outer loop on I-65, is one idea in the
downtown area, or widening Murfreesboro Pike. As you
can imagine, those are two parallel routes that would
help in making the I-24 traffic better.

So -- and one thing I want to just point
out as we're going through these projects, these are
all projects that we've been given as part of our
cost-savings for these projects. Are they credible?
Do they make sense? Are they viable? That's part of
what we're doing. We're just trying to give you an
idea of the types of projects that we were given
through the survey.

Another type really doesn't have anything
to do with adding pavement or improvements but more
operational. Here, we're talking enforcement and
38 proposals that really narrowed down to 5 projects
such as an HOV-lane enforcing in Nashville and enforcing just the traffic violations, and how that could improve the corridor.

Then, there is one of a policy-type of project and 32 proposals, 6 specific projects. A couple of those are like opening the HOV lanes to single-occupancy vehicles into downtown Nashville. And then almost the opposite, extend the HOV hours. So we obviously got folks on both sides of the fence here but that's, you know, to be expected when you're getting input from the public.

Also mentioned are ideas that came up with the signing and marking. We had 27 proposals, 15 specific projects. One of those was the signage to divert traffic around 840 and Briley Parkway -- or Briley Parkway and force that into -- direct people coming south from Louisville to just use Briley Parkway to avoid the downtown area by signing it, and that's one idea. And then just to install lane reflectors and just better signing embarking on the ramp.

Kind of a different vein here is new access such as interchanges and rest areas. We had several proposals, 10 specific projects; adding a new interchange between Smyrna between 66 (ph) and 70 so
it would be just east of here, and then a new rest
area between Nashville and Monteagle. So those are
just some ideas near Nashville that were proposed to
us.

We also looked at more operational-type
truck restrictions. We had 20 proposals, 7 projects,
such as restricting large trucks to just the right two
lanes, increasing truck restrictions to the left lane.
You know, just ways to deal with the increasing
traffic that is coming from trucks. And as you would
imagine, part of what we're dealing with here with the
growth of employment and just traffic, in general, a
lot of it has to do with trucks.

So just to give you a little more
information about the truck issue, if you will, you
can see here that this equivalency chart is really
just a way to give you an idea and to look at other
strategies besides just road widening. You know, the
first chart there shows one truck, equivalency to a
truck. But then if you look at a railcar, you can
basically get about four-and-a-half truck loads on one
railcar. But then if you use a barge, that's almost
70 equivalence to truck traffic.

So the more we look at strategies to divert
some of the freight to other modes besides just a
truck on the highway, there's certainly another way
that we can reduce the amount of truck traffic that we
expect to grow here on I-24.

This figure you can hopefully see, and
we've got a copy of it here on the boards as well, but
what we're trying to show here is really just that
we're kind of limited to some of those options here in
this area. We've got a couple rail lines that are
shown in the blue and the yellow, and, of course, the
more purple color is the actual interstate. And we've
got a few freight ports (ph) and waterway ports that
are available to us, but those are some of the options
that we'll look at as ways to maybe divert some of the
freight traffic from trucks to other modes to reduce
the impact of I-24.

Back to the list of projects. A couple of
others here before we try to wrap up.

There's some operational ideas that we
have. 19 proposals, 7 specific projects on what we
call ITS, or Intelligent Transportation System. You
can see the example there, "Please watch your speed.
Don't text and drive." These are variable (inaudible)
signs, and we use those to help people know what's
going on, get them the information. And those are
certainly strategies that have already been
implemented in the Nashville area but could be further used on I-24.

A couple ideas were controlling the merge of traffic or ramp metering. What this is is a red and green light on the ramp that would just meter the traffic and let traffic go at a more slower pace so it doesn't impact the mainline of the interstate. So those are some -- one idea.

Another idea is using variable speed limit signs where you change the speed limit depending on the conditions of the road, and those are certainly used in other locations and can give you an idea of their use here.

And we mentioned earlier about new interchanges, but you can also look at interchange modifications where you're really not putting in a new interchange but you're just modifying existing ones to make it better. We had about 10 specific projects. One, is redesign of the intersection here downtown on 24 and 440 and redesign, or rebuild, the interchanges closer to downtown for efficiency. So those would be, like I said, a modification of an existing interchange.

This is another example of something that is called a new pavement or structure or policy for
emergency response. We had some input on that such as expanding the medians to accommodate safety vehicles, add emergency lanes. And there were some locations throughout the corridor, not just here in Nashville, where there were some weekend breaks that were needed for better response time for emergency vehicles.

And then we got some input on transit such as commuter rail. 4 specific projects; basically, commuter rail between Clarksville and Murfreesboro and linking rail into Nashville, expanding the CSX tracks. So we had several commuter-rail type options as well.

Again, speed limits. Basically, looking at reducing speed limits in the area, Smyrna, as well as increasing the speed limit. Again, we've got both sides of that issue but, as you can imagine, it's a bigger topic. Some people want to go faster at some points and slower in another, so we're going to look at both of those ideas.

Talked about -- we saw some input relating to narrow lanes. You know, 2 specific projects; widening the lanes here in this area, as well as a few of the major cities in Chattanooga and Nashville where you've got narrower lanes near intersections that could possibly be widened. That's something that we'll look at.
And then going on to policy (ph) type; beautification, dealing with billboards and landscaping and, basically, an interchange like over here on Bell Road. How can we make that look more attractive and a better-looking interchange and other projects that we could use for that?

And then we have some just signals. These are obviously not necessarily incorporated to be on I-24, but they can go on the interchanges as well as along the facilities parallel to I-24. We'll look at improving traffic signal operation at the interchanges and, like I said, on parallel routes. So those are some other ideas that we think might be worth looking at.

And then truck lanes. As we mentioned with regard to trucks and the slide I showed you earlier, the impact that trucks have on our travel here on I-24. Are there ways that we can maybe separate the truck traffic from the vehicle -- other vehicle traffic? Or dedicate, in this case, like one of the projects was an eastbound truck-climbing lane near Chattanooga. Those that travel to Monteagle, you know how important and how impactful the truck traffic can be on I-24.
And then lastly one of the projects that came up was just looking into rock-slide issues up in the Chattanooga area. But I just wanted to let you all know here in Nashville that that was one project that some folks in the Chattanooga area are concerned about and Monteagle.

So those are, again, an overview, a large overview, of the many projects that were developed and are sent to us that we're evaluating. Of course, part of our purpose is to get farther. If you all have other projects, we certainly would love to hear about those. I'm just giving you an idea of the type of projects that we've been looking at before we develop the final list at the beginning of next year.

One final thing before we go into Q&A is really dealing with cost.

We thought it would probably be good just to give you an -- we have about three or four slides here -- just give you an idea of what it costs to do some of the projects we've just talked through. We think it is important for you to know that in our current condition really as a society, you know, and through this economy, you know, and through funds that are available, that's part of the reason that TDOT wants to do this study, as I mentioned earlier, is to
strategically think about how to use the limited resources that we have. And if we're going to do a particular project, get it in the pipeline, if you will, in the staging (ph) and planning so that TDOT has a plan to construct that project because it will take -- it does take time and it does take planning.

Just an idea here. If you added one lane in both directions, it's about $7 million a mile. Of course, obviously, like in Monteagle, the road would be about $27 million a mile. So it gives you an idea of the scope and scale of the cost of these projects involved.

And a bridge, if you just add one lane in both directions for a typical 300 foot bridge, that could be anywhere from 8 to $10 million (ph).

If we're talking about putting in a new interchange, in a rural location that could be anywhere from 8 to 36 million, depending on the right-of-way costs and depending on just the size of the interchange and the type of facility.

Joan, help me here. I think we're talking right-of-way is not a part of these costs. The right-of-way is an extra -- right-of-way would be increasing that. So if you had to put in a new interchange and you had to buy property, the
right-of-way would be a condition of this. This is really just the cost to construct it.

If you want to put in a signal, anywhere from about $100,000 to put in a traffic signal.

And a new interchange in an urban setting can be very expensive because you would actually have to get into retaining walls and a lot of impact on that, so that could be 18 and 76 million (ph).

And if you want to talk just about transit options or express bus, just providing that service, 100 to 300,000. For the rapid transit, it's close to $10 million.

Light-rail transit like, if you will, a streetcar trolley kind of? Heavy rail like MARTA is in Atlanta but may be a step back. Light rail would be -- no, we don't have high-speed rail on here. It's off the chart, but it's very expensive. But that gives you an idea of the type of costs that we're looking at.

So I hope that was helpful to you to give you an idea of the types of things we've looked and what we're discovering, if you will, just on the financial side and what are the kinds of costs. And, again, our timing is to wrap the study up, get more input tonight.
Today, as you saw, it is scheduled as the last of the three meetings that we've held in the corridor and so we will go ahead and take any more input you give tonight and wrap the study up in January.

So I think, Joan, you're going to kind of proceed with Q&A and we will go from there.

JOAN BARNFIELD: I hope you found it helpful, and now we'd like to hear your comments.

And, again, let me remind you, we have a court reporter. If you could stand and give your name, she will take your comments, and then your comments will be added into the list -- onto the list, and you can go online and you can read all of the comments. The transcript will also be added, so...

Yes, sir?

RICK WILLIAMS: Rick Williams --

Hello? Is it on?

JOAN BARNFIELD: Yes.

RICK WILLIAMS: Rick Williams, Nashville, Tennessee.

A question was commuter rail up there versus light rail. Commuter rail would be on the current rail tracks, or not, or...
Explain commuter rail and light rail. That would be the question.

HARRY RICE: Well, commuter rail is really more like an actual railroad car; you know, an Amtrak kind of rail. A light rail would be more, like I said, a streetcar. You know, more of a lighter transit. That's why they call it light rail because it would not be on that existing railroad.

So commuter rail typically is on an existing railroad so that would be the difference.

RICK WILLIAMS: Okay. This question's come up several times not only from me.

CSX will lease you some rail or not lease you some rail? Can we lease it? Buy it? I mean, how does that work?

HARRY RICE: We haven't really opened -- I'm not aware that TDOT has opened for negotiations with CSX about that but -- so I don't know the answer of that specific project or group.

RICK WILLIAMS: Well, when you propose commuter rail though, I mean, what are you proposing now as an idea? Would they be using existing or not?

HARRY RICE: That would certainly be one option to use existing rail.
RICK WILLIAMS: 'Cause I hear CSX guards their rail, like, "You're not having it on our rail." And I was just wondering have we ever made any move or negotiations in asking them?

HARRY RICE: That, I don't know. One of the projects that came out was to work with CSX and, obviously, we would begin that negotiation.

Joan, again, I don't know if --

RICK WILLIAMS: Joan, do you got anything on that?

JOAN BARNFIELD: Can you introduce yourself (directed to Toks Omishakin)?

TOKS OMISHAKIN: Sure. I'm Toks Omishakin, by the way, with TDOT, Chief of Environmental Planning with TDOT.

No specific things have been looked at in the past related to CSX and use of the road. You're asking about commuter rail and using the CSX line?

RICK WILLIAMS: Yeah.

TOKS OMISHAKIN: We haven't had any specific conversations with them.

And the big difference between commuter rail and light rail is the fact that a commuter rail could be using a CSX line. A light rail is one that could not use that existing CSX line. It would be a
different facility. It would be some type of parallel linear facility.

RICK WILLIAMS: As a citizen, I'd just like to request somebody make that phone call to Jacksonville or wherever their headquarters is and say, "Hey, we'd like to use your track. Is that possible?"

I mean, 'cause I hear conflicting things but has anybody even asked them yet? That is my question.

TOKS OMISHAKIN: No, that's fair. And we'll make note of that and look into it and make sure that we explore whether or not that's something CSX would be interested in doing.

But we have not had those conversations with CSX yet about whether or not we could use that line for commuter rail. We have not had those conversations yet.

RICK WILLIAMS: Thank you, sir.

TOKS OMISHAKIN: You're welcome.


JOAN BARNFIELD: Thank you.
COUNCILWOMAN KAREN JOHNSON: And I'm in one of the adjacent capital districts in the Old Hickory Hollow area.

The first question I would like to ask is in your presentation -- and correct me if I'm wrong -- you had mentioned that there was a recommendation on an idea that was placed in writing regarding having a circular transit hub. Is that a correct thing that was up there?

HARRY RICE: One of the projects that came out was just an express route for bus. There was never a circular turnaround deal in this general area. Just an idea.

COUNCILWOMAN KAREN JOHNSON: Okay.

HARRY RICE: So we're certainly looking at that as, "Is that a viable project?"

But there's no specific locations or anything but just the idea of express route out here and back.

COUNCILWOMAN KAREN JOHNSON: Well, what I would like to ask is, you did express that you're looking between here and Monteagle for another rest area. And because there may be some type of traffic hub in the Hickory Hollow area and us trying to drive traffic and retail back into this area, that
would be a perfect thing to have.

UNIDENTIFIED FEMALE SPEAKER: -- place you can go potty. Someplace to go potty (inaudible).

COUNCILWOMAN KAREN JOHNSON: If I could share my --

UNIDENTIFIED FEMALE SPEAKER: Okay.

Go ahead.

COUNCILWOMAN KAREN JOHNSON: Anyway, having a rest area where people are coming and frequenting that area would drive people into this particular, I guess, zone or area. So I just wanted to throw that idea out there for consideration, not saying that you need to do it not.

HARRY RICE: Sure.

JOAN BARNFIELD: Exactly.

COUNCILWOMAN KAREN JOHNSON: Also, when you're leaving out on Bell Road and you're getting ready to turn left up onto the interstate on I-24, that is a problem.

JOAN BARNFIELD: That is.

COUNCILWOMAN KAREN JOHNSON: Please, I don't know if a flyover or something right there because it bottlenecks right there because -- not for people going right. I'm saying going towards, like, Brentwood.
JOAN BARNFIELD: Correct.

COUNCILWOMAN KAREN JOHNSON: When people are going right up on I-24, it's smooth sailing. It's the left --

HARRY RICE: Sure.

COUNCILWOMAN KAREN JOHNSON: -- that has the problem.

So if maybe looking at something like a flyover or something to alleviate that congestion right there would be appreciated.

HARRY RICE: Okay.

COUNCILWOMAN KAREN JOHNSON: The other last thing is, for some years we've been working with State Representative Janis Sontany and State Representative Sherry Jones, and we now have senator -- the new doctor, Dickerson (ph) -- that has been helpful in terms of communicating with him.

But we need your help in TDOT to negotiate or open up dialogue and negotiations with CSX in terms of being able to paint the railroad crossing because that has been a long-time eyesore. And many residents within this area have expressed, "How can we get that?"

I know they have some issues with beautification and use of paint and that type of
thing, but they have got it on other interchanges.

JOAN BARNFIELD: Gotcha.

COUNCILWOMAN KAREN JOHNSON: So we need your help to open up that dialogue and discussions/negotiations and try to move that forward and having a result such as that.

So that's all I have to say.

JOAN BARNFIELD: Thank you.

COUNCILWOMAN KAREN JOHNSON: And thank you for your presentation. It's very insightful and helpful, and I appreciate the work that each of you do.

JOAN BARNFIELD: Thank you.

HARRY RICE: Thank you.

JOAN BARNFIELD: We appreciate you.

GARY BURKE: Good evening, my name is Gary Burke and, again, thank you for this forum and this opportunity. It was very informative.

My question really deals with safety. I drive I-24 to Murfreesboro from Nashville for 22 years and being a safety coordinator, along as a first responder, I have seen numerous wrecks over those 22 years.

In this, you talk about safety in so many aspects of the slides. And I wish someone from the
governor's safety council, along with the Tennessee Highway Patrol, to maybe help answer these questions as well because it seems like it would be a collaborative effort when you talk about safety should be your number one priority in driving any roadway or interstate.

My question is, is there a collaboration between those other two entities or maybe working on safety more and visibility on the Tennessee Highway Patrol up and down the highways?

Thank you.

HARRY RICE: Yeah. We've got state officials that are involved in the study, I think, on an ongoing basis.

JOAN BARNFIELD: Definitely.

HARRY RICE: Joan, from TDOT, is...

TOKS OMISHAKIN: Sir, what's your name again? I'm sorry?

GARY BURKE: Gary Burke.

TOKS OMISHAKIN: Okay. Mr. Burke, great question.

And as a matter of fact as it relates to that issue, the commissioner of TDOT and the colonel of the highway department, Colonel Trotter, and the governor's highway safety office, as part of TDOT,
held a press conference on Friday of this past week
talking about the fact that our numbers, our fatality
numbers, are up to what they were last year. And last
year was a record-breaking year for us. We were -- I
mean, we were just absolutely, you know, in shock when
we -- at the end of the year last year when we saw
those -- when we saw those fatality numbers.

So we held a meeting, a press conference
again, and to announce the fact that those DMS signs,
dynamic messaging signs that you see above the
interstate that tell you what the fatality numbers
are, we're going to start putting those numbers up on
a daily basis again.

We decided this year that we were only
going to do it on weekends when we had more people on
the road, you know, Friday, Saturday, Sunday traveling
across the state. We decided Friday, in conjunction
with the safety department, Tennessee Department of
Safety, the governor's highway safety office and our
office at TDOT, we decided we are going to do those
numbers every day now. Because, again, we're back up
to the rate that we saw last year which was a
record-breaking rate.

But as you mentioned, safety remains our
number one priority. I think part of what's happened
in this state, like many other states, is the fact
that increasingly people are distracted while they're
driving. It's a phenomenon that's just really taken
off over the last couple years when we have, you know,
smaller gadgets that people use while they're driving;
cell phones, iPads, whatever it may be. But that's --
from what we're seeing, that's really what it is.

And it's hard to sign a road for those
types of people because it's really stupid. If you
get on an interstate, it's a dumb idea to get on an
interstate and text while you drive. It's probably
one of the dumbest things anyone can do.

So -- but it's hard to design a road for
that, but that's what essentially happened. That's
why we think some of those numbers are -- have really
gone up. But there's a high level of correlation
between us, the governor's highway safety office, and
Tennessee Department of Safety.

GARY BURKE: Thank you.
JOAN BARNFIELD: Thank you.
J.R. MARABLE: Good evening.
JOAN BARNFIELD: Hi.
J.R. MARABLE: I'm J.R. Marable,
M-A-R-A-B-L-E.
I have a couple things that I want to hit real quick. I didn't hear anything about anybody talking about realigning 840 on the 24 side.

I don't know how many of you have traveled to Atlanta but when you travel to Atlanta, the state makes the 18-wheelers take 285 around the city instead of going through it. The 18-wheelers that are coming into Tennessee from 24, I guess that's east, instead of them having — having them come into Nashville, you could use 840 with those trucks if you're coming from Nashville and you're going to Memphis, or going to Knoxville and take them through that direction. I think that would help to decrease some of the traffic.

In reference to the commuter-rail situation, I think Nashville is desperately, desperately in need of a commuter-rail system. Nashville is the fourth largest city in the southeast that does not have a commuter-rail system. I think it's ridiculous.

You look at cities like St. Louis that is on a smaller scale compared to Nashville. St. Louis falls, I think, about $350 million and got a federal grant to build their Metro Link. The Metro Link they have uses two tracks. There's always a train going into the city and one coming out, going out into the
suburbs. I think we need something along the lines of that.

If that is not a possibility, why does Nashville not have something where they can say, okay. Let's look at building a metro line around the city that goes out to the suburbs like Murfreesboro, Smyrna because that -- Murfreesboro has over 100,000 residents that live in that area. That's the largest area outside that's closest to Nashville. That's why the traffic is so bad.

When you look at Murfreesboro and, say, Franklin and even Clarksville, there needs to be something branching out to those cities just besides a bus system. Because when you look at the rapid bus system that our mayor has proposed, the buses get caught up in traffic just as bad as a car does. They can oftentimes tend to cause more traffic.

JOAN BARNFIELD: Right.

J.R. MARABLE: But there needs to be something in place, a rail line, that I think is going to be better.

Adding a lane on both sides of 24 going into the city, that's just going to cause more congestion over the next few years instead of working and dealing with that rail line.
Why are we not looking at that?

Nashville is a big enough city to where we should be talking rail. We got our interstates. We got four lanes on 24 on both sides going into and out of Murfreesboro into Nashville. We need to be looking at a rail system.

You look at cities like Atlanta that has a rapid system that has its flaws, but they have one. It's an option.

You look at cities like St. Louis. When I was in St. Louis, I was in one of the suburbs. I was going to drive back downtown to go to the auction (ph). Because there is a hotel there, as long as you jump on the Metro Link, it's $1.50 to ride it into the city and then that ticket was good all day long. I got on the Metro Link which had about five stops. I was at the auction (ph) in five -- in about ten minutes, about ten minutes.

We need something like that here in this city because Nashville is now getting onto a scale of where it's starting to grow. It's starting to develop. More people are moving here. And the longer that we have an issue of, well, let's just add a lane, or let's just add a rapid bus system, or let's just do this, the traffic is gonna get worse. There's gonna
be --

JOAN BARNFIELD: In fact, I think the study has shown there are many options that we need to look at. And you're right, that has been mentioned several times. And it is something that we're looking at, something that will reduce the congestion along I-24.

So we certainly appreciate your comments, and it will be included in the list because I think everybody agrees that it would be a great thing.

J.R. MARABLE: Yes, it's past time.

JOAN BARNFIELD: Yes, so thank you very much.

TOKS OMISHAKIN: Those are great comments. Great comments.

JOAN BARNFIELD: Hello.

CHERI CARR: Hi, my name is Cheri Carr, and I do agree with what the gentleman said earlier about mass transit.

My question is, what is the budget? I mean, we keep talking about numbers and how much everything costs. How much do we have to spend on future planning for transportation and for the transportation on I-24?
TOKS OMISHAKIN: When you say what is the budget, see, part of what our consultants explained here is the fact that there are lots of ideas that we want to get from you all tonight and we've got it from, you know, Clarksville. We've got it from Chattanooga. After we get this to a more-detailed level and figure out what specifically will go into our plan, we will then be able to say, okay, this is something that's feasible.

For example, the transit idea, the commuter-rail idea that the gentleman just mentioned. One of the biggest challenges is the fact that CSX is a private company. It's not a public -- it's not a public company. You have to engage in conversations, not only us as a state, but you have to get the MPO, you have to get the city, and you have to be able to sit down with them and say, "Can we use your corridor? Can we use your rail line?"

If you want to go commuter rail, for example, on the CSX Line, there's -- it's practically almost totally cost available (ph) to say, "We want to do this on a separate line." You have to get someone with CSX engaged and them saying, "Yes, we can make this happen."
And you saw the numbers so you're looking at -- for commuter rail, you're looking at at least probably $50 million or something like that a mile. I mean, this is -- these are large numbers we're talking about.

But I think the step is, we get as many ideas as possible from these meetings. They're going to do a lot more detailed analysis. Some parts of it, like commuter rail, for example, could make it to the list and these are the project ideas to explore. And now we start saying, okay, is this really feasible? Can we put dollars behind this? Can the federal government support us in this idea? Can we get local funds? Can we get state funds to make something like this happen?

So it's not as easy as you're saying, "What's the budget?" Our budget at a state -- the State Department of Transportation is roughly 1 point 8 billion dollars but that's for the whole state. And of that 1 point 8 billion dollars, roughly 300 million of that is discretionary, meaning that we can decide and pick what types of projects are really needed. So that's for the entire state of Tennessee, like, $300 million is discretionary money. That's not a lot of money when it comes to pavement, concrete,
asphalt.

So there are steps to this but we're going
to take the ideas that we're hearing especially on
this mass-transit idea.

CHERI CARR: One idea that I've heard
would be (inaudible) put tolls also on the interstate,
but I don't know if that possibly might be an idea as
well.

TOKS OMISHAKIN: Thank you. Again,
that's something we'll look at also.

JOAN BARNFIELD: Hello. Step us just
a little bit.

COUNCILWOMAN JACOBLA DOWELL: Can you
hear me now?

JOAN BARNFIELD: Yes, thank you.

COUNCILWOMAN JACOBLA DOWELL: Okay.

My name is Council Lady Jacobia Dowell, and I'm the
representative for our District 32 that we're in
today.

I have participated in the survey. I'm
from Chattanooga also, so I-24 is very close to my
heart because I travel it often, but I'll keep my
comments today reserved for this portion of I-24 and
I'm sure you've heard this before.
I concur with the gentleman about the railways. We're not going to be able to pave our way out of the traffic issues we have. We're not going to be able to (inaudible), but we're going to have to have those conversations with the private rail lines in figuring out a way how we can run commercial with the commuter rail on the same line, so I'm not going to go any further on that.

But I do believe, as I suggested before, that a lot of improvements need to be made particularly right here in the Bell Road area. It's insufficient for the amount of people that we have living here and the infrastructure is old. Some of the suggestions that I've made before -- of course, I'll just repeat some of those things.

The exit at Hickory Hollow Parkway, we need probably another exit between Hickory Hollow Parkway and Bell Road. We're getting a lot of traffic from the surrounding counties, and they're exiting on Bell Road. Bell Road is really not sufficient to handle that level of traffic and the exits are insufficient.

It's one of the exits that interrupts the traffic going toward Murfreesboro and the other one going downtown, it backs up because there's not a lane you can merge and you're merging into the flow of
traffic, so that's an improvement that needs to be made.

I think one of the ladies or gentlemen talked about this a while back, both of you, Southeast Parkway. It's the road that connects Murfreesboro Road over to I-24 so I think that needs to be put back on the table. It was discussed years ago, and I think it's coming around the time when it was supposed to be implemented. I think they said 2015, so we're 2013, we're getting closer, and I think that needs to be back on the table to explore.

The other one is, I think we need to definitely look at how we can better utilize I-840 for people who are in Rutherford County traveling out to the Cool Springs, Franklin-Williamson County area since there's not a lot of jobs that a lot of people work out there, so they're not fully utilizing that and that's causing a lot of extra traffic on I-24. And I think it's an education error (ph) on how to get on 840 and how to get off, so I think that's a huge opportunity there.

The other thing is, I think that -- I think locally, which may not necessarily have to do with the state or the MPO office and looking at local government like Williamson County, Wilson County,
Rutherford County and the regional transit plan, I see a lot of the design and some of these cities are not able to accommodate the traffic patterns so the only route they take is the interstate. And I think there's an opportunity to work with their local planning office just to look at how they can better implement the infrastructure within their city to accommodate their traffic to move them around that area without having to hop on the interstate and hop off.

My last suggestion is Crossings Boulevard. When you leave out of here, Crossings Boulevard goes down here and Old Hickory Boulevard is the next exit.

I would like to see a connector between Crossings Boulevard. Right now it's kind of (inaudible) right down to where Crossings crosses, but I think it would present a huge opportunity for this area for growth and present a huge opportunity for pulling traffic off I-24. We would have a way for people to connect between Old Hickory Boulevard and Bell Road, and we can do that by extending Crossings Boulevard over to Old Hickory Boulevard. You already have (inaudible) from the owners of the property.

JOAN BARNFIELD: Good suggestion.
COUNCILWOMAN JACOBIA DOWELL: I would move to make funding and to move forward on that.

And last I would say, I'm definitely opposed to a -- a -- what do you call it? A travel stop station, or whatever, in our area. I don't think it's -- a rest stop. We don't need a rest stop in our area.

I think a regional transit hub that would allow people from the surrounding counties to come here and park their cars, get on some type of mass transit, and go downtown or go out to Cool Springs, and that goes with the regional transit. I think that would work.

Thank you.

JOAN BARNFIELD: Thank you.

TOKS OMISHAKIN: Thank you, Council Lady.

JOAN BARNFIELD: Hello.

TOM WINNETT: My name is Tom Winnett, W-I-N-N-E-T-T, local resident for the last seven years.

The increase in proposed traffic that we all know is going to happen with increased population is something that's already in place, and the HOV lanes that are on our interstate currently that are
willfully abused by drivers every day because the fines are insignificant to the point that they think it's okay to abuse that.

In California, my home state, that fine for driving in an HOV lane with less than the amount of passengers is well in excess of $600 and people take it seriously, and that lane really uses a lot of traffic during peak travel times.

We need the highway patrol to enforce that and for the State to increase those fines to make it significant to the people that abuse it, and it's an important tool to move people. Thank you.

JOAN BARNFIELD: Thank you.

TOKS OMISHAKIN: Thank you for your comment.

It's something that we are very mindful of, and we are exploring that as a state right now on how to make sure we can -- make sure that the HOV lane works. It's not for single-occupancy vehicles, we know that, and we are in discussions with the department of safety because it's the highway patrol that helps enforce it.

So it's something we're very mindful of. We know that and we're working on that. Thank you.

JOAN BARNFIELD: Hello.
GEOFFREY HICKS: My name is Geoffrey Hicks. I'm inflicted every day with driving on I-24 every morning, every evening going and coming to work. Looking at your own statistics, that is, it's more cost effective to build in the country than in the city. I've watched all the trucks going through town that don't have any reason to be in town. And if there was another way that they could go around town; mainly, get going on -- look much more at 840 rather than going Broad (ph) and I-24 at four times the cost. Go take the trucks that don't want to be here and let them get out of town, then that way you don't have to make all of these big changes at four times the cost to go do something that's hopeless because you haven't addressed the problem, mainly, they don't want to go there. And if you keep coming up with ways to continue to let them go there, they'll continue to go in and then all of a sudden you're needing more roads.

So I brought this great map of I-840, and you can see it there on the internet there, you can pull it up, and it says Tennessee 840 map, which shows from where -- not that it's any surprise to you. But you can encourage a trucker -- and I called today to somebody and I said, "Do you have the ability to know
where a truck's going? Well, you know his weight and you know who he is, but you don't know his manifest?"

But I used to work downtown and I could go look at I-24 packed with trucks, more trucks than cars it looks like, and I bet you most of them don't want to be here. They don't ship anything here. They don't deliver here. They have to go here because there's no road for them to go some other way.

And I thought I would see a lot more talk about 840 up here, and it kinda looks like 4 percent of your thought process, or at least -- it looks like J.R. and I are the only ones that thinks that there's some merit in pulling them off the road, because they don't want to be here, and give them more road to go through town.

Will you redo your head and look if we don't even have them coming here?

TOKS OMISHAKIN: No, no. I think --
TOM WINNETT: Thank you very much.
TOKS OMISHAKIN: Thank you, sir. I think that's a great comment, and we will look into that. It's not something that we're oblivious to.

JOAN BARNFIELD: Right.
TOKS OMISHAKIN: I mean, we're mindful of the fact that 840 can -- if truck traffic is
diverted onto 840, it can really alleviate some of the pains that we see on 24. We've got to take a more serious, more close look at that. We really do. I know that for a fact. It's not as easy and straightforward as it sounds.

I know Atlanta has done something similar to this, so we'll explore that idea of seeing how we can divert a majority of the freight traffic away from downtown and, obviously, I-24 as well. So it's on the list, definitely.

It's not something we're oblivious to, even though it sounds like it's a small part of this presentation. We know that.

TOM WINNETT: Thank you.

TOKS OMISHAKIN: Thank you.

JOAN BARNFIELD: Hello.

TIMOTHY COLE: My name is Timothy Cole and I've lived off and on here in Nashville for over 30 years.

Getting back to this gentleman, I think I've bombarded TDOT with e-mails -- you probably know my name.

One suggestion is, we've got to re-sign (ph) 840 as an interstate and Briley Parkway as an interstate. People just do not -- they're out of
town, passenger freight, and they will not take a
state route. They don't know the quality of the road.

From my understanding, Briley Parkway north
of 40 is up to interstate standards now. 840 is also
built that way. Now, not Williamson County
(inaudible) doesn't want the damn road built in the
very first place, so they don't want any more traffic
anyway. But there's still no control studies (ph) on
either side of Memphis or Knoxville so people can
bypass Nashville -- or Knoxville or to go to Memphis.
They go right through downtown.

It's only 17 miles longer to go around, but
there's your higher speeds and less traffic congestion
if they're going to go through Nashville. The time
savings are going to be probably 30 minutes, anyway.
Same thing with Briley Parkway.

The response I got back from TDOT was that
they had discussed it. That they didn't -- some
agreed that -- TDOT officials agreed that Briley
Parkway should be re-signed (ph) as an interstate.
But the consensus was that there would be disruption
on the local communities around Briley Parkway and
that the signage could be too confusing.

Come on. The traveling public can read a
sign, and they've already widened Briley into eight
lanes. I look at the traffic counts. There's 70,000 cars a day that use the eastbound lane and 50,000 on the westbound.

There's nothing out of the question for anything to be disturbed but if you put control (inaudible) between Memphis and Knoxville coming from the north or from Clarksville, and vice versa for Louisville and Clarksville coming from the east or west on 40, all of that out-of-town traffic would just bypass downtown. I mean, everybody knows it's a mess down there almost all day long.

A concurrent route of 24 and 65 is just a parking lot that's going to be under construction for years after they're done with the expansion now. I understand that the (inaudible) Avenue overpass is actually going to be rebuilt but that's a long-term planning commitment on it, and which is not --

TOKS OMISHAKIN: Yeah.

TIMOTHY COLE: You know, but that's (inaudible). They can tear that out now. Or right after they do the widening, you can add an extra main lane of travel lane going to 65 or 24 and vice versa. So...

TOKS OMISHAKIN: So -- no. Thank you for your comment.
Again, it seems like there's a lot of people starting to echo this same comment now: "How do we better utilize these bypasses, the major bypasses, to help alleviate certain traffic around these main corridors?" And that's something we're going to look at some more.

JOAN BARNFIELD: Definitely.

TIMOTHY COLE: I hope TDOT really reconsiders Briley because it's really under-utilized.

TOKS OMISHAKIN: Sure.

TIMOTHY COLE: It really is.

TOKS OMISHAKIN: Sure.

TIMOTHY COLE: And another suggestion I had was to actually re-sign that as an interstate. Rebuild -- they got plans in the long-range anyway, the Nashville MPO, to rebuild Briley from the southeast side there from 40 down to 24. It's already basically brought up to interstate standards, 24 to Murfreesboro Road. They'd have to build a couple interchanges but it can be done, and that would bypass all the traffic heading to Chattanooga, heading north towards Missouri, Indiana, Illinois, Kentucky.

TOKS OMISHAKIN: Sure.

TIMOTHY COLE: And one other question I basically had was coming south on 65, the new ramp
or new interchange they built there on Ellington Parkway. There's a stub ramp, or a ghost ramp, that would've been going from 65 South to Briley Parkway East. I don't know if anybody's witnessed that lately. It looks like a stub ramp where that was planned so that you don't have to loop back around.

TOKS OMISHAKIN: Explain that location again.

TIMOTHY COLE: It's when you're coming down Ellington Parkway exit ramp on 65 South. You go down to Ellington Parkway, there's a stub ramp that looks like a two-lane stub ramp there where they had planned -- TDOT had planned to build another ramp onto Briley Parkway East.

That would bypass that loop that you have to go around and, actually, it's a very dangerous loop because you have to do two loops, you know, with merging traffic.

TOKS OMISHAKIN: I'd like to know where that interchange is or that location, but we'll find it and see whether or not the city or the MPO had specific plans to build an interchange right there. I'm not familiar with that one.

TIMOTHY COLE: I can show you on the map back there.
TOKS OMISHAKIN: Okay. Sure. Yeah, if you don't mind doing that.

TIMOTHY COLE: And see where they basically got a barricade there that you can't get to where the ramp was closed.

JOAN BARNFIELD: Yes.

TOKS OMISHAKIN: We'll take a look at it and see what the real plans are and whether or not it's supposed to be fully built out or something were intentionally stopped. Like I said, we don't know so we'll look at that.

TIMOTHY COLE: Okay. Thank you.

TOKS OMISHAKIN: Thank you for your comments.

SHARON WARFIELD: I'm Sharon Warfield. I just have a comment.

JOAN BARNFIELD: I'm sorry. Could you repeat your last name for the court reporter?

SHARON WARFIELD: W-A-R-F-I-E-L-D.

JOAN BARNFIELD: Thank you.

SHARON WARFIELD: I commute five days a week from Rutherford County to downtown Nashville. I wish the economy was better, I would sell my home and move (inaudible) I-40. You know, sometimes I feel like I-40 (inaudible) downtown from my home because I
get fed up with four lanes of traffic. Not three with an HOV lane empty, but four lanes of traffic, bumper-to-bumper cars getting in the HOV lane with more fines, whatever (inaudible), traffic jams, more car accidents.

We don't need HOV lanes. We need five or six lanes. We (inaudible) an HOV lane to (inaudible) because that's all we have. That's all we have to get out of (inaudible), so we don't need anybody sending cops out there to write tickets because when they did it a couple years ago very regularly, that's all it did was cause more accidents and more problems.

We need a train so bad, so bad. And I leave my house between 6:15 and 6:30 in the morning just so I can make sure I'm downtown at my desk by 8:00 a.m. and that's crazy. I lose four-and-a-half hours of my life every day just so I can get downtown from Rutherford County, and it's just crazy.

And as far as 18-wheelers, I would love to see them out of the way. They help the congestion as well, and they're very dangerous. They don't train them properly anymore. I'm sick and tired of them almost running me off the road every time because they don't see me because I'm not one of them. And if we can find some way to get them off of I-24, that would
probably be helpful.

    JOAN BARNFIELD: Okay.

    SHARON WARFIELD: And my back's killing me right now so I gotta go, but that's what I wanted to say.

    TOKS OMISHAKIN: Thank you, ma'am.

    JOAN BARNFIELD: Well, thank you. We appreciate your comments. Hello.

    BETH WINNETT: Hi, my name's Beth Winnett, W-I-N-N-E-T-T...

    JOAN BARNFIELD: Thank you.

    BETH WINNETT: ...and I'm married to him over there (indicating).

    We've been here for seven years and I've been driving for 30 years. And to be honest, there are certain rules that I have forgotten exactly what the rules are, and I think that some re-education would be helpful to the general population, like, exactly how are you supposed to merge onto a freeway? Because there are people who are extremely nice, and they will basically merge as long as humanly possible and, meanwhile, the people on the freeways don't know if they're gonna cut in or if they're gonna go. I don't even remember what the real rules are.
The other thing is that, you know, a majority of the people here turn on their blinkers and people let them in and that's fabulous. But you've got some people who forget what a merge area is and they just cut in and that's -- and then people have to put their brakes on.

So what I'm just suggesting is maybe some PSAs to remind people how to drive.

JOAN BARNFIELD: That's a good suggestion.

BETH WINNETT: Because I really think that for me in the morning, my commute from Bell Road to the airport, the majority of that is just people forgetting how to drive.

JOAN BARNFIELD: Yes, thank you. That's a good suggestion. Hello.

RALPH LANCE: Ralph Lance. From Briley Parkway at 24 to 40, half of us already have limited access (inaudible) down there with what they used to call old (inaudible), and the City of Nashville owns almost two or three miles over there on the right.

You could put a bunch of what you call a service road -- and I know Tennessee don't like them -- but it would work, and then you could get rid
of all the trucks that go up through Nashville.

And one of the main things about 24 that nobody knows is Briley Parkway, 34 Exit is where it all starts every morning and every evening. When they built 40, all that fancy stuff down there, they had an exit down there and they said it don't work, so 24 had one that did work. So what did they do? They rebuilt the one on 40, put all those flyovers, and the one they had on 40 come up on (inaudible) and built one just like it. And they was right, it don't work.

Thank you.

TOKS OMISHAKIN: Thank you, sir.

JOAN BARNFIELD: Thank you, sir.

Hello.


I commute to Nashville downtown every day, Monday through Friday.

My question is, has TDOT had any talks with other city officials, TDOT equivalent, about light-rail transit for our city? And, if so, what are their opinions?

TOKS OMISHAKIN: So that's a loaded question because I'm not sure exactly where you... You said has TDOT had conversations with
other state D-O-Ts about light rail or other cities?

LANA JANE: Like, Atlanta, or as J.R. mentioned, St. Louis. Has TDOT met with any of the officials? And if TDOT has, what do they think? I mean, what do those other cities think?

TOKS OMISHAKIN: So, we haven't had any formal discussions with the City of Atlanta, for example, about, you know, light rail or, you know, any other type of commuter-rail type facility.

GDOT, which is our equivalent in Georgia, is interested in a high-speed rail corridor from Atlanta all the way to Nashville. We have been in discussions with them about that interest. The project would likely start in Atlanta and go to Chattanooga, and then there's a possibility of exploring connecting Chattanooga to Atlanta.

We've actually contributed some dollars to -- GDOT is overseeing this, Georgia Department of Transportation is overseeing this, so we've actually contributed some money to Georgia to explore this idea to see whether or not it is feasible. But beyond that, we haven't really had, you know, serious, you know, dialogue with other surrounding states about light rail but that is something that our state department is interested in.
A lot of times things like light rail and commuter rail, honestly, they happen at the regional and the city government level and they always, you know, pull in the state government, as well as, engage the state department of transportation. But a lot of times these ideas on how to move forward -- like, there's commuter rail in Nashville. A lot of people don't know that but there's a commuter rail called the Music City Star that connects Lebanon to downtown Nashville if you live out in the eastern part of Middle Tennessee. So you can get from Lebanon to downtown Nashville on commuter rail right now today. It's been around for about five or six years.

So -- but that happened. That discussion started at the city government level. It happened with the MPO, and the State was also engaged in that. But we had a private rail owner who was interested in making something like that happen.

But to sort of answer your question, is it something the state department of transportation is interested in? Absolutely. A lot of times these discussions really kind of go from the local government and the regional government.

LANA JANE: Maybe I should have made myself clear. I'm talking more about what those other
cities that already have existing, you know, mass-transit solutions, if they can give some kind of input for our problems, if you -- I guess I'm not explaining...

TOKS OMISHAKIN: I think I understand what you're saying. I understand.

And I think that's something we -- we'll do as a part of this process, continue to see what other cities have done well and done wrong.

You know, a lot of times as many feel around the Nashville area as Nashville is growing, a lot of times when we have conversations like this, one of the things we always say is in the planning community we don't want to end up like Atlanta. Atlanta has a lot of those -- a lot of those options. They've got a pretty good transit system. They've got a heavy-rail system, MARTA. I've ridden it several times. But you still see how congested their major corridors are; 75, 85, 285 in Atlanta. They're still very congested.

Even though they have a relatively, you know, decent transit system but part of the issue, and we haven't really talked about it a lot here tonight, is the growth pattern. How the city of Atlanta is growing. It's been slightly sporadic and sprawled and
that's a big part of how we got to resolve improvement
issues along I-24. It's not just the facility that we
have to see how we can improve it. It's the growth.
So that growth cannot continue to happen in a very
sporadic manner.

The lady mentioned she lived in Rutherford
County and the fact that it's a hard commute. A lot
of growth has happened. And so it's a -- the land use
and development, the growth, and the actual
transportation facilities are intricately linked and
connected so that's part of the issue here.

But we'll have conversations with other
state D-O-Ts in Atlanta about your question.

Thank you for your comment.

JOAN BARNFIELD: Hello.

KELLY KNOWLES: My name is Kelly
Knowles, K-N-O-W-L-E-S.
I have mostly a comment about who
(inaudible) tonight (inaudible)? That's something
that I'm trying as a regular Joe, trying to have more
information in trying to (inaudible) TDOT.
I've heard several general comments about
840 and that's kind of a thinking-outside-the-box. I
live in Smyrna. I moved from Dickson County and we
traveled and took 840 and it was beautiful. So if
there is a way to communicate back to folks, as far as, "Hey, you know, you can use 840 to get around town." It is a little bit longer way, but it was a very lovely drive heading out to that side, so I don't know how you'd communicate that. But 840 is just (inaudible) and a delight.

So thank you all for your time.

JOAN BARNFIELD: Thank you. Hello.

HENRY RICE: And just to comment on how we're keeping you involved. Certainly, with the list that you've signed in tonight, we keep that information from you and also the website that we referenced. We'll be adding information to that website regularly. So you can also check on that and to keep informed that way as well.

JOAN BARNFIELD: And if you haven't, or if you would make sure that your e-mail address, if you'd leave us your e-mail address, then we will do a blast and that way you can -- we can keep you informed. (Respite.) Sorry.

ROSS KRANTZ: Good evening, my name is Ross Krantz (ph). I've lived here for 33 years, and I'm a retired MTA bus driver.

And if I may, there was a few that talked about getting downtown to Nashville. Take advantage
of the (inaudible) that we have, which to those of you that don't know about it, it's merely a lap over around Route 15 (ph). It runs the same exact route from Hickory Hollow to downtown, and you have a bus running about every ten minutes all day long.

And this weekend I took my wife and I, and four other people from church downtown. It takes you right to the front door of the new Music City Center. For seniors, it's 85 cents each way. That would hardly pay your trip to park somewhere. But I'm here because I saw this about 30 minutes ago as I was having dinner, and I didn't know exactly what you all were speaking about, and this may be something that you don't know much about but I like your comments.

What are they going to do about these horrendous exits and entrances into Hickory Hollow? It's a disaster. And if I'm not telling my own personal opinion, one of the reasons that it failed is because people are not going to get off in this mess that you have there presently and someone needs to address it and address it in a hurry if we're going to continue to grow with all the new things that are coming.

And I appreciate you taking the time.
JOAN BARNFIELD: That particular area has been mentioned many, many times. And I think that you're going to find when we get finished with this study, there's so many of these projects that you have voiced your concerns with, and we will take those and they will be reviewed. And I think you'll find that a lot of the exits that you're talking about and things like that are also what other people have been annoyed with or see that it's a real problem. And those are the areas that when you look, you can -- you know, we determined the population, obviously, but we can also take a look at how many wrecks go on there. So when you look at the whole package, thanks to your comments and stuff, then you can see where the troubled spots are and that is definitely one of them.

And the other thing that I'd like to kind of touch on real quick is through meetings like this and your comments, we do realize that there are areas that we need to education people on. And we appreciate your comments and enlightening us on how much we could inform people, and we really need to do that soon, and that will be also part of what is in our packet, and I think you'll see that we can address things much, much better.
And, I'm sorry, I didn't mean to interrupt you, sir.

SINCLAIR DANIEL: My name is Sinclair Daniel, D-A-N-I-E-L.

I've just been in Nashville for a few months now but I moved from Clarksville about six years ago, and I've been up there off and on since then. But I'd like to enforce the thinking on I-40 being extended on up to I-24 to Clarksville.

You've got I-69 coming down, a new road coming in from Indiana and coming down into Kentucky that's going to feed Pennyrile Parkway which leads right down to I-24. You have all of these different things and a lot of these trucks are coming through. If you get them out, if you send 840 out for them to come around, they're going to Birmingham, Chattanooga, Atlanta, any of those areas, and they'll miss Nashville. And actually it will probably be cheaper on them because they're getting to move faster and they won't burn the fuel.

I think that needs some serious consideration.

JOAN BARNFIELD: All right. Thank you.
Okay. Does anybody else have any comments?

J.R. MARABLE: J.R. Marable, once again. I just have one quick question.

Why was the Mississippi Star not started in Murfreesboro instead of Lebanon because there's more -- there's a bigger population in Murfreesboro than (inaudible) Atlanta?

And since we are talking about I-24, the traffic is worse on I-24 in Rutherford by Sam Ridley, Smyrna, all the way to downtown. It doesn't really back up on 40 until you get roughly around the airport.

JOAN BARNFIELD: Yes.

TOKS OMISHAKIN: So full-on disclosure here.

I work at TDOT. I live off of LaVergne, Couchville (ph) Road, right in this same area. So like a lot of you that work downtown, I know being stuck in that traffic on 24 and Murfreesboro Road, so I know exactly where you're coming from and that's a good question.

I worked at the planning department, Nashville's Planning Department, when the commuter-rail project got completed of the
Mississippi Star. And that was my same question was, okay -- because I wasn't highly involved in it. "Why in the world are we not doing that in the southeastern part of the county of Rutherford where on the majority of the roads this happens and the majority of the commuter traffic is coming from?" It's a commuter rail.

"Why Lebanon? Why not come Murfreesboro or come Smyrna to downtown?" I asked the same question.

The biggest part of that, the response and answer that I got -- I know that it's true now that I've been working at TDOT for the past couple years -- is the fact that the rail line has to be very interested and the political support, being number two, has to be there as well.

So if the rail company is not willing to let you use their existing railways because you have to get your own carts, you have to get the vehicles. If they're not willing to engage the municipality facility, whether it's city, county, state, whatever it is in that conversation, to allow passenger traffic because it's used for freight right now -- that line from Lebanon to Nashville is a freight line.

So the rail company has to say in addition to the freight traffic that's on there, I wouldn't
mind sharing what the city government or this transit authority and give the opportunity to use passengers, to allow passengers on it as well.

So like it's been mentioned several times tonight, back to the conversation that we need to spark up with CSX and say, "Is this something that's feasible?"

But, again, this is not a cheap endeavor. I mean, this is not something that we've identified dollars for but at least the conversations need to start about how to alleviate this. And, like was mentioned several times tonight, even though we throw lots of -- we've thrown lots of ideas out there, expanding I-24 is something that we're going to put on the table. But if we look at previous trends (ph), that's not the solution to ultimately be looking at. Expanding the interstate is not going to solve -- ultimately solve a lot of the congestion.

So thank you for your comment again.

RICK WILLIAMS: Okay. Folks, a couple other things.

Number one, I want to thank TDOT for having this event, but I also want to thank you all for the project on 440. I personally can see a better flow of traffic on 440 in the afternoon, and I'm amazed that...
putting a little extra room on the interstate system
would do that.

A couple things. I know that 840 North got
shelved several years ago. Would it be possible to
bring that back and do it as a toll road so it'll pay
for itself and do it as a toll road? And then, like
some of the people suggested, you would have the
ability to divert traffic. You could divert traffic
from coming, like, from St. Louis to Atlanta.

We can force trucks onto 840 but without
840 being totally complete, it leaves that connection
part out. That's one thing.

Number two, I'm glad to see the council
ladies here tonight. I hope they'll holler over to
the mayor to take 65 million he wants to put into
(inaudible) and maybe add some state money and spend
100 million for commuter rail (inaudible) this
corridor. I just got to mention that because I hate
to see us invest all this money on West End where they
don't need (inaudible), and we really need commuter
rail out here.

And so I hope all the council ladies will
urge the mayor to do that and will urge him to
consider putting that money in.
And, again, I want to thank you for the
440 improvement. Thank you.

JOAN BARNFIELD: Very good.

TOKS OMISHAKIN: Thank you. Thank you
very much.

JOAN BARNFIELD: All right. We'll let
you close out the night.

SHARON WARFIELD: I just have one
quick comment about the train from the (inaudible).

Since CSX doesn't want to (inaudible) --

THE COURT REPORTER: I can't hear her.

JOAN BARNFIELD: Excuse me. Can you
state your name and speak up. She can't hear you.

SHARON WARFIELD: W-A-R-F-I-E-L-D.

JOAN BARNFIELD: Sorry.

SHARON WARFIELD: Is there any way we
can get from Smyrna to Mt. Juliet and connect to the
train there like some other commuter-rail line or
something from Rutherford County? Hell, I gotta come
up with something.

JOAN BARNFIELD: Well, and...

SHARON WARFIELD: (Inaudible)? I
don't know.

JOAN BARNFIELD: This truly is
something that we are taking a look at, all options,
and that's a good recommendation. We have other recommendations. But as Harry said earlier, rail is definitely on there. Bus is on there.

So anything where we've got areas that need improvement or help or comments that you've said that you recommend, those are on the table. They will be reviewed. They will be looked at.

What will be done? You know, come January we'll have a list of some things and, you know, we're going to encourage you to take a look at that list and we'll go from there. You know, this is a work in progress.

So, yes, everything is on the table at this point. So thank you for your comments...

BETH WINNETT: I have one more thing I just wanna --

JOAN BARNFIELD: I'm sorry. Can you -- you'll have to say your name.

BETH WINNETT: Yeah, okay. I'm Beth Winnett. A couple questions.

First of all, how many people are affected by Interstate 24? Approximately?

TOKS OMISHAKIN: Number of people, we don't have that exact -- we don't have that exact number. But at least Interstate 24, as you know, goes
from Chattanooga to Georgia --

BETH WINNETT: Right.

TOKS OMISHAKIN: -- state line all the way up into Kentucky and Clarksville. We're looking at 15, roughly, counties. I will say about 15 counties along the way, so...

JOAN BARNFIELD: Or better.

TOKS OMISHAKIN: Close to two million people, I would say.

BETH WINNETT: How many? How many?

TOKS OMISHAKIN: At least two million people.

BETH WINNETT: Okay. Let's say two million people are affected by Interstate 24. You got 500 surveys. That -- when you guys said you were satisfied with that number, I was shocked. I'm utterly shocked that here at this meeting we got 30 people. That's wrong. That's totally wrong.

We need -- I think we need to get the message out there that people can voice their opinion and for TDOT to know where people are moving from point A to point B because, as much as I love public transportation, I would get on some public transportation but currently I'm not for trains because once you put a train line down, you have to
move people from here to there. The thing is, people aren't moving from here to there. They're moving from here to there to there to there to there to there to there.

So there's gotta be a better way than getting 500 surveys. I filled out a survey but...

TOKS OMISHAKIN: Look, I do think that is something that is -- that's a very fair point and it's something that organizations like ours, we work hard at a lot. I mean, we really work hard to make sure we get -- this is actually, believe it or not, a good turnout. Oh, yeah.

I've been to public meetings before when I've got --

HARRY RICE: Two people showed up.

TOKS OMISHAKIN: -- two or three people showing up, and you've got more government officials than community, and we do a lot to make sure we get the word out. I mean, we make videos about this particular process to put on the website, e-mails. There's a lot that goes into putting this --

JOAN BARNFIELD: Putting it the newspaper.

TOKS OMISHAKIN: Yes, the newspaper.

So it's a very -- it's a very complicated thing to say, you know. We want people to come out,
you know, especially at a time like this. You know, people are getting off work. They've got families. We try to choose nights that work for people. We don't do it on Wednesday. We don't do it on Friday. There's a lot that goes into that.

But we'll take -- I mean, we'll take your comment again. We'll take it --

BETH WINNETT: Well, I don't know but I was...

JOAN BARNFIELD: Yes.

BETH WINNETT: ...sad.

TOKS OMISHAKIN: Look, we understand.

Harry?

HARRY RICE: I just wanted to add that, you know, I started this when I had hair. I've been doing it for a long time. And I promise you, the turnout on these meetings, this is a great turnout. We usually have -- we've had it when three or four people showed up, so we're thrilled that you all are here, and we're thrilled about -- really, we are thrilled with 500 surveys. I know it doesn't sound like a lot but that is an amazing turnout.

So we will continue to look for input and we will continue with safety, and we really do appreciate your time.
J.R. MARABLE: That ought to tell you that 24 is a mess.

JOAN BARNFIELD: Thank you all.

And let me remind you, go online and take a look at our website, e-mail me. I have business cards out front if you'd like to take one and, again, thank you...

Whereupon, the meeting was adjourned, however, personal comments were given, as follows:

TIMOTHY COLE: My name is Timothy Cole.

And I'm just wondering when TDOT plans to complete the ghost ramp, or stub ramp, from 65 South to Ellington Parkway South where it looks like the ghost ramp was meant to be completed to go to 60 -- Briley Parkway East, and it is located by the Faith Is the Victory Church.

It looks like it's either a one- or a two-lane ghost ramp that was never completed. If it was completed, you could eliminate two merges with other little ramps. If you look at the location, you'll see what I'm talking about. Thank you.

Whereupon, no further comments were made and the meeting was adjourned.)
CERTIFICATE

STATE OF TENNESSEE

COUNTY OF MONTGOMERY

I, Linda A. Wells, Licensed and Certified Court Reporter, with offices in Nashville and Clarksville, Tennessee, hereby certify that I reported the foregoing public meeting by machine shorthand to the best of my skills and abilities, and thereafter the same was reduced to typewritten form by me.

I further certify that I am not related to any of the parties named herein, nor their counsel, and have no interest, financial or otherwise, in the outcome of the proceedings.

________________________________
LINDA A. WELLS, TLCR #546, CCR
Notary Public at Large
State of Tennessee

My Commission Expires: 7/14/15.