



I-24 Multimodal Corridor Study

Nashville Public Meeting

April 18, 2013

5:00 PM – 7:00 PM

East Park Community Center

Meeting Summary

Joan Barnfield, Project Manager for the Tennessee Department of Transportation's (TDOT) Long Range Planning Division, called the meeting at 5:00 PM. She greeted the group, gave a brief summary of the project and purpose of the meeting, and invited other TDOT staff to introduce themselves. Ms. Barnfield then turned the meeting over to Scott Rumble of Atkins.

Mr. Rumble briefly introduced himself and then played a four-minute informational video for the group. The video indicated the nature and purpose of the study, which was to investigate a range of multimodal solutions along the I-24 Corridor through Tennessee with an emphasis on managing congestion, improving safety, maximizing the potential for freight diversion and preserving/enhancing the corridor's economic benefits.

Mr. Rumble then began a presentation which gave an overview of the project study area, project schedule, scope of work and existing conditions analysis completed for the study. The presentation concluded with a discussion of the survey submissions to date, including trends and highlighting the areas of most concern. After this presentation, Mr. Rumble opened the floor to questions and comments.

Comments and questions are noted in bold, and are paraphrased for ease of reading. The full transcript is available. Consultant and/or TDOT responses are italicized.

C: What types of partnerships does TDOT have with rail companies to try to improve diversion from truck freight?

As a part of TDOT's Long Range Planning Division's freight planning process, a statewide freight advisory committee is being formed in accordance with the MAP-21 legislation. TDOT is eager to seek input from private rail representatives to gain a better understanding of the obstacles being faced in those industries.



C: Pedestrian improvements are needed at the Hickory Hollow/Bell Road Interchange.

C: The Fern Avenue overpass creates a bottleneck that may counteract the benefits of adding lanes on I-24 from Briley Parkway to Trinity Lane.

C: In downtown Nashville, loop/cloverleaf interchanges are causing congestion problems. Diamond interchanges would be better.

C: The connection of I-24 with Ellington Parkway is confusing and not functional.

C: The Cheatham County Chamber of Commerce is interested in opening up the rail line going from Nashville to Clarksville for freight and commuters.

Q: Is there a list of all of the ramps in Davidson County that have been deemed too short?

Yes. As part of our technical analysis, which is documented in Technical Memorandum 8 located on the project website, we determined the number of ramps that were too short. This analysis is available on the project website at: <http://www.tdot.state.tn.us/i24/>

Q: How realistic is it that there will be projects that will be funded from this study?

While there are no guarantees, TDOT will use the analysis from this and other studies to try to balance investments and prioritize projects across the state.

Q: Will parallel routes be a part of the analysis of alternate routes?

Yes. The regional transportation computer model used for this study will estimate the impact that any potential alternate route may have on I-24.



Attendance

Organization	Number of Attendees
Total	18
Consultant Team	5
TDOT	5
Nashville Metro Planning	2
Other/General Public	6

Other Agencies Represented:

- Cheatham County Chamber of Commerce
- City of Tullahoma
- CSX
- Parsons Brinkerhoff