

I-24 Southeast Choice Lanes Public Comment Addendum – 2025 PIMS

Date	Comment	Response	Count
10/22	<p>Please do not make Tennesseans have to choose to pay a undetermined premium for convenience. We live and work in Tennessee. We drive on the highway everyday. Driving on the highway is free, and should always be free to everyone. Do not create one more cost for us in a sea of costs that we live in every single day.</p>	<p>Thank you for your comment on the I-24 Southeast Choice Lanes Project. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee’s growing traffic demands and delivering a more efficient and reliable transportation system for the future.</p> <p>While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. The Choice Lanes also enhance public transit options, as buses are allowed to use them at no cost, making transit travel more dependable for riders without any added expense.</p>	1
10/22	<p>Not a fan of choice lanes, it’s not going to decrease traffic. We need supported infrastructure for public mass transit options. I take the train daily to commute and we need more options to support this. It cuts traffic significantly and for me personally it’s faster to take the train and walk rather than drive. More options to other locations would be favorable. No to choice lanes please we do not want this we want better alternative options such as public transit and safe biking options. Rural communities deserve to be connected in more ways than just in a car.</p>	<p>Thank you for your comment on the proposed I-24 Southeast Choice Lanes Project.</p> <p>As a multimodal transportation organization, serving the nearly 7.5 million residents of the state of Tennessee with safe and efficient travel is at the heart of everything we do at TDOT. We work closely with stakeholders in every region to ensure we are executing with excellence the transportation mandate that has been delivered through the legislative process.</p> <p>For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO) which is housed in GNRC prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration.</p> <p>While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.</p>	2

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10/22	I work in Nashville and drive this route. I am very frustrated that this is going to be fee-based. If we can build two more lanes each direction, why don't we just do that? You are basically saying that if you are poor and work an 8-5 job, you are screwed. We spent literally millions of dollars on the variable speed project - and I could have told you that wouldn't work. No one pays attention to the speed limit - they didn't before we spent millions, and they haven't after. Traffic still sucks, but we are out millions that could have been spent making sure that EVERYONE can get to work without hours on the Interstate. Or better yet, putting in a viable commuter train from M'boro. The bus option is a joke unless you work downtown. There is no bus stop near my office in S. Nashville. At my other location, there was no way to take the bus and work 8 hours. But I guess the rich CEOs can get to work, so who cares about the rest of us?	<p>Thank you for your comment on the I-24 Southeast Choice Lanes Project.</p> <p>Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future.</p> <p>While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. The Choice Lanes also enhance public transit options, as buses are allowed to use them at no cost, making transit travel more dependable for riders without any added expense.</p> <p>By utilizing a public-private partnership (P3), the Tennessee Department of Transportation (TDOT) can deliver a project of this scale without relying heavily on state resources. This approach not only enables the completion of major initiatives but also preserves state funding for additional transportation improvements throughout Tennessee.</p>	3
10/22	We need to know how this will impact the neighborhoods off the I-24 corridor, especially the Glencliff area.	<p>Thank you for your comment on the proposed I-24 Southeast Choice Lanes Project.</p> <p>The Tennessee Department of Transportation (TDOT) is following a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Through this process TDOT is seeking to minimize or avoid impacts to the surrounding area, including right-of-way (property) impacts. The NEPA process also mandates public involvement and dictates a process for review and permitting. The refined alternative shared with the public at the most recent public information meetings was conceptual and does not reflect a final design or identify any right-of-way or property impacts. The feedback collected from the public during the recent comment period was intended to identify and understand potential impacts to further refine the alternative and identify a Recommended Preferred Alternative that will continue to be refined throughout construction to continue avoiding or minimizing impacts to the community. TDOT has not finalized a design. TDOT will continue collecting public feedback and will host public hearings in 2026 to present a Recommended Preferred Alternative and the Environmental Assessment for public review before any decisions are made.</p>	4
10/22	Have you considered using an electronic windshield sticker as a pass? EZPass or E-ZPass works in Delaware, Indiana, Maine, New Hampshire, Ohio, Virginia, Kentucky, Maryland, New Jersey, Pennsylvania, West Virginia, Illinois, Massachusetts, Minnesota, North Carolina, New York, Rhode Island, Georgia and Florida. It's known by different names in each state but is the same system. Makes more sense than	<p>Thank you for your comment on the proposed I-24 Southeast Choice Lanes Project.</p> <p>Policies related to user fees, including enforcement and collection procedures, will be established by the Transportation Modernization Board and incorporated into the public-private partnership (P3) agreement between the Tennessee Department of Transportation</p>	5

	<p>trying to reinvent the wheel. I have one I've use in Georgia and Florida. Seems better to have only one than multiple stickers taking up real estate on the windshield additionally blocking the view. People purchase the sticker, create and pre-fund an account, and the account is debited monthly.</p>	<p>(TDOT) and its private sector partner. These policies are currently still under review and have not yet been finalized.</p>	
10/22	<p>I believe the Choice Lanes should be made a reality, especially in the congested areas like Nashville! I also believe Nashville should improve its public transit as well, so Nashville should start somewhere and build some more public transit and bike infrastructure so that it will stop being so car dependent like most cities in North America!</p> <p>One suggestion I would have for the design of the choice lanes is to make them part-time managed lanes like the ones around San Francisco and Minneapolis-St. Paul. That way, it will be open to all traffic in after hours and they won't have to worry about prices or driving in lanes separated from traffic with pylons, like on I-77 in Charlotte, NC.</p>	<p>Thank you for your comment on the proposed I-24 Southeast Choice Lanes Project.</p> <p>Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future.</p> <p>While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. The Choice Lanes also enhance public transit options, as buses are allowed to use them at no cost, making transit travel more dependable for riders without any added expense.</p> <p>As a multimodal transportation organization, serving the nearly 7.5 million residents of the state of Tennessee with safe and efficient travel is at the heart of everything we do at the Tennessee Department of Transportation (TDOT). We work closely with stakeholders in every region to ensure we are executing with excellence the transportation mandate that has been delivered through the legislative process.</p> <p>For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO) which is housed in GNRC prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration.</p> <p>While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.</p>	6

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<p>11/20</p>	<p>To whom it may concern, On behalf of the Woodbine Neighborhood Association (WNA), we submit the following comments regarding TDOT's proposed 1-24 Choice Lanes project. Woodbine is a diverse, historic, and long-established community in South Nashville. As currently proposed, the proposed project would have substantial and disproportionate negative impacts on our residents, local institutions, and natural resources. For these reasons, the Woodbine Neighborhood Association opposes the project in its current form and requests that TOOT further evaluate potential alternatives and their impacts. Environmental Justice & Limited English Proficiency (LEP) Concerns Nearly half of Woodbine's residents identify as members of minority populations, and many households-particularly those closest to the project corridor-have limited English proficiency. TDOT's own Public Involvement Plan requires the agency to identify and provide targeted outreach to such populations to ensure they have access to project information and meaningful opportunities to comment. To date, no such outreach has occurred in Woodbine. Impacts to Cultural Resources: Wat Lao Buddhaphathip Wat Lao Buddhaphathip, a significant cultural and religious center for our Lao community, is located immediately adjacent to the project area. To our knowledge, TOOT has not coordinated with this community nor evaluated how construction, noise, visual impacts, or changes in access may affect the center. Section 4(i) Impacts to Mill Creek Park Mill Creek Park is a valued recreational resource in our neighborhood and is protected under Section 4(f). The proposed widening would adversely affect the park, including visual intrusion, loss of greenspace, and construction impacts. The steep slopes between the existing highway and Mill Creek also pose structural vulnerabilities during high-flow events. Purpose and Need: Focus on Moving Cars, Not People The Purpose and Need focuses solely on moving cars rather than moving people. This arbitrarily narrows the range of alternatives and fails to consider a multimodal approach. Legislative Constraints Should Not Predetermine Alternatives The Transportation Modernization Act's funding limitations should not be interpreted as prohibiting evaluation of transit alternatives. NEPA requires a reasonable range of alternatives, regardless of funding mechanisms. Induced Demand Research consistently shows that adding roadway capacity induces additional traffic. Without a robust induced-demand analysis, traffic projections will be unrealistic and the long-term effectiveness of the project overstated. Legacy of Highway Construction & Neighborhood Fragmentation Previous construction of Interstates 24, 65, and 440 fragmented South Nashville communities. Woodbine continues to experience limited safe crossings, cut-through traffic, elevated noise, and air pollution. Adding new capacity will exacerbate these harms. Right-of-Way Acquisition and Unnecessary Access Point at Thompson Lane/Briley Parkway The only proposed ROW acquisition for the project occurs in a residential portion of Woodbine, raising</p>	<p>Thank you for your comment on the proposed I-24 Southeast Choice Lanes Project.</p> <p>The Tennessee Department of Transportation (TDOT) is following the federally mandated environmental review process required by the National Environmental Policy Act (NEPA). This process involves extensive environmental studies to understand potential impacts to both natural and built environments. Throughout project development, TDOT works to avoid or minimize impacts to surrounding communities, including potential right-of-way (property) needs.</p> <p>Public involvement is also a core requirement of NEPA. The refined alternative presented during the most recent public information meetings was conceptual and does not represent a final design or identify specific property impacts. Feedback collected during the public comment period is being used to better understand community concerns, refine the alternative, and help identify a Recommended Preferred Alternative. Design refinements will continue throughout the process to avoid or reduce impacts wherever possible. No final design decisions have been made.</p> <p>TDOT will continue gathering public feedback and will hold public hearings in 2026 to present the Recommended Preferred Alternative and the Environmental Assessment for public review before any decisions are made. If any properties are ultimately impacted, TDOT will follow the federal right-of-way acquisition process and work individually with affected property owners. More information is available on TDOT's right-of-way website: https://www.tn.gov/tdot/right-ofway-division.html.</p> <p>Public involvement for this project has occurred in multiple phases. The recent meetings were the second series, with earlier meetings held in August 2024. TDOT has used various methods to share information and encourage participation, including digital advertising, mailing more than 80,000 postcards, placing legal advertisements in local newspapers, issuing press releases, distributing flyers to 17 locations, and working with local elected officials to share updates. These outreach efforts were designed to ensure broad awareness and engagement across the project area. Additional opportunities for public input will be available before decisions are finalized. To receive ongoing project updates, you may subscribe to the project newsletter at: https://tdotoutreach.com/public/subscribe/search?project_id=4.</p> <p>The Project's Purpose & Need was developed in coordination with the Federal Highway Administration (FHWA) to guide planning efforts and determine the most effective solutions for the traveling public. While transit improvements are not part of the design alternatives because TDOT does not operate or oversee local transit service, public transit vehicles will be able to use the Choice Lanes at no cost, improving travel times and reliability for transit riders.</p>	<p>7</p>

	<p>clear environmental justice concerns. To reduce impacts to the community, WNA recommends eliminating the proposed Choice Lane access at Thompson Lane/Briley Parkway. This access point is unnecessary because full access already exists at the nearby 1-24/1-440 interchange, and its removal would significantly reduce the need for elevated structures and ROW acquisition. Additionally, removing this access point would help reduce cut-through traffic on neighborhood streets-an issue repeatedly raised by residents and currently being addressed in coordination with NDOT. Avoiding new traffic pressures in these residential blocks is essential to improving safety and mitigating long-standing fragmentation caused by previous highway construction.</p>	<p>Additionally, the Transportation Modernization Board has approved access to Choice Lanes for certain heavy commercial vehicles (HCVs). Allowing HCVs up to Class 10 to use these lanes can improve overall traffic flow, enhance safety in the general-purpose lanes, and support the project's self-financing capability. Larger heavy vehicles would remain restricted.</p> <p>The Choice Lanes also enhance public transit options, as buses are allowed to use them at no cost, making transit travel more dependable for riders without any added expense. TDOT does not operate transit facilities and has no jurisdiction over transit projects for local agencies like WeGo. However, TDOT recognizes the importance of public transit and has partnered with WeGo to allow public transit vehicles to use the Choice Lanes for free.</p> <p>TDOT is conducting a Type I noise assessment as part of the Environmental Assessment. The study will determine what noise abatement criteria would be met. Final noise abatement measures would be evaluated as part of final design, and the public will have an opportunity to review and comment on the assessment during the Public Hearings in 2026.</p> <p>The design for the Choice Lanes project is not finalized. While a refined alternative was presented to the public for feedback, additional changes can still be made based on technical studies and input, including potential adjustments to access points and proposed changes to Briley Parkway. A Recommended Preferred Alternative will be presented to the public for review and feedback before any decisions are finalized.</p> <p>TDOT remains committed to following all federal requirements, including NEPA, and to ensuring the public remains informed and engaged throughout the project. The department will continue working to minimize impacts and provide relocation and acquisition assistance consistent with federal and state guidelines.</p>	
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