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

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Reported by: Linda A. Wells, TLCR, 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

1 TDOT.

2 Do we have any other TDOT officials here?

3 (No response.)

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

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

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

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

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

22 Secondly, if you do not want to stand in  
23 front of the crowd, you're very welcome to come over  
24 after the session is over with and talk directly to  
25 the court reporter.

1                   Thirdly, you can pick up one of these forms  
2                   that's on the back table back there, fill it out, and  
3                   leave it back there.

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

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

9                   HARRY RICE: Thanks, Joan.

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

15                  (Whereupon, a TDOT video was played.)

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

21                  This corridor extending from the Kentucky  
22                  state line to Chattanooga includes 15 counties and  
23                  links key resources in Clarksville, Nashville,  
24                  Murfreesboro, and Chattanooga.

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1                   The I-24 corridor has experienced rapid  
2 growth in both passenger and freight traffic and was  
3 identified as a strategic corridor for in-depth  
4 planning in our state's long-range transportation  
5 plan.

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

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

17                   The number one public concern is  
18 congestion, followed by concerns regarding safety  
19 especially from first responders and police. Based on  
20 the technical analysis and the public input so far,  
21 the types of projects being considered in the future  
22 include identifying and improving alternative routes  
23 for people and freight, improving interchanges, adding  
24 lanes and truck-climbing lanes on I-24, transit  
25 alternatives, and safety measures.

1                   A more detailed list of these projects  
2                   under review can be found on the TDOT website. The  
3                   study will be completed in January and will include a  
4                   list of feasible projects along with the total cost of  
5                   construction. The projects will be prioritized based  
6                   upon cost effectiveness, economic and public benefit,  
7                   and input from people like you.

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

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

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

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

1 we'll open it up to questions.

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

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

14 As you can see, the corridor here runs just  
15 north in Kentucky up there in Clarksville and down  
16 through Chattanooga and it's about a 185-mile long  
17 corridor, and this is the third and fourth studies  
18 that TDOT plans to conduct. They conducted a study on  
19 I-40 and 81 that ran across the whole length of the  
20 state, and then there's also a study done on I-75.  
21 And this study, of course, is on I-24 and then there  
22 will be another study done on I-65. So, basically,  
23 this process that TDOT has been following for the last  
24 several years is a study on the most major interstate  
25 routes through the state.

1                   The corridor is in a little bit more  
2 detail. You can see where it starts in Clarksville  
3 and runs down through Nashville down to Chattanooga.  
4 There's about 15 counties in this study area. About  
5 eight of those counties are where the corridor runs  
6 specifically through, but we've also, as you'll see  
7 later, we have not just studied I-24. We've also  
8 looked at routes parallel and different ideas in what  
9 we would call the whole corridor, not just the  
10 interstate route itself.

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

19                   And as you can see on a couple of the maps  
20 here, if you can -- you may look at those in a little  
21 more detail -- we've talked about levels of service.  
22 Like, level of service of how a highway operates.  
23 It's kind of like in school. Level of service, "A,"  
24 is really good. Level of service, "F," is really bad.  
25 And that will give you an idea of the level of service



1 in the corridor. It's anywhere from a "C" to a "D" or  
2 "E," depending on where you are in the corridor.

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

8 In the Nashville area, that particular is  
9 31 percent. So it kind of varies, of course, through  
10 the corridor and, obviously, being here in Nashville,  
11 we can probably tell you a little bit about what's  
12 going on in the Nashville area, but that's what we're  
13 expecting based on the population and the employment  
14 growth.

15 Part of the reason that TDOT wanted to look  
16 at the study is to, you know, plan for the future. As  
17 you could imagine, you know, you've got the need to  
18 solve future problems so part of this process is to  
19 develop a list of projects that TDOT can look at and  
20 begin to plan for in the future. And as you would  
21 imagine, you'll see as we go through the study, these  
22 projects can get large in code and scale. They also  
23 can be expensive. So the need to start that planning  
24 process early is required to be able to -- for TDOT to  
25 manage their resources appropriately.

1                   You'll see there in the last PowerPoint how  
2 best can we spend the money that we have as TDOT?

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

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

18                  We're currently evaluating those projects  
19 and that's part of the reason we're here tonight is to  
20 let you see what projects have been identified to us  
21 through public involvement but also to see if there's  
22 anything that you would like to add to that list. And  
23 then by January, we're going to be developing a  
24 prioritized list that will be really part of the final  
25 product of the study.

1                   I probably ought to back up and remind you  
2                   too that on their website on the site, you'll be  
3                   hearing this information later, but we have about  
4                   eight (ph) technical memos through this process and  
5                   all those technical memos are all on TDOT's website,  
6                   if you really want to dive deeper into the analysis,  
7                   but that information is on the website.

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

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

22                  Some of you may not be able to read this,  
23                  but the -- 96, the very blue part of this chart --  
24                  96 percent of the comments we got were through the  
25                  online survey. The others were through mail and faxed

1 information. As you can see, a lot of what we got was  
2 through that online survey.

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

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

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

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

24 So the folks that responded to that survey  
25 are the people that were spending -- 72 percent of

1       them use the corridor very frequently. And it's great  
2       that they felt -- it was very good to hear from the  
3       people that are using the corridor. 22 percent use it  
4       all the time, 6 percent sometimes, and 2 percent  
5       rarely.

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

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

16                   And more interesting, interchanges.  
17      34 percent said it is very important, 27 percent --  
18      dropped back down to 4. But you can see that, you  
19      know, over 90 percent think it's important to at least  
20      rates of three or four or five.

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

24                   Then we asked what other options for  
25      transportation would you like to see in the corridor?

1 You can see a variety of responses here.

2 Park-and-ride, 10 percent; bus routes were  
3 19; and high-speed rail for 51 percent. Keep that in  
4 mind as we get into the cost applications as we get a  
5 little farther because high-speed rail would be  
6 very -- it's also very expensive. But it gave us a  
7 pretty good idea what other people were looking for.

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

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

20 Some of the things that we looked at is we  
21 looked at, you know, substandard design such as median  
22 width, lane width, substandard clear zones,  
23 substandard shoulders, vertical and horizontal  
24 alignment, bridge conditions. Those kind of things  
25 are also some of the factors that we looked at.

1                   So what I'm going to do now is kind of  
2                   dabble into the specific projects and just give you an  
3                   idea of the types of things that came up.

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

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

20                  And other projects are just operational  
21                  improvements such as ramps and entrances. How can we  
22                  improve those? There were 52 proposals that narrowed  
23                  down to about 22 specific strategies, and other  
24                  examples are here, or near here near the Bell Road  
25                  interchange, extending those ramps. They're a little

1 short. And also the west merge with I-65, which is  
2 toward the downtown area, you know, what could we do  
3 to improve that area?

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

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

22 Another type really doesn't have anything  
23 to do with adding pavement or improvements but more  
24 operational. Here, we're talking enforcement and  
25 38 proposals that really narrowed down to 5 projects



1 such as an HOV-lane enforcing in Nashville and  
2 enforcing just the traffic violations, and how that  
3 could improve the corridor.

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

12 Also mentioned are ideas that came up with  
13 the signing and marking. We had 27 proposals,  
14 15 specific projects. One of those was the signage to  
15 divert traffic around 840 and Briley Parkway -- or  
16 Briley Parkway and force that into -- direct people  
17 coming south from Louisville to just use Briley  
18 Parkway to avoid the downtown area by signing it, and  
19 that's one idea. And then just to install lane  
20 reflectors and just better signing embarking on the  
21 ramp.

22 Kind of a different vein here is new access  
23 such as interchanges and rest areas. We had several  
24 proposals, 10 specific projects; adding a new  
25 interchange between Smyrna between 66 (ph) and 70 so

1           it would be just east of here, and then a new rest  
2           area between Nashville and Monteagle. So those are  
3           just some ideas near Nashville that were proposed to  
4           us.

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

14                        So just to give you a little more  
15          information about the truck issue, if you will, you  
16          can see here that this equivalency chart is really  
17          just a way to give you an idea and to look at other  
18          strategies besides just road widening. You know, the  
19          first chart there shows one truck, equivalency to a  
20          truck. But then if you look at a railcar, you can  
21          basically get about four-and-a-half truck loads on one  
22          railcar. But then if you use a barge, that's almost  
23          70 equivalence to truck traffic.

24                        So the more we look at strategies to divert  
25          some of the freight to other modes besides just a

1 truck on the highway, there's certainly another way  
2 that we can reduce the amount of truck traffic that we  
3 expect to grow here on I-24.

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

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

18 There's some operational ideas that we  
19 have. 19 proposals, 7 specific projects on what we  
20 call ITS, or Intelligent Transportation System. You  
21 can see the example there, "Please watch your speed.  
22 Don't text and drive." These are variable (inaudible)  
23 signs, and we use those to help people know what's  
24 going on, get them the information. And those are  
25 certainly strategies that have already been

1 implemented in the Nashville area but could be further  
2 used on I-24.

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

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

14 And we mentioned earlier about new  
15 interchanges, but you can also look at interchange  
16 modifications where you're really not putting in a new  
17 interchange but you're just modifying existing ones to  
18 make it better. We had about 10 specific projects.  
19 One, is redesign of the intersection here downtown on  
20 24 and 440 and redesign, or rebuild, the interchanges  
21 closer to downtown for efficiency. So those would be,  
22 like I said, a modification of an existing  
23 interchange.

24 This is another example of something that  
25 is called a new pavement or structure or policy for

1 emergency response. We had some input on that such as  
2 expanding the medians to accommodate safety vehicles,  
3 add emergency lanes. And there were some locations  
4 throughout the corridor, not just here in Nashville,  
5 where there were some weekend breaks that were needed  
6 for better response time for emergency vehicles.

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

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

19 Talked about -- we saw some input relating  
20 to narrow lanes. You know, 2 specific projects;  
21 widening the lanes here in this area, as well as a few  
22 of the major cities in Chattanooga and Nashville where  
23 you've got narrower lanes near intersections that  
24 could possibly be widened. That's something that  
25 we'll look at.

1                   And then going on to policy (ph) type;  
2                   beautification, dealing with billboards and  
3                   landscaping and, basically, an interchange like over  
4                   here on Bell Road. How can we make that look more  
5                   attractive and a better-looking interchange and other  
6                   projects that we could use for that?

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

15                 And then truck lanes. As we mentioned with  
16                 regard to trucks and the slide I showed you earlier,  
17                 the impact that trucks have on our travel here on  
18                 I-24. Are there ways that we can maybe separate the  
19                 truck traffic from the vehicle -- other vehicle  
20                 traffic? Or dedicate, in this case, like one of the  
21                 projects was an eastbound truck-climbing lane near  
22                 Chattanooga. Those that travel to Monteagle, you know  
23                 how important and how impactful the truck traffic can  
24                 be on I-24.

25

1                   And then lastly one of the projects that  
2                   came up was just looking into rock-slide issues up in  
3                   the Chattanooga area. But I just wanted to let you  
4                   all know here in Nashville that that was one project  
5                   that some folks in the Chattanooga area are concerned  
6                   about and Monteagle.

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

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

17                  We thought it would probably be good just  
18                  to give you an -- we have about three or four slides  
19                  here -- just give you an idea of what it costs to do  
20                  some of the projects we've just talked through. We  
21                  think it is important for you to know that in our  
22                  current condition really as a society, you know, and  
23                  through this economy, you know, and through funds that  
24                  are available, that's part of the reason that TDOT  
25                  wants to do this study, as I mentioned earlier, is to

1 strategically think about how to use the limited  
2 resources that we have. And if we're going to do a  
3 particular project, get it in the pipeline, if you  
4 will, in the staging (ph) and planning so that TDOT  
5 has a plan to construct that project because it will  
6 take -- it does take time and it does take planning.

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

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

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

21 Joan, help me here. I think we're talking  
22 right-of-way is not a part of these costs. The  
23 right-of-way is an extra -- right-of-way would be  
24 increasing that. So if you had to put in a new  
25 interchange and you had to buy property, the



1 right-of-way would be a condition of this. This is  
2 really just the cost to construct it.

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

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

9 And if you want to talk just about transit  
10 options or express bus, just providing that service,  
11 100 to 300,000. For the rapid transit, it's close to  
12 \$10 million.

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

20 So I hope that was helpful to you to give  
21 you an idea of the types of things we've looked and  
22 what we're discovering, if you will, just on the  
23 financial side and what are the kinds of costs. And,  
24 again, our timing is to wrap the study up, get more  
25 input tonight.

1                   Today, as you saw, it is scheduled as the  
2                   last of the three meetings that we've held in the  
3                   corridor and so we will go ahead and take any more  
4                   input you give tonight and wrap the study up in  
5                   January.

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

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

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

16                  Yes, sir?

17                  RICK WILLIAMS: Rick Williams --  
18                  Hello? Is it on?

19                  JOAN BARNFIELD: Yes.

20                  RICK WILLIAMS: Rick Williams,  
21                  Nashville, Tennessee.

22                  A question was commuter rail up there  
23                  versus light rail. Commuter rail would be on the  
24                  current rail tracks, or not, or...

25

1 Explain commuter rail and light rail. That  
2 would be the question.

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

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

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

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

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

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

23 HARRY RICE: That would certainly be  
24 one option to use existing rail.

25

1                   RICK WILLIAMS: 'Cause I hear CSX  
2 guards their rail, like, "You're not having it on our  
3 rail." And I was just wondering have we ever made any  
4 move or negotiations in asking them?

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

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

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

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

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

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

19                  RICK WILLIAMS: Yeah.

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

22                  And the big difference between commuter  
23 rail and light rail is the fact that a commuter rail  
24 could be using a CSX line. A light rail is one that  
25 could not use that existing CSX line. It would be a

1 different facility. It would be some type of parallel  
2 linear facility.

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

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

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

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

19 RICK WILLIAMS: Thank you, sir.

20 TOKS OMISHAKIN: You're welcome.

21 COUNCILWOMAN KAREN JOHNSON: Good  
22 evening, I am Council Lady Karen Johnson. That's  
23 K-A-R-E-N, Johnson, J-O-H-N-S-O-N.

24 JOAN BARNFIELD: Thank you.

25

1 COUNCILWOMAN KAREN JOHNSON: And I'm  
2 in one of the adjacent capital districts in the  
3 Old Hickory Hollow area.

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

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

14 COUNCILWOMAN KAREN JOHNSON: Okay.

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

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

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

1 would be a perfect thing to have.

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

4 COUNCILWOMAN KAREN JOHNSON: If I  
5 could share my --

6 UNIDENTIFIED FEMALE SPEAKER: Okay.  
7 Go ahead.

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

14 HARRY RICE: Sure.

15 JOAN BARNFIELD: Exactly.

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

20 JOAN BARNFIELD: That is.

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

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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



1 thing, but they have got it on other interchanges.

2 JOAN BARNFIELD: Gotcha.

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

7 So that's all I have to say.

8 JOAN BARNFIELD: Thank you.

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

13 JOAN BARNFIELD: Thank you.

14 HARRY RICE: Thank you.

15 JOAN BARNFIELD: We appreciate you.

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

19 My question really deals with safety. I  
20 drive I-24 to Murfreesboro from Nashville for 22 years  
21 and being a safety coordinator, along as a first  
22 responder, I have seen numerous wrecks over those  
23 22 years.

24 In this, you talk about safety in so many  
25 aspects of the slides. And I wish someone from the

1       governor's safety council, along with the Tennessee  
2       Highway Patrol, to maybe help answer these questions  
3       as well because it seems like it would be a  
4       collaborative effort when you talk about safety should  
5       be your number one priority in driving any roadway or  
6       interstate.

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

11             Thank you.

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

15                     JOAN BARNFIELD:  Definitely.

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

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

19                     GARY BURKE:  Gary Burke.

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

22                     And as a matter of fact as it relates to  
23      that issue, the commissioner of TDOT and the colonel  
24      of the highway department, Colonel Trotter, and the  
25      governor's highway safety office, as part of TDOT,

1 held a press conference on Friday of this past week  
2 talking about the fact that our numbers, our fatality  
3 numbers, are up to what they were last year. And last  
4 year was a record-breaking year for us. We were -- I  
5 mean, we were just absolutely, you know, in shock when  
6 we -- at the end of the year last year when we saw  
7 those -- when we saw those fatality numbers.

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

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

24 But as you mentioned, safety remains our  
25 number one priority. I think part of what's happened

1 in this state, like many other states, is the fact  
2 that increasingly people are distracted while they're  
3 driving. It's a phenomenon that's just really taken  
4 off over the last couple years when we have, you know,  
5 smaller gadgets that people use while they're driving;  
6 cell phones, iPads, whatever it may be. But that's --  
7 from what we're seeing, that's really what it is.

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

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

19 GARY BURKE: Thank you.

20 JOAN BARNFIELD: Thank you.

21 J.R. MARABLE: Good evening.

22 JOAN BARNFIELD: Hi.

23 J.R. MARABLE: I'm J.R. Marable,

24 M-A-R-A-B-L-E.  
25

1                   I have a couple things that I want to hit  
2 real quick. I didn't hear anything about anybody  
3 talking about realigning 840 on the 24 side.

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

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

20                   You look at cities like St. Louis that is  
21 on a smaller scale compared to Nashville. St. Louis  
22 falls, I think, about \$350 million and got a federal  
23 grant to build their Metro Link. The Metro Link they  
24 have uses two tracks. There's always a train going  
25 into the city and one coming out, going out into the

1       suburbs. I think we need something along the lines of  
2       that.

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

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

18                   JOAN BARNFIELD: Right.

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

22                   Adding a lane on both sides of 24 going  
23      into the city, that's just going to cause more  
24      congestion over the next few years instead of working  
25      and dealing with that rail line.

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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

1 be --

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

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

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

12 JOAN BARNFIELD: Yes, so thank you  
13 very much.

14 TOKS OMISHAKIN: Those are great  
15 comments. Great comments.

16 JOAN BARNFIELD: Hello.

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

20 My question is, what is the budget? I  
21 mean, we keep talking about numbers and how much  
22 everything costs. How much do we have to spend on  
23 future planning for transportation and for the  
24 transportation on I-24?

25



1                   TOKS OMISHAKIN:  When you say what is  
2                   the budget, see, part of what our consultants  
3                   explained here is the fact that there are lots of  
4                   ideas that we want to get from you all tonight and  
5                   we've got it from, you know, Clarksville.  We've got  
6                   it from Chattanooga.  After we get this to a  
7                   more-detailed level and figure out what specifically  
8                   will go into our plan, we will then be able to say,  
9                   okay, this is something that's feasible.

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

19                   If you want to go commuter rail, for  
20                   example, on the CSX Line, there's -- it's practically  
21                   almost totally cost available (ph) to say, "We want to  
22                   do this on a separate line."  You have to get someone  
23                   with CSX engaged and them saying, "Yes, we can make  
24                   this happen."  
25

1                   And you saw the numbers so you're looking  
2                   at -- for commuter rail, you're looking at at least  
3                   probably \$50 million or something like that a mile. I  
4                   mean, this is -- these are large numbers we're talking  
5                   about.

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

16                  So it's not as easy as you're saying,  
17                  "What's the budget?" Our budget at a state -- the  
18                  State Department of Transportation is roughly  
19                  1 point 8 billion dollars but that's for the whole  
20                  state. And of that 1 point 8 billion dollars, roughly  
21                  300 million of that is discretionary, meaning that we  
22                  can decide and pick what types of projects are really  
23                  needed. So that's for the entire state of Tennessee,  
24                  like, \$300 million is discretionary money. That's not  
25                  a lot of money when it comes to pavement, concrete,

1 asphalt.

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

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

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

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

13 COUNCILWOMAN JACOBIA DOWELL: Can you  
14 hear me now?

15 JOAN BARNFIELD: Yes, thank you.

16 COUNCILWOMAN JACOBIA DOWELL: Okay.  
17 My name is Council Lady Jacobia Dowell, and I'm the  
18 representative for our District 32 that we're in  
19 today.

20 I have participated in the survey. I'm  
21 from Chattanooga also, so I-24 is very close to my  
22 heart because I travel it often, but I'll keep my  
23 comments today reserved for this portion of I-24 and  
24 I'm sure you've heard this before.

25

1                   I concur with the gentleman about the  
2 railways. We're not going to be able to pave our way  
3 out of the traffic issues we have. We're not going to  
4 be able to (inaudible), but we're going to have to  
5 have those conversations with the private rail lines  
6 in figuring out a way how we can run commercial with  
7 the commuter rail on the same line, so I'm not going  
8 to go any further on that.

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

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

22                   It's one of the exits that interrupts the  
23 traffic going toward Murfreesboro and the other one  
24 going downtown, it backs up because there's not a lane  
25 you can merge and you're merging into the flow of

1 traffic, so that's an improvement that needs to be  
2 made.

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

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

22 The other thing is, I think that -- I think  
23 locally, which may not necessarily have to do with the  
24 state or the MPO office and looking at local  
25 government like Williamson County, Wilson County,

1 Rutherford County and the regional transit plan, I see  
2 a lot of the design and some of these cities are not  
3 able to accommodate the traffic patterns so the only  
4 route they take is the interstate. And I think  
5 there's an opportunity to work with their local  
6 planning office just to look at how they can better  
7 implement the infrastructure within their city to  
8 accommodate their traffic to move them around that  
9 area without having to hop on the interstate and hop  
10 off.

11 My last suggestion is Crossings (ph)  
12 Boulevard. When you leave out of here, Crossings  
13 Boulevard goes down here and Old Hickory Boulevard is  
14 the next exit.

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

25 JOAN BARNFIELD: Good suggestion.

1 COUNCILWOMAN JACOBIA DOWELL: I would  
2 move to make funding and to move forward on that.

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

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

14 Thank you.

15 JOAN BARNFIELD: Thank you.

16 TOKS OMISHAKIN: Thank you, Council  
17 Lady.

18 JOAN BARNFIELD: Hello.

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

22 The increase in proposed traffic that we  
23 all know is going to happen with increased population  
24 is something that's already in place, and the HOV  
25 lanes that are on our interstate currently that are

1 willfully abused by drivers every day because the  
2 fines are insignificant to the point that they think  
3 it's okay to abuse that.

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

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

13 JOAN BARNFIELD: Thank you.

14 TOKS OMISHAKIN: Thank you for your  
15 comment.

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

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

25 JOAN BARNFIELD: Hello.



1                   GEOFFREY HICKS: My name is Geoffrey  
2 Hicks. I'm inflicted every day with driving on I-24  
3 every morning, every evening going and coming to work.

4                   Looking at your own statistics, that is,  
5 it's more cost effective to build in the country than  
6 in the city. I've watched all the trucks going  
7 through town that don't have any reason to be in town.  
8 And if there was another way that they could go around  
9 town; mainly, get going on -- look much more at 840  
10 rather than going Broad (ph) and I-24 at four times  
11 the cost. Go take the trucks that don't want to be  
12 here and let them get out of town, then that way you  
13 don't have to make all of these big changes at four  
14 times the cost to go do something that's hopeless  
15 because you haven't addressed the problem, mainly,  
16 they don't want to go there. And if you keep coming  
17 up with ways to continue to let them go there, they'll  
18 continue to go in and then all of a sudden you're  
19 needing more roads.

20                   So I brought this great map of I-840, and  
21 you can see it there on the internet there, you can  
22 pull it up, and it says Tennessee 840 map, which shows  
23 from where -- not that it's any surprise to you. But  
24 you can encourage a trucker -- and I called today to  
25 somebody and I said, "Do you have the ability to know

1       where a truck's going? Well, you know his weight and  
2       you know who he is, but you don't know his manifest?"

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

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

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

18               TOKS OMISHAKIN: No, no. I think --

19               TOM WINNETT: Thank you very much.

20               TOKS OMISHAKIN: Thank you, sir. I  
21       think that's a great comment, and we will look into  
22       that. It's not something that we're oblivious to.

23               JOAN BARNFIELD: Right.

24               TOKS OMISHAKIN: I mean, we're mindful  
25       of the fact that 840 can -- if truck traffic is

1 diverted onto 840, it can really alleviate some of the  
2 pains that we see on 24. We've got to take a more  
3 serious, more close look at that. We really do. I  
4 know that for a fact. It's not as easy and straight  
5 forward as it sounds.

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

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

14 TOM WINNETT: Thank you.

15 TOKS OMISHAKIN: Thank you.

16 JOAN BARNFIELD: Hello.

17 TIMOTHY COLE: My name is Timothy Cole  
18 and I've lived off and on here in Nashville for over  
19 30 years.

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

23 One suggestion is, we've got to re-sign  
24 (ph) 840 as an interstate and Briley Parkway as an  
25 interstate. People just do not -- they're out of

1 town, passenger freight, and they will not take a  
2 state route. They don't know the quality of the road.

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

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

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

24 Come on. The traveling public can read a  
25 sign, and they've already widened Briley into eight

1 lanes. I look at the traffic counts. There's 70,000  
2 cars a day that use the eastbound lane and 50,000 on  
3 the westbound.

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

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

18 TOKS OMISHAKIN: Yeah.

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

24 TOKS OMISHAKIN: So -- no. Thank you  
25 for your comment.

1                   Again, it seems like there's a lot of  
2                   people starting to echo this same comment now: "How  
3                   do we better utilize these bypasses, the major  
4                   bypasses, to help alleviate certain traffic around  
5                   these main corridors?" And that's something we're  
6                   going to look at some more.

7                   JOAN BARNFIELD: Definitely.

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

10                  TOKS OMISHAKIN: Sure.

11                  TIMOTHY COLE: It really is.

12                  TOKS OMISHAKIN: Sure.

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

23                  TOKS OMISHAKIN: Sure.

24                  TIMOTHY COLE: And one other question  
25                  I basically had was coming south on 65, the new ramp

1 or new interchange they built there on Ellington  
2 Parkway. There's a stub ramp, or a ghost ramp, that  
3 would've been going from 65 South to Briley Parkway  
4 East. I don't know if anybody's witnessed that  
5 lately. It looks like a stub ramp where that was  
6 planned so that you don't have to loop back around.

7 TOKS OMISHAKIN: Explain that location  
8 again.

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

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

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

24 TIMOTHY COLE: I can show you on the  
25 map back there.

1 TOKS OMISHAKIN: Okay. Sure. Yeah,  
2 if you don't mind doing that.

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

6 JOAN BARNFIELD: Yes.

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

12 TIMOTHY COLE: Okay. Thank you.

13 TOKS OMISHAKIN: Thank you for your  
14 comments.

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

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

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

20 JOAN BARNFIELD: Thank you.

21 SHARON WARFIELD: I commute five days  
22 a week from Rutherford County to downtown Nashville.  
23 I wish the economy was better, I would sell my home  
24 and move (inaudible) I-40. You know, sometimes I feel  
25 like I-40 (inaudible) downtown from my home because I



1 get fed up with four lanes of traffic. Not three with  
2 an HOV lane empty, but four lanes of traffic,  
3 bumper-to-bumper cars getting in the HOV lane with  
4 more fines, whatever (inaudible), traffic jams, more  
5 car accidents.

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

13 We need a train so bad, so bad. And I  
14 leave my house between 6:15 and 6:30 in the morning  
15 just so I can make sure I'm downtown at my desk by  
16 8:00 a.m. and that's crazy. I lose four-and-a-half  
17 hours of my life every day just so I can get downtown  
18 from Rutherford County, and it's just crazy.

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

1           probably be helpful.

2                           JOAN BARNFIELD:   Okay.

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

6                           TOKS OMISHAKIN:   Thank you, ma'am.

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

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

11                          JOAN BARNFIELD:   Thank you.

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

14                          We've been here for seven years and I've  
15          been driving for 30 years.   And to be honest, there  
16          are certain rules that I have forgotten exactly what  
17          the rules are, and I think that some re-education  
18          would be helpful to the general population, like,  
19          exactly how are you supposed to merge onto a freeway?  
20          Because there are people who are extremely nice, and  
21          they will basically merge as long as humanly possible  
22          and, meanwhile, the people on the freeways don't know  
23          if they're gonna cut in or if they're gonna go.   I  
24          don't even remember what the real rules are.

25

1                   The other thing is that, you know, a  
2 majority of the people here turn on their blinkers and  
3 people let them in and that's fabulous. But you've  
4 got some people who forget what a merge area is and  
5 they just cut in and that's -- and then people have to  
6 put their brakes on.

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

9                   JOAN BARNFIELD: That's a good  
10 suggestion.

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

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

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

23                  You could put a bunch of what you call a  
24 service road -- and I know Tennessee don't like  
25 them -- but it would work, and then you could get rid

1 of all the trucks that go up through Nashville.

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

11 Thank you.

12 TOKS OMISHAKIN: Thank you, sir.

13 JOAN BARNFIELD: Thank you, sir.

14 Hello.

15 LANA JANE: Hi, my name's Lana Jane,  
16 L-A-N-A, J-A-N-E.

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

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

23 TOKS OMISHAKIN: So that's a loaded  
24 question because I'm not sure exactly where you...

25 You said has TDOT had conversations with

1 other state D-O-Ts about light rail or other cities?

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

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

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

17 We've actually contributed some dollars  
18 to -- GDOT is overseeing this, Georgia Department of  
19 Transportation is overseeing this, so we've actually  
20 contributed some money to Georgia to explore this idea  
21 to see whether or not it is feasible. But beyond  
22 that, we haven't really had, you know, serious, you  
23 know, dialogue with other surrounding states about  
24 light rail but that is something that our state  
25 department is interested in.

1                   A lot of times things like light rail and  
2 commuter rail, honestly, they happen at the regional  
3 and the city government level and they always, you  
4 know, pull in the state government, as well as, engage  
5 the state department of transportation. But a lot of  
6 times these ideas on how to move forward -- like,  
7 there's commuter rail in Nashville. A lot of people  
8 don't know that but there's a commuter rail called the  
9 Music City Star that connects Lebanon to downtown  
10 Nashville if you live out in the eastern part of  
11 Middle Tennessee. So you can get from Lebanon to  
12 downtown Nashville on commuter rail right now today.  
13 It's been around for about five or six years.

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

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

24                   LANA JANE: Maybe I should have made  
25 myself clear. I'm talking more about what those other

1 cities that already have existing, you know,  
2 mass-transit solutions, if they can give some kind of  
3 input for our problems, if you -- I guess I'm not  
4 explaining...

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

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

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

21 Even though they have a relatively, you  
22 know, decent transit system but part of the issue, and  
23 we haven't really talked about it a lot here tonight,  
24 is the growth pattern. How the city of Atlanta is  
25 growing. It's been slightly sporadic and sprawled and

1 that's a big part of how we got to resolve improvement  
2 issues along I-24. It's not just the facility that we  
3 have to see how we can improve it. It's the growth.  
4 So that growth cannot continue to happen in a very  
5 sporadic manner.

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

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

14 Thank you for your comment.

15 JOAN BARNFIELD: Hello.

16 KELLY KNOWLES: My name is Kelly  
17 Knowles, K-N-O-W-L-E-S.

18 I have mostly a comment about who  
19 (inaudible) tonight (inaudible)? That's something  
20 that I'm trying as a regular Joe, trying to have more  
21 information in trying to (inaudible) TDOT.

22 I've heard several general comments about  
23 840 and that's kind of a thinking-outside-the-box. I  
24 live in Smyrna. I moved from Dickson County and we  
25 traveled and took 840 and it was beautiful. So if



1       there is a way to communicate back to folks, as far  
2       as, "Hey, you know, you can use 840 to get around  
3       town." It is a little bit longer way, but it was a  
4       very lovely drive heading out to that side, so I don't  
5       know how you'd communicate that. But 840 is just  
6       (inaudible) and a delight.

7                        So thank you all for your time.

8                        JOAN BARNFIELD: Thank you. Hello.

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

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

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

24                       And if I may, there was a few that talked  
25       about getting downtown to Nashville. Take advantage

1 of the (inaudible) that we have, which to those of you  
2 that don't know about it, it's merely a lap over  
3 around Route 15 (ph). It runs the same exact route  
4 from Hickory Hollow to downtown, and you have a bus  
5 running about every ten minutes all day long.

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

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

24 And I appreciate you taking the time.  
25

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

16                   And the other thing that I'd like to kind  
17 of touch on real quick is through meetings like this  
18 and your comments, we do realize that there are areas  
19 that we need to education people on. And we  
20 appreciate your comments and enlightening us on how  
21 much we could inform people, and we really need to do  
22 that soon, and that will be also part of what is in  
23 our packet, and I think you'll see that we can address  
24 things much, much better.

25

1                   And, I'm sorry, I didn't mean to interrupt  
2                   you, sir.

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

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

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

21                  I think that needs some serious  
22                  consideration.

23                  JOAN BARNFIELD: All right. Thank  
24                  you.

25

1                   Okay. Does anybody else have any  
2                   comments?

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

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

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

14                  JOAN BARNFIELD: Yes.

15                  TOKS OMISHAKIN: So full-on disclosure  
16                  here.

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

23                  I worked at the planning department,  
24                  Nashville's Planning Department, when the  
25                  commuter-rail project got completed of the

1 Mississippi Star. And that was my same question was,  
2 okay -- because I wasn't highly involved in it. "Why  
3 in the world are we not doing that in the southeastern  
4 part of the county of Rutherford where on the majority  
5 of the roads this happens and the majority of the  
6 commuter traffic is coming from?" It's a commuter  
7 rail.

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

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

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

24 So the rail company has to say in addition  
25 to the freight traffic that's on there, I wouldn't

1 mind sharing what the city government or this transit  
2 authority and give the opportunity to use passengers,  
3 to allow passengers on it as well.

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

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

19 So thank you for your comment again.

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

22 Number one, I want to thank TDOT for having  
23 this event, but I also want to thank you all for the  
24 project on 440. I personally can see a better flow of  
25 traffic on 440 in the afternoon, and I'm amazed that

1        putting a little extra room on the interstate system  
2        would do that.

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

10               We can force trucks onto 840 but without  
11        840 being totally complete, it leaves that connection  
12        part out. That's one thing.

13               Number two, I'm glad to see the council  
14        ladies here tonight. I hope they'll holler over to  
15        the mayor to take 65 million he wants to put into  
16        (inaudible) and maybe add some state money and spend  
17        100 million for commuter rail (inaudible) this  
18        corridor. I just got to mention that because I hate  
19        to see us invest all this money on West End where they  
20        don't need (inaudible), and we really need commuter  
21        rail out here.

22               And so I hope all the council ladies will  
23        urge the mayor to do that and will urge him to  
24        consider putting that money in.

25



1                   And, again, I want to thank you for the  
2                   440 improvement. Thank you.

3                   JOAN BARNFIELD: Very good.

4                   TOKS OMISHAKIN: Thank you. Thank you  
5                   very much.

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

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

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

11                  THE COURT REPORTER: I can't hear her.

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

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

15                  JOAN BARNFIELD: Sorry.

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

21                  JOAN BARNFIELD: Well, and...

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

24                  JOAN BARNFIELD: This truly is  
25                  something that we are taking a look at, all options,

1 and that's a good recommendation. We have other  
2 recommendations. But as Harry said earlier, rail is  
3 definitely on there. Bus is on there.

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

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

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

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

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

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

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

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

1 from Chattanooga to Georgia --

2 BETH WINNETT: Right.

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

7 JOAN BARNFIELD: Or better.

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

10 BETH WINNETT: How many? How many?

11 TOKS OMISHAKIN: At least two million  
12 people.

13 BETH WINNETT: Okay. Let's say two  
14 million people are affected by Interstate 24. You got  
15 500 surveys. That -- when you guys said you were  
16 satisfied with that number, I was shocked. I'm  
17 utterly shocked that here at this meeting we got  
18 30 people. That's wrong. That's totally wrong.

19 We need -- I think we need to get the  
20 message out there that people can voice their opinion  
21 and for TDOT to know where people are moving from  
22 point A to point B because, as much as I love public  
23 transportation, I would get on some public  
24 transportation but currently I'm not for trains  
25 because once you put a train line down, you have to

1 move people from here to there. The thing is, people  
2 aren't moving from here to there. They're moving from  
3 here to there to there to there to there to there.

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

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

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

14 HARRY RICE: Two people showed up.

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

21 JOAN BARNFIELD: Putting it the  
22 newspaper.

23 TOKS OMISHAKIN: Yes, the newspaper.

24 So it's a very -- it's a very complicated  
25 thing to say, you know. We want people to come out,

1       you know, especially at a time like this. You know,  
2       people are getting off work. They've got families.  
3       We try to choose nights that work for people. We  
4       don't do it on Wednesday. We don't do it on Friday.  
5       There's a lot that goes into that.

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

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

10                   JOAN BARNFIELD: Yes.

11                   BETH WINNETT: ...sad.

12                   TOKS OMISHAKIN: Look, we understand.  
13       Harry?

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

23                   So we will continue to look for input and  
24       we will continue with safety, and we really do  
25       appreciate your time.

1                   J.R. MARABLE: That ought to tell you  
2 that 24 is a mess.

3                   JOAN BARNFIELD: Thank you all.

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

8                   (Whereupon, the meeting was adjourned,  
9 however, personal comments were given, as follows:)

10                  TIMOTHY COLE: My name is Timothy  
11 Cole.

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

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

23                  **(Whereupon, no further comments were**  
24 **made and the meeting was adjourned.)**

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C E R T I F I C A T E

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.