

I-24 Southeast Choice Lanes Project

Public Comment/Response Matrix

A public comment period was open from August 14, 2024, through September 19, 2024, to receive feedback on the I-24 Southeast Choice Lanes project. The Project Team hosted four public meetings, including one virtual meeting and three in-person meetings. In-person meetings took place on August 21, 2024, in Smyrna, Tennessee, August 28, 2024, in Nashville, Tennessee, and August 29, 2024, in Antioch, Tennessee. Comments received at these meetings and throughout the public comment period were managed using the Public Involvement Management Application (PIMA). Of the 522 comments received, 415 were submitted through the PIMA platform either through the website or via iPads provided at the public meetings. Twenty comments were hard copy/written comments received at the public meetings that Project Team members entered into the PIMA platform and 24 comments were sent to the Project email address or hotline. Fifty-five were submitted during the virtual public meeting. Eight were received through a Court Reporter service at two of the public meetings. The 522 comments below have been evaluated and responded to and will be included in the Environmental Assessment.

Summary of PIMA Comments for Public Meeting Series – August 2024

#	Comment Date	Commenter Name	Do You Support This Project?	Do You Understand the Project as Presented?	Why Do You Currently Use the I-24 Southeast Corridor?	How Often Do You Travel on the Project Corridor?	Are You Familiar with Choice Lanes?	Have You Used a Choice Lanes Facility in Another State?	Would You Use Choice Lanes If They Were Available on I-24 Southeast?	Are the Visual Aesthetics of the Project Important to You?	Do You Have Any Comments and/or Concerns About the Project?	Response
1	8/14/2024	Anonymous	Uncommitted	Yes	Travel to/from work, Recreation	Daily	Yes	No	No	No	My concern is the construction and closing of lanes while this is being built. It's already a nightmare on this corridor and this project will impact an already horrible situation.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT's policy is to plan, design, construct, maintain and operate safe and efficient work zones. This is an essential part of highway construction, utility work, maintenance and right-of-way use permits. In this effort, TDOT has adopted a Work Zone Safety and Mobility Program (WZSM). This program requires consideration and management of work zone impacts from inception, through all phases of design, and construction. The WZSM program will also require additional transportation operations strategies to be employed during construction to mitigate impacts of the work zone on traffic operations. A few

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												<p>examples of these operations strategies that could be used are:</p> <ul style="list-style-type: none"> • Construction Phasing/Staging: Staging typically refers to how the contractor positions equipment and material within the work zone. Phasing refers to the sequence in which major portions of a project are constructed. • Off-Peak Work Hours: TDOT policy requires that the contractor maintain the same number of existing travel lanes throughout all phases of construction. Any lane closures required would have to occur during off-peak hours. • Police Cooperation: A cooperative agreement between police and an agency to provide enforcement support for a work zone. • Work Zone ITS: Use of technology to monitor traffic flow, crashes, errant vehicles, and driver behavior. <p>Help Truck Services: The use of Help Trucks to improve</p>

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												clearance time of disabled vehicles.
2	8/14/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	Yes	No			
3	8/14/2024	Anonymous	Against	Yes	Recreation	other	Yes	No	No	No	This is not a solution. We need light rail between Murfreesboro and Nashville.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The Southeast Corridor High-Performance Transit Alternative Study prepared by the Nashville Area Metropolitan Planning Organization in August of 2007 looked at a number of transit alternatives to address the 30-mile-long corridor between Nashville and Murfreesboro. The types of transit considered were bus rapid transit (BRT), light rail, heavy rail/subway, monorail, commuter rail and high-speed rail.</p> <p>Light rail was considered along the I-24 corridor and the existing rail corridor belonging to CSX. These options were found to have very high capital costs. The report found that these options were unlikely to be justified by ridership and thus eliminated it from further study.</p> <p>While rail projects require significant upfront capital costs that are not currently available within the Department's</p>

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												funding constraints, Choice Lanes would offer transit riders a more reliable trip time for no extra cost. Allowing transit buses to use the Choice Lanes for free has increased ridership in other states. TDOT will continue to partner with WeGo on future transit opportunities.
4	8/14/2024	Stephanie Goldberg	Against	Yes	other	Once a week	Yes	No	No	Yes	<p>I am concerned that this project is a windfall for the private developer and not as beneficial to Davidson and Rutherford Counties. I also wonder - given the current economy - will enough cars elect to use these toll lanes just to drive back/forth to work every day? I'm not talking about projections for anticipated users. We can cheerlead anything. If the cost goes up at peak usage, how many people can afford this on a regular basis? And last, how will law enforcement effectively handle speeders or road rage incidents in these toll lanes? Thank you.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Traffic and revenue studies conducted on the I-24 Southeast corridor suggest a sustainable demand for Choice Lanes on this corridor both now and into the future. Demand would be managed dynamically (in real-time) by pricing in the Choice Lanes. When traffic builds in the Choice Lanes, the user fee would increase. When demand is lower, the user fee would go down as well. Since the demand is based on real-time traffic and not prescribed peak hours, the price would adjust accordingly to maintain the desired demand. TDOT's public-private partnership would also include requirements for the private sector partner to maintain reliable travel speeds. The private sector partner's goal would be to maximize the use</p>

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												<p>of the Choice Lanes while still maintaining the required minimum speeds.</p> <p>TDOT plans to educate first responders on how to use the Choice Lanes and manage potential future incidents. Coordination with first responders would allow incident response to be supported just as it is in the existing general purpose lanes. Emergency vehicles, such as police cars and ambulances, would be able to use the Choice Lanes for free. TDOT plans to place an automated incident detection system at incident hot spots. HELP Trucks would patrol the corridor to assist motorists. Incident response processes and procedures would be developed in coordination with local first responders.</p>
5	8/14/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	other	Yes	No	No	No	Why not just add lanes for all people to use rather than adding to the cost of daily living for TN residents. We shouldn't be selling our interstate interests to large corporations for their profit.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>New traditional highway lanes in congested, urban areas would only continue to fill up with vehicles. Choice Lanes make sense in these areas because they are managed by pricing to proactively combat traffic congestion. By</p>

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												<p>implementing a user fee, motorists who choose to use the Choice Lanes would experience a reliable and expedited trip time, while also reducing congestion in the existing lanes. The Choice Lanes also provide benefits to transit by increasing reliability of travel times that may increase ridership and offer reliable alternative travel choices in the region.</p> <p>By funding Choice Lanes through a public-private partnership (P3), the private sector bears the investment costs needed to deliver and maintain the projects. State funds are freed up to be allocated to other needed projects across Tennessee, such as widening rural interstates, benefiting more Tennesseans than would otherwise.</p>
6	8/14/2024	Bryan Smith	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	No	<p>This is a way for our local politicians to continue letting our roads fall disrepair. Don't want to hit potholes? Get in the "you have no choice lane." the haves and have nots lane. The second this gets implemented, our local leaders will have less than zero interest in maintaining or improving the non-choice lanes. This is bad bad bad!</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>While Choice Lanes will be operated and maintained by the private sector partner, TDOT will continue to maintain the existing general-purpose lanes on the I-24 Southeast corridor through its annual pavement program. TDOT</p>

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												encourages motorists to report potholes requiring urgent attention by calling 1-833-TDOT-FIX (836-8349).
7	8/14/2024	Juliette Vincent	Against	Yes	Recreation	Once a week	Yes	No	No	No	<p>This is a terrible way to spend money. Instead of investing in mass transit to relieve congestion you're giving a private company the ability for surge pricing to use these lanes, with zero maximum! and instead making it still more expensive to continue to try to live and work in the area.</p> <p>I am firmly against this, particularly the variable pricing and it being managed and paid to a private company. Nope</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 5.</p>
8	8/14/2024	Ashanna McCray	For	Yes	Travel to/from work	Multiple times a day	Yes	Yes	Yes	Yes	Call it "NASH PASS" -	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>
9	8/14/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	No	Seen and used in other states. They only take lanes away from others unless you are willing to pay. In the end, either the state or a private entity will get their money and both the choice lanes and free lanes will have the same amount of congestion.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 5.</p>
10	8/14/2024	Anonymous	Against	Yes	Travel to/from work	Multiple times a day	Yes	No	No	Yes	<p>yet again Tennessee government passes the buck down to the poor people by wasting taxpayer funds on private industry ventures instead of investing it in a public infrastructure that benefits all Tennesseans. this will only benefit those who can afford such a luxury, and screw the rest of us i guess. which is no surprise - our republican state government has shown time and time again that it is downright hostile to the less fortunate of</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see response to comment 5.</p>

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											this state. i really hope all of you responsible for this classist bullshit project feel it on election day, for all of our sakes. we need real solutions to a real problem, not your buddies to get rich.	
11	8/14/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	This project only benefits the wealthier constituents and fails to address infrastructure issues that could be resolved by public transit available to all financial classes	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Choice Lanes will offer a more reliable travel time along the I-24 Southeast corridor, enhancing the quality of life of motorists using the Choice Lanes and those in general purpose lanes alike by helping everyone to spend less time in traffic. Choice Lanes also offer an enhanced transit option as buses can use them for free, making transit travel more reliable for riders without any added cost. Less vehicle idling would improve air quality, and improved connectivity would positively impact the regional economy, extending the benefits of making transportation more efficient and reliable beyond those who directly choose to use the new Choice Lanes.</p>
12	8/14/2024	Anonymous	Against		Recreation, other			No	No	Yes		

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13	8/14/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	Yes	No	Yes	This costly project perpetuates Nashville's reliance on residents owning cars, rather than implementing/improving infrastructure and transit that effectively makes us less car-dependent.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Transit buses will use the transit buses for free, creating an incentive for them to use the lanes for a faster, more reliable trip. Choice lanes encourage transit ridership due to increased reliability and the customer's ability to do something else instead of driving such as reading, doing a crossword puzzle or checking emails.</p>
14	8/14/2024	Jacob Beu	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	other	Yes	No	No	No	<p>I have concerns about the private entity not being a company based in Tennessee or one who might outsource customer service to another state or country. A for-profit company will need to extract money from TN residents to pay for the road as well as payroll and still make a profit, is that money leaving our economy?</p> <p>An automated toll system implies the use of license plate readers to bill users of the road without transponders. Many stories of other motorists getting billed for someone else because the reader misread the license plate exist, and now I may have to take time out of my day to fight this private entity to remove an invalid charge against me who would have no incentive to do so. It may get to a point where it saves me time and money to just pay someone else's toll rather than fight with remote customer service or deal with small claim's court.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The public-private partnership (P3) would select a private sector partner to design, build, finance, operate and maintain the new Choice Lanes as part of this Project for a term defined in the forthcoming agreement. During that time, the private sector partner would partner with TDOT to collect user fees and invest back into the Choice Lanes to ensure they continue to provide the best experience for Choice Lanes users.</p> <p>Additionally, leveraging a P3 for this Project allows TDOT to</p>

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											<p>Will the private entity and DMV work together to suspend licenses of motorists who don't pay? What type of fee structures exist?</p>	<p>reallocate funds to invest in additional transportation improvements throughout Tennessee than it would otherwise be able to fund.</p> <p>Policies regarding user fees, including enforcement and collections, will be set by the Transportation Modernization Board and be included in the public-private partnership (P3) agreement between TDOT and the private sector partner. These policies are still under consideration.</p>
15	8/14/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, other	Daily	Yes	No	No	Yes	<p>1. Do not give our interstate to private companies.</p> <p>2. You want to reduce traffic you should encourage remote work or busses and trains.</p> <p>This would create induced demand. I will not vote for people that support this</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>While the new Choice Lanes will be designed, built, financed, operated and maintained by a private sector partner, TDOT will continue to maintain ownership of the interstate and land.</p> <p>Also, while rail projects require significant upfront capital costs that are not currently available within the Department's funding constraints, Choice Lanes would offer transit riders a more reliable trip time for no extra cost. Allowing transit buses to use the Choice Lanes for free has increased ridership in other states. TDOT will</p>

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												continue to partner with WeGo on future transit opportunities. Please also see the response to comment 5.
16	8/14/2024	Matthew Hensen White	Against	Yes	Travel to/from work	Once a week	Yes	Yes	No	Yes	Stop squandering tax dollars on more highways! Adding more lanes will not fix traffic. Need to start investing in trains.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>While rail projects require significant upfront capital costs that are not currently available within the Department's funding constraints, Choice Lanes would offer transit riders a more reliable trip time for no extra cost. Allowing transit buses to use the Choice Lanes for free has increased ridership in other states. TDOT will continue to partner with WeGo on future transit opportunities.</p>
17	8/14/2024	Nathan Holman	For	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	No	Yes	No		<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>
18	8/14/2024	Jerry Balthrop	Uncommitted	Yes	Travel to/from work, Recreation	Daily	Yes	Yes	No	Yes	Right away access (eminent domain?), Bell Road intersection with the railroad track bridges, impact of traffic on the corridor during construction. Why not improve Muffresboro Road to help when 24 is backed up and Murfreesboro Road is the best alternate?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>While work continues on the State Route 1 (Murfreesboro Pike) SMART Corridor project, TDOT recognizes the need to address unreliable trip times that affect regional connectivity and multimodal mobility along</p>

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												<p>approximately 26 miles of I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro. The purpose of the I-24 Southeast Choice Lanes Project is to improve travel time reliability and regional connectivity issues along approximately 26 miles of I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro. The proposed project would address unreliable trip time for commuters, including those commuting via passenger vehicles or transit, regional connectivity issues and multimodal mobility.</p> <p>Learn more about the SMART Corridor project at: https://www.tn.gov/tdot/projects/region-3/i-24-smart-corridor.html.</p>
19	8/14/2024	Anonymous	Against	Yes	Travel to/from work	Multiple times a day	Yes	No	No	No	This is a ridiculous proposal.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
20	8/14/2024	Cynthia Williams	For	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	Yes	Yes	Yes	Can't wait!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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21	8/14/2024	Barbara Maloney	Conditional	Yes	Travel to/from home, Recreation	other	Yes	Yes	Yes	Yes	<p>How will you guarantee better travel time in Choice Lanes? Will commercial vehicles (like 18 wheelers) be allowed on the Choice Lanes? How will emergencies be handled on Choice Lanes? Who will regulate the Choice Lanes, will it be monitored by State HW Patrol? How will building MORE lanes reduce emissions? How much of my taxpayer dollar will be used on a FOR PROFIT travel route?</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Policies regarding vehicle classes allowed in the Choice Lanes will be set by the Transportation Modernization Board and be included in the public-private partnership (P3) agreement between TDOT and the private sector partner. These policies are still under development.</p> <p>As the Choice Lanes provide a new travel option to help address travel time reliability and regional connectivity issues along the I-24 Southeast corridor, motorists could spend much less time idling in traffic, which could improve air quality. As part of the National Environmental Policy Act (NEPA), the Project Team is conducting a study on potential impacts, positive or negative, the proposed Project could have on air quality. The results of this study will be included in the Environmental Assessment presented at the Public Hearing in 2025.</p> <p>Please also see the responses to comments 4, 5 and 14 regarding funding.</p>

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22	8/14/2024	Sherri Paterson	Conditional	Yes	Recreation	Daily	Yes	Yes	Yes	Yes	My neighborhood, near Almaville Rd exit is behind I24. We are a little less than a mile. We do have woods behind us but it doesn't dampen the sound enough. We really need sound barriers!! I lived in Gwinnett County GA and our neighborhood there would definitely have a sound barrier. It has been difficult sleeping in our new home. Please include sound barriers in our county! We in Rutherford and have none and this growth justifies getting them by affected neighborhoods. Please contact me if you want names of specific neighborhoods.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>TDOT is conducting a noise assessment as part of the Environmental Assessment. The study will determine what noise abatement measures could and should be provided. The public will have the opportunity to review and give feedback on this assessment during the Public Hearing in 2025.</p>
23	8/14/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	No	Its not gonna work. To much time to make project happen. Maybe have the stationed thru out corridor to ticket speeding drivers. People that fly down thru there. From briley parkway to haywood is wreck central. So is sam ridley to exit 70. Fix the pot holes. Finish 840, let truckers use that. Fix the downtown 24 loop. It bottle necks. That will help thru out the rest of 24. Lots of ideas to help 24 as is now	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The proposed I-24 Southeast Choice Lanes project addresses travel time reliability and regional connectivity issues along approximately 26 miles of I-24 by providing passenger vehicles and transit riders with an effective transportation alternative. Choice Lanes would provide another option for motorists to bypass congestion, allowing motorists to maintain consistent travel times in exchange for a user fee.</p>

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24	8/14/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	other	Yes	No	No	Yes	<p>I believe that making this a private/public project that public funds would still be used, despite only those paying fees be allowed to use those certain lanes. Also, the private company awarded the contract would be inheriting the benefits of the existing infrastructure, such as utilities already in place, which was funded by taxpayers. I also believe that if this were to pass, there would be little to no immediacy on the state's part to continue to improve the "public" portion of the roads in those areas. Over the years I have witnessed our infrastructure degrade, while other states have improved theirs. Years ago, when you went into the states of Georgia and Kentucky, you would instantly know, as their roads were in poor condition. Now it is the opposite and upon entering those states via interstate, the roads improve. I believe that all lanes should remain public use and either a modest tax hike or better usage of our multibillion dollar rainy day fund be used to aid in this</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The public-private partnership (P3) would select a private sector partner to design, build, finance, operate and maintain the new Choice Lanes as part of this Project for a term defined in the forthcoming agreement. During that time, the private sector partner would partner with TDOT to collect user fees and invest back into the Choice Lanes to ensure they continue to provide the best experience for Choice Lanes users.</p> <p>By leveraging a P3, the private sector bears the investment costs needed to deliver and maintain a facility of this magnitude and state funds are freed up to be allocated to other needed projects across Tennessee.</p> <p>TDOT is proposing adding two new Choice Lanes along the corridor in each direction and keeping all existing general purpose lanes. No existing lanes would be removed. User fees would only be charged in the two new Choice Lanes.</p>

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25	8/14/2024	Robin Tune	For	Yes	Travel to/from home, Recreation	other	Yes	Yes	Yes	Yes	Would like access from proposed Cherry Lane project near Mboro	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Information about the proposed Project, including a map of the Project limits and proposed access points, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these proposed access points are not final and may change based on a variety of factors.</p>
26	8/14/2024	Gib Jefferies	Conditional	Yes	Recreation	Once a week	Yes	Yes	Yes	Yes	I live near Thompson lane in Nashville. This road is already gridlocked by peak traffic. I hope that more people will choose public transit and micro-transit. A lot of the aspects of this project make sense to me: using private payment, allowing choice, giving priority to public transit. I'm less sure about the idea of widening the interstate at all.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 13.</p>
27	8/14/2024	Majeed Peffley	Against	Yes	Recreation	Once a week	Yes	Yes	No	Yes	This is moving the state in the wrong direction. We need easy, safe, and accessible light rail or bus routes	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 3.</p>
28	8/14/2024	Sarah Cho	Against	Yes	Travel to/from work, Recreation	Daily	Yes	No	No	Yes	This is a terrible idea meant to generate profit rather than provide commuters with a safe, efficient way to travel. We deserve safe, cheap public transportation options and an investment in	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>

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											infrastructure (i.e., fix our crumbling bridges), not this garbage! Stay out of TN!!	Please see response to comment 5 and 11.
29	8/14/2024	Anonymous	Uncommitted	No	Travel to/from work	Multiple times a day	Yes	No	No	No		
30	8/14/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	We need a train system like other cities.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3.
31	8/14/2024	Kristin Branam	Against	Yes	other	other	Yes	Yes	No	Yes	I do not support choice lanes. I would rather pay higher taxes for equal access to public roads than have variable-rate lanes available for those who can afford to pay. These public/private partnerships are another form of discrimination. Please just raise taxes and expand I-24 with no fee for use. I-24 also needs to be expanded the entire length of the state, not just between Nashville and Murfreesboro.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The state has a long history of not raising taxes or taking on debt for their projects. By leveraging a public-private partnership, TDOT would be able to deliver a project of this magnitude, while also reducing the need for state funding so it can continue to invest in more transportation improvements in other parts of the state. Additionally, please see responses to comments 5 and 11.
32	8/15/2024	Brandon Spivey	Conditional	Yes	Travel to/from home	other	Yes	No	No	Yes	It is clear that there is a problem on I-24 there. My concern is that the government is fronting the money and will get no return from the tolls. It seems like the money should be treated as a loan and paid back to the state to go to other projects.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. By leveraging a public-private partnership (P3), TDOT would

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											<p>I am also concerned that the addition of choice lane only on and off ramps will adversely affect traffic on the crossroads. I often use 24 but I more often cross it and even the addition of another stoplight will likely delay the crossing. I hope these connections will be very well planned out to not disrupt flow. Maybe employing thing like the diverging diamond, flyovers, or cloverleaf interchanges to reduce stoplights.</p> <p>Ultimately it doesn't matter how good the highway is if you can't get on or off of it. Also I hope that as part of this the CSX train bridge on Bell Road could be addressed to open up that road for better access while the highway bridge is hopefully replaced with a better bridge for Bell Road traffic.</p> <p>Thank you!</p>	<p>be able to deliver a project of this magnitude, while also reducing the need for state funding so it can continue to invest in more transportation improvements to other parts of the state. The user fees motorists would pay when they choose to use Choice Lanes would be paid back to the private sector partner for their investment in designing, building, financing, operating and maintaining the Choice Lanes.</p> <p>Most of the Choice Lanes access points are located adjacent to existing interchange access points. Because of this, we do not expect significant travel pattern changes within local roadway network when Choice Lanes are opened.</p> <p>Additionally, please see response to comment 25.</p>
33	8/15/2024	Anonymous	Against	Yes	other	Once a week	Yes	No	No	Yes	<p>Its a private toll lane, call it what it is. If you have the money to jump to the front of the line, heres the TDOT solution. In the meantime, you inconvenience everyone else with a 30 year construction project that is only benefits those with the money to use it — a class of people the majority of which don't live on the i24 corridor, they live on the i65 corridor.</p> <p>Please put in light rail, please get us a rail corridor from Knoxville to nashville to</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 3.</p>

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											<p>Memphis, from Atlanta to Chattanooga to Nashville to Clarksville to Chicago. People dislike buses and love trains—why do you not have the ability to see this?</p> <p>Please don't help pad the pockets of private corporations who take public funds to build “public” infrastructure in order to monetize and privatize it. At best it's corrupt.</p>	
34	8/15/2024	Anonymous	Against	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	Yes	No	Yes	<p>These “choice lanes” are poorly disguised toll roads. If the state can afford to build these lanes, it can afford to make them free. This is a huge boondoggle proposed only for the purpose of putting \$ into the pockets of wealthy white men. If the legislature was truly interested in efficient transportation, it would invest in high speed trains. Alas, the legislature is too busy trying to silence its people of color and gives not a blink of an eye for the best interests of the citizens of TN. Expand Medicare. Fund DCS fully. Drop the grocery tax. Invest in affordable housing. Kill vouchers (a coupon for rich families) and fully fund all public schools. Pass common sense gun laws.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>
35	8/15/2024	Elizabeth Bosse	Against	Yes	Recreation	other	Yes	No	No	Yes	<p>This is choice only for those that can afford it. Shame on you!!!!!! Where is true public transit. We have on many occasions vacationed outside of a major city and used public transportation to go into the city and to navigate the city. We SELDOM travel into Nashville for anything because of traffic. I have lived here since 1989 and used to commute into Nashville and to Brentwood. We used to go into the city every weekend. Choice lanes does not solve the traffic problem once you are in</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>TDOT will continue to partner with WeGo on future transit opportunities. Choice Lanes would offer transit riders a more reliable trip time for no extra cost. Allowing transit buses to use the Choice Lanes</p>

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											the city. Only trams and trains can do that. We need less cars not more elitist choices.	for free has increased ridership in other states.
36	8/15/2024	Anonymous	Against	Yes	Travel to/from home	Daily	Yes	No	No	Yes	Mass transit choices are a better solution. Multiple bus routes would eliminate x amount of cars on the road. Passenger rail service (using existing infrastructure) from Nashville to Murfreesboro another solution. The project needs to reduce number of cars on the road, not make drivers pay more. Inflation and high cost of living already burden drivers.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT will continue to partner with WeGo on future transit opportunities. Choice Lanes would offer transit riders a more reliable trip time for no extra cost. Allowing transit buses to use the Choice Lanes for free has increased ridership in other states.
37	8/15/2024	Anonymous	For	Yes	Recreation	other	Yes	No	Yes	Yes		
38	8/15/2024	Seth Harrison	Against	Yes	Recreation, other	Once a week	Yes	No	No	Yes	The solution to traffic isn't more lanes, it is transit. We should be trying to create a regional rail lines that connect all the growing cities within Middle TN. We can still have a public private partnership, but with a focus on rail rather than individual cars and the few who take buses. This is moving TN in the opposite direction it needs to go. This is a chance to invest in a new system that improves the lives of everyone in Middle TN. If i had the option to take a train anywhere, I would do it, but that option is not available to me. I don't want \$250 million dollars going towards more lanes, I want that money to be used for mass transit not individual vehicles that create more noise, pollution, and take up more space.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Additionally, please see the response to comment 3.

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39	8/15/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	No		
40	8/15/2024	Elizabeth McCaslin	For	Yes	Recreation	other	Yes	Yes	Yes	Yes	<p>Please address the interchanges in downtown before finalizing this project. Make sure the I-24 merge onto I-40 remains at least two lanes. Please do not let it be like the disfunction of I-65 heading north from the south side that merges into 1 through lane. We need more infrastructures in the downtown loop to accommodate the additional lanes!</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>TDOT is proposing two new Choice Lanes along this corridor in each direction and keeping all existing general purpose lanes, effectively widening the I-24 Southeast corridor.</p> <p>The proposed Choice Lanes on I-24 Southeast are part of a larger program of proposed Choice Lanes projects in some of the most congested areas of Tennessee. Within the Nashville region, TDOT is currently conducting its Downtown Nashville Interstate Corridors Planning and Environmental Linkages (PEL) Study, which includes 20 miles of interstate segments, including I-65, I-24 and I-40. The purpose of the PEL Study is to address travel time reliability and regional connectivity issues on the Downtown Nashville interstate network. You can find more information about this PEL Study at</p>

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												https://www.tn.gov/tdot/government/g/planning-studies/downtown-nashville-interstate-corridors-planning-and-environmental-linkages--pel--study-website-.html . Additionally, TDOT has conducted congestion studies in all four regions of Tennessee, which are available at https://www.tn.gov/tdot/government/g/planning-studies/congestion-study.html .
41	8/15/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	No		
42	8/15/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	Yes	Against.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
43	8/15/2024	Anonymous	Conditional		Travel to/from work	Daily	No			No	It remains surprising that we are taxed on roads already. Travelers on this road to work are likely those who do not have a choice but to drive in for a living wage instead of working in their residence county. There are not reasonable mass transit options. I expect many will choose to 840 over to 65 depending on cost. I am very concerned that there is not a max charge. And the expected ROI on time reduction with these lanes. More info needed.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. For the proposed I-24 Southeast Choice Lanes project, a range of multimodal alternatives were evaluated in previous planning studies, and Choice Lanes were identified as the recommended alternative. During this analysis, which is currently ongoing, the Project Team is looking at several preliminary alternatives and

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												<p>evaluating whether they meet the Purpose and Need of the Project. At each level of evaluation, the number of alternatives decreases as those alternatives that are the lowest performing are eliminated. The Reasonable Alternatives are the alternatives that are the best performing with the least impacts to the human and natural environment.</p> <p>This public feedback, along with our engineering, traffic analysis and environmental studies, help TDOT to define the Recommended Preferred Alternative, which will be shown at the Public Hearing in 2025.</p> <p>Please also see the response to comment 11.</p>
44	8/15/2024	Amanda Eyler	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	No	<p>This DOES NOT WORK! All it will do is create more traffic! Even *after* it's complete. The price to use the roads is not good enough to encourage to PAY to use the lanes. If you want to help with congestion, create an extra lane / exit only lanes and PAVE I24. I lived in Atlanta and go to Atlanta often. NO LNE uses the pay till lanes. We will sit on traffic instead. Those lands could have helped the flow of traffic but instead created years of congestion from construction and the lanes go unused. Please STOP TURNING IS JNTO ATLANTA. Their infrastructure is falling apart and we do not need to follow in their footsteps.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the responses to comments 5 and 11.</p>

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45	8/15/2024	Nicole Hargrove	Against	Yes	Recreation	other		No	No	No	Instead of choice lanes, please just widen our interstates, especially the section of I65 between 840 and Saturn Parkway.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
46	8/15/2024	Anonymous	Against	Yes	Travel to/from work	Once a week	Yes	Yes	No	No	Don't make Tennesseans pay to play. Just do what is right and widen the roads, or find another way. The area is growing fast, and I get there needs to be some infrastructure changes.. but maybe get the money from the crazy drivers no one ever pulls over :)	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
47	8/15/2024	Mollye McDaniel	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	No		
48	8/16/2024	Shelly Christianson	For	Yes	Recreation	other	Yes	Yes	Yes	Yes	Great plan to improve transportation flow	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11.
49	8/16/2024	Kayla Greenwood	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	Yes	No private institution should be paying or managing something that is supposed to be part of the public roadways. The thing that I-24 needs is an additional lane of travel, signs to remind and enforce the "slow poke law" so slower traffic will keep right, as well as if that land was used, to be used as a railway or mass transit only with an emergency vehicle only or emergency pull over for when accidents happen as there are places where the shoulders are barely adequate. The	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 5.

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											problem with the MTA 84 is that it's longer with less reliable options of time and travel, where a bullet train or railway system could cut travel time down again. I used to be able to drive from Murfreesboro to bell road in less than 30 minutes, and now it takes an hour on a good day. The choice lanes also wouldn't address the safety issues of the almadille road exit which need to be dealt with.	
50	8/16/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	No	No	<p>I work in downtown Nashville and reside in Southeast Davidson County. The most direct route for my daily commute is I-24. My neighborhood, Carothers Farms, can be accessed off I-24 either from the Old Hickory Blvd exit or Waldron Rd exit. Our neighborhood is often a cut through for commuters trying to avoid entering I-24 at Waldron Rd. and instead entering at OHB.</p> <p>After reviewing the proposed design documents and access points for the choice lanes, I am very concerned about how the designated access points will impact traffic flow on the sideroads in my area. As I understand Access Point Plan Alternative 1, the Waldron Rd. exit would become an entry/exit for the exclusive use of choice lane drivers; those opting to not use the choice lanes would have to enter I-24 further up the interstate, perhaps at OHB. This will significantly disrupt traffic flow on sideroads in this area, especially Burkitt Rd, which feeds into Nolensville Rd (where a TDOT is currently working to widen the road).</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>TDOT is proposing adding two new Choice Lanes along this corridor in each direction and keeping all existing general purpose lanes, effectively widening the I-24 Southeast corridor. User fees will only be charged in the two new Choice Lanes, which would be designed, built, financed, operated and maintained by a private sector partner. There will never be a user fee assessed on the existing general purpose lanes. The Choice Lanes provide an alternative travel choice for roadway users without diminishing the roadway capacity currently available for all users.</p> <p>Most of the Choice Lanes access points are located adjacent to existing</p>

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												interchange access points. Because of this, we do not expect significant travel pattern changes within the local roadway network when Choice Lanes are opened.
51	8/16/2024	Thomas Burns	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	No	No	<p>Please do not proceed with choice lanes in Nashville. I believe this creates an unnecessary and cruel class divide where the affluent can bypass the less fortunate, who are now forced into worse congestion due to the addition of the choice lanes. This is no more evident than in the Washington DC / Maryland area. Greater study and concern should be placed in the troubled areas. Exit intersections there are the main problem. The Bell Road / I-24 intersection is a prime example. Instead of having a short left-turn signal onto I-24 West, there should be a cloverleaf on-ramp. And if the traffic lights before and after I-24 on Bell Road were better synchronized, traffic would flow through the underpass much easier. Again, please do not make life worse for those less fortunate by having them face the reality of one more luxury that they are excluded from.</p> <p>Thank you for your attention.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 11.</p>
52	8/16/2024	Dan Burns	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	Yes	<p>Um, these are "toll roads." If anyone in their right mind thinks this will solve our traffic problems, allow me to direct you to Chicago, New Jersey and Northern Virginia, where decades of highway construction only served to enrich out of state multi-global construction corporations, and after the highways were paid for, the tolls continued to be charged into the future indefinitely. This is a</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 11.</p>

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											terrible idea. And its misleading name is intentionally dishonest. Working families and commuters in Tennessee don't have a choice in this matter. If they did, it couldn't move forward until it was put in front of a referendum or ballot initiative - My kids are going to be paying for this until they retire and they're still in middle school. Creating some kind of exclusive ability for drivers that can afford this to whiz past the actual blue collar people that make this city work is an astounding and irresponsible abuse of public service.	
53	8/16/2024	Antonia Rohlfig	For	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	No	No	Yes	Yes		
54	8/16/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	Yes	<p>TDOT funds should be spent looking at commuter rail through the middle of our interstate corridors ala Chicago's Dan Ryan (90/94). Even the most basic rail option utilizing existing interstate corridors would have a profound effect on congestion, commuter choices, and overall travel times for middle Tennessee residents and visitors.</p> <p>Please consider alternative options as I do not believe that choice lanes will remotely solve our congestion problem around middle Tennessee</p> <p>Signed, a resident that travels all around middle Tennessee every single day.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Pease see the responses to comments 3 and 43.</p>

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55	8/16/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	No	This is a terrible idea without public transit to supply more options for travel in the Middle TN area. Please rethink this project.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 13.
56	8/16/2024	Eric Wong	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	No	No	No	What a scam.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
57	8/16/2024	Anonymous	Against	Yes	Travel to/from home, Recreation	Daily	Yes	No	No	No	This is a waste of money and effort. I pay taxes to be able to use the interstate free of charge. This will not solve the congestion and poor driving skills issues currently plaguing the greater nashville area. It's out of touch with the people of the city and clearly no one involved in this project is actually interested in resolving the issues that the average commuter has to deal with. This investment should be used to expand public transportation and road repair; not using public roads as a cash grab for a wealthy few.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
58	8/16/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	Yes	No	No	If you want to make improvements, build a rail system or enhance public transportation rather than ask me to pay for a road I already travel with questionable benefits.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see responses to comments 5 and 43.
59	8/16/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	The money for this should be invested into public transportation. Adding a paid toll will not help with congestion as most people will not be able to afford the surge pricing. Also, the money paid to use this Lane should not be going out of state to a third party. The state should be in charge	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT has a long history of utilizing all federal funding allocated to the Department.

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											and keep the money in state to be invested into our infrastructure.	Due to federal fund-matching program requirements, a significant amount of state funding would still be required to deliver a project of this scale. By leveraging a public-private partnership (P3), TDOT would be able to deliver a project of this magnitude, while also reducing the need for state funding so it can continue to invest in more transportation improvements to other parts of the state. Additionally, please see response to comment 13.
60	8/16/2024	Mckenzie Jordan	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	Yes	No	Yes	This is a massive waste of money that will not do anything to alleviate traffic- these lanes sit mostly empty in Atlanta and the rest of the interstate is still a backed up mess. More lanes are also insanely expensive to upkeep and we already spend to much money upkeeping interstates. Finally, toll lanes (you won't trick me with the Orwellian nonsense term "choice lanes") only benefit the wealthy who don't need any more help making their lives easier, a comprehensive transit solution is needed for middle Tennessee that doesn't rely on cars.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11.
61	8/16/2024	Alexander LeRoux	Against	Yes	Recreation	Once a week	Yes	Yes	No	No	Adding more lanes does not fix the problem of traffic. We know this already. Stop wasting our money please and actually fund state wide transit, like busses or trains.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. For additional information please see the responses to comments 3 and 11.

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62	8/16/2024	Kevin Eaves	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	No	No	Yes	Adding more lanes is universally seen as a bad idea in hindsight. Please spend this money on public transportation options, such as rail to reduce the amount of vehicles traveling shortly outside the city to the center of it. Even one line would work and could the foundation of a network.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3 regarding rail and transit alternatives.
63	8/16/2024	Grace Gibson	Against	Yes	Recreation, other	Once a week	Yes	Yes	No	Yes	We need REGIONAL TRANSIT, not TOLLS.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 43 regarding additional alternatives considered, including transit.
64	8/16/2024	Adam Henderson	Against	Yes	Travel to/from work, Travel to/from home, Recreation	other	Yes	Yes	No	No	Mass. Transit. Now. This project will do nothing to alleviate traffic and only benefit people who have the money to pay for the use. Ya'll will do anything to avoid building a high quality train service. You're going to spend a ridiculous amount of money just to build more roads. It doesn't help the people that can't afford to pay the toll. We need more ways in this city to be less reliant on cars, not more.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3 regarding rail and transit alternatives.
65	8/16/2024	Anonymous	Against	Yes	other	Once a week	Yes	No	No	No	You're complicit in lining the pockets of anti-democracy, under-educated, bootlicking traitors. Instead of fixing the roads, you want to charge us to drive on them? Read that out loud.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 6.
66	8/16/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	Yes	No	No	i think this is a waste of taxpayer money as increased transit options will be more beneficial to this area than increased lanes for existing transit options. and the negative impact on areas along the	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											corridor that are already land strapped will be excessive.	Please see the responses to comments 3 and 43 regarding additional alternatives considered, including transit.
67	8/16/2024	Anonymous	Against	Yes	Recreation	other	Yes	No	No	Yes	I am concerned that this project will not reduce congestion on the highway. Additional highway lanes have not been demonstrated to improve traffic. I think a better proposal would be a high speed commuter train that runs along the route to help people get from murfreesboro to Nashville. This would cut down on traffic both on I-24 and within the Nashville metro arrea, and is more envinormentally sustainable	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3 and 5.
68	8/16/2024	Anonymous	Against	Yes	Travel to/from home	Daily	Yes	No	No	No	This is an insanely stupid idea, privatizing a lane for private profit. Implement the train system around nashville and the greater nashville area. NO CRAPPY CHOICE LANES!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 43 regarding additional alternatives considered, including rail.
69	8/16/2024	John Oakin	Conditional	Yes	Travel to/from work	Daily	Yes	No	Yes	No	I don't understand why there is a real problem NOW but you are talking about a solution for in 10 years? Just build the lanes and stop talking about it. Widen the roads now. Why only talk for so long! Spent millions on fancy signs... what a waste. Add lanes. We are not the first city in the world but only 3 or 4 lanes still between 840 and nashville? Why?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
70	8/16/2024	Bill Latimer	Against	Yes	Recreation	Once a week	Yes	No	No	Yes	Choice lanes are not what we need. What we need is mass transit for the entire region which does not rely on surface streets to effectively and efficiently transport people. We need something	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											<p>that's dependable and on time. Use the space being considered for Choice Lanes for some type of rail into the core of the cities and towns in the region with additional rail and bus options to get people to their final destination. Other regions our size and smaller have done this and reduced highway congestion.</p> <p>The answer most definitely is not to just add more lanes to the major arteries. There are more efficient and effective ways.</p>	Please see the responses to comments 3 and 43 regarding additional alternatives considered, including transit.
71	8/16/2024	Christopher Walker	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	No	<p>I think it is terrible that we can't afford interstates any more or else we would not need these choice lanes.</p> <p>The money from these choice lanes should be used to support real 24/7 public transit along the I-24 corridor. Not a pittance. Half of the money collected from the choice lanes should go to transit.</p> <p>This is likely just a money grab to get middle Tennessee to pay for interstates in rural areas. Put it on all the interstates in the state.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the responses to comments 5 and 13.</p>
72	8/16/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Daily	Yes	No	No	No	<p>This is a waste of state resources and only benefits the wealthy</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 11.</p>
73	8/16/2024	Kayla Shepperson	Conditional	Yes	Travel to/from work, Travel to/from	Daily	Yes	No	No	No	<p>My concerns revolve around the results to the surrounding infrastructure in the city not being able to compensate for the added traffic of people who are avoiding unnecessary tolls on the interstate that so</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>

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					home, Recreation						many people MUST travel on everyday. Given that I am one of those people, I can tell you there are no roads (like Murfreesboro rd, Gallatin rd, etc) that can support more than the already existing traffic. The road conditions everywhere are abhorrent. I think the signs indicating traffic ahead are a great addition. I think the tolls are incredulous to make it so that we have to pay to travel amongst a surplus of incompetent drivers who don't have regard for anyone's safety, not even their own.	The state continues to work with its regional partners to address regional needs and priorities.
74	8/16/2024	Anonymous	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	Yes		
75	8/16/2024	Judson Lacina	For	Yes	Recreation	Once a week	Yes	No	No	No		
76	8/16/2024	Anonymous	Against	Yes	Travel to/from home	Daily	Yes	No	No	No	It is a waste that only caters to the wealthy!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11.
77	8/16/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	No	Yes	I am extremely concerned that this project was not put to a public vote. TDOT is shoving this down the throats of Antioch residents just like everything else they do. Toll lanes won't fix congestion, you really need to do an overhaul of the design because it is the numerous interchanges occurring around the same area that cause issues. Not to mention if you can put a stupid barrier with 4 extra lanes in the median of the interstate it is INSANE to lie about the possibility of putting rail there instead!!!! Rail costs money, too but at least it would benefit more people than	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT would retain ownership of land on which the private sector partner builds the Choice Lanes. As a project that requires coordination with multiple federal agencies, the I-24 Southeast Choice Lanes project must comply with the National

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											<p>the idiots who will pay to use a lane of traffic so they can keep contributing to climate change. Oh and when does TDOT get the land back for these things anyway?</p> <p>Twelfth of never probably because it's going to take decades for them to be built and paid off and there will be even more toll lanes after these get done. Why don't you guys care about people?</p>	<p>Environmental Policy Act (NEPA), which requires extensive public engagement regarding the project. TDOT will maintain ongoing communication with community stakeholders and the public, including holding four public meetings held in August 2024, soliciting public comments between August 14, 2024, and September 19, 2024, and ongoing outreach to the public, including Environmental Justice (EJ) communities along the I-24 Southeast corridor. The public will also have the opportunity to review the Environmental Assessment during a public hearing and give feedback as part of the NEPA process.</p>
78	8/16/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	No	<p>Privatizing Tennessee roads is a mistake. Tennesseans do not want them. Please invest in public transportation and infrastructure.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The state continues to work with its regional partners to address regional needs and priorities.</p> <p>Choice lanes encourage transit ridership due to increased reliability and the customer's ability to do something else instead of driving such as reading, doing a crossword puzzle or checking emails.</p>

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79	8/16/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Daily	Yes	No	No	No		
80	8/16/2024	Shawn Garbett	Against	Yes	Recreation	other	Yes	No	No	No	Build some light rail and quit messing around. Toll roads are some dystopian corporatocracy I never thought I would see in TN.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see comment 3, regarding a light rail study.
81	8/16/2024	Jeffrey Harter	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	Yes	Yes	This is ridiculous to have a 3rd party, that isn't even based out of TN, to have another lane solution to traffic. We should be focused on better mass transit to take vehicles off the road. Public roads should be free. This is gross, saddening, and irresponsible. If the goal was to have "choice lane" this could have easily been funded through a 1,000 different solutions, but instead performing the effort of coming up with a solution, you are directly increasing the cost of living for local Tennesseans with an additional expense	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please reference comments 5, 11 and 43 for additional information regarding the use of public-private partnerships (P3s), mass transit, and affordability.
82	8/16/2024	Jessica Seifer	Against	Yes	other	Once a week	Yes	No	No	Yes	If the costs don't benefit public works, it's not worth it.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
83	8/16/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	Yes	More lanes for vehicles hasn't been proven to reduce traffic. Build more mass transportation like trains please.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 5.

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84	8/16/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	Yes	Please invest in public mass transit infrastructure that residents outside of Davidson County have a stake in.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 3 regarding transit alternatives considered.</p>
85	8/16/2024	Anonymous	Against	Yes	Recreation	other	Yes	Yes	No	No	<p>Yes, many. Toll roads are a HORRIBLE IDEA. Where is the money going, and which of Bill Lee's buddies gets it? We can add lanes WITHOUT making it a cash handout to some out of state entity who happens to be friends with our governor. I hope this blatant cash grab/crony handout FAILS MISERABLY. TN DOES NOT WANT TO BE FLORIDA!</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>By leveraging a public-private partnership (P3), TDOT would be able to deliver a project of this magnitude, while also reducing the need for state funding so it can continue to invest in more transportation improvements to other parts of the state. The user fees motorists would pay when they choose to use Choice Lanes would be paid back to the private sector partner for their investment in designing, building, financing, operating and maintaining the Choice Lanes.</p> <p>Policies regarding user fees, including enforcement and collections, will be set by the Transportation Modernization Board and be included in the public-private partnership (P3) agreement between TDOT and the private sector partner.</p>

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												These policies are still under consideration.
86	8/16/2024	Anonymous	Against	Yes	Travel to/from home, other	other	Yes	Yes	No	No	Yes, several. I have written an email detailing my concerns. Among those, this project has already cost over a million dollars. What a waste! Furthermore, these so called choice lanes are only a real choice for some, namely the wealthiest among us. This plan will place a further burden on those who are barely scraping by now, not to mention exacerbating our already horrible traffic problems. A better solution would be a light rail system. It would get so many people off the roads, prevent accidents, reduce pollution and be more equitable, efficient, and affordable for all. Implementing choice lanes is like putting a band aid on a gaping wound: inadequate and inefficient.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comments 3 and 43 regarding light rail alternatives considered and the development of reasonable alternatives that meet the project's purpose and need.</p>
87	8/16/2024	Grace Randazzo	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	Yes	No	Yes	Research shows that building more lanes for highways does not alleviate traffic issues in the long term. It temporarily alleviates traffic but after 6 months, the same problems as before will arise. So, don't build a lane for more cars. This is going to be a hugely expensive project that will take more time to complete than it'll be useful for. Preserve that space for buses or rapid transit options. Building an additional lane and charging people for it does not help the working class Nashvillians. Those who struggle to make ends meet are not going to use this lane, so it seems like just another way for those with disposable income to make their lives easier at the expense of others', when our government should be funding solutions that benefit ALL.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Choice Lanes will offer a more reliable travel time along the I-24 Southeast corridor, enhancing the quality of life of motorists using the Choice Lanes and those in general purpose lanes alike by helping everyone to spend less time in traffic. Choice Lanes also offer an enhanced transit option as buses can use them for free, making transit travel more reliable for riders without any added cost.</p>

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												Please also see the response to comment 5.
88	8/16/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	No	Make it a paid lane / HOV lane.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
89	8/16/2024	Anonymous	Against	Yes	Recreation	other	Yes	No	No	No	<p>First, this is a money-grab by corporations who should not be in public transportation administration, something that should be controlled and administered by the state only. Corporations will bear no responsibility or consequences for a badly administered or engineered project.</p> <p>More importantly, this does not fix the problem of lack of mass transit, or add additional capacity. TN needs to find ways to improve mass transit, and encourage job growth across all sectors. TN also needs to find ways to add affordable housing and market rate housing to the downtown area so that citizens are not forced to live farther and farther from their jobs.</p> <p>Toll roads are a nightmare and I oppose an plan to add them to this state.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>TDOT will continue to partner with WeGo on future transit opportunities. Choice Lanes would offer transit riders a more reliable trip time for no extra cost. Allowing transit buses to use the Choice Lanes for free has increased ridership in other states.</p>
90	8/16/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	No	A better project would be mass transit that could benefit more people and for a longer time. This would improve the value of our state and the quality of life of our population. Choice lanes will not. Choice lanes are essentially "pay to win". The only citizens who will benefit from this are those that can afford it. The construction cost will be monumental and only lines the pockets of private companies for	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>TDOT will continue to partner with WeGo on future transit opportunities. Choice Lanes would offer transit riders a more reliable trip time for no extra cost. Allowing transit</p>

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											years to come. Cost will come regardless, but it should lead to a better option not a worse one. And a better option would be mass transit.	buses to use the Choice Lanes for free has increased ridership in other states. Please also see the response to comment 3 regarding transit alternatives considered.
91	8/16/2024	Jacob Sloan	Against	Yes	Travel to/from home, Recreation	Daily	Yes	No	No	No	The fact that public infrastructure is being privatized is a travesty and does not benefit the public good. The gasoline, diesel, and electric vehicle road tax should fund the highway capacity expansion instead, assuming that's the actual goal of this project.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
92	8/16/2024	Anonymous	Against	No	Travel to/from work, Travel to/from home	Once a week	Yes	Yes	No	Yes		
93	8/16/2024	Katherine Howard	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	No	No	This has failed in other states. Please study those areas before going through with this. Charlotte, NC is the example that comes to my mind. All residents there have said this made a mess of the road during construction and added no value to their roads. The money budgeted for this project could be much better used. Thank you for your time and consideration.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
94	8/16/2024	Stephen Timberlake	Against	Yes	Travel to/from work	Multiple times a day	Yes	Yes	No	Yes	We need more public transit. Adding a choice lane is like adding gasoline to a fire.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please refer to response 3 regarding transit.

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95	8/16/2024	Anonymous	Conditional	Yes	Travel to/from home, Recreation	Once a week	Yes	Yes	Yes	No	When reconstructing interchanges, please buy enough right-of-way and construct the bridges wide enough that we can someday retrofit some sort of rail transit for commuters from Murfreesboro to Nashville in the corridor without having to tear down everything you're about to build. I appreciate that WeGo buses will be able to use the choice lanes, but we need the state to provide some leadership in a long term vision for regional transit system, the first step of which should be safeguarding and future proofing the corridor for the eventual inclusion of some sort of fixed guideway transit system.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
96	8/16/2024	Margen Laratta	Conditional	Yes	other	other	Yes	No	No	Yes	If TN is funding or subsidizing this in any way, including through tax breaks, I do not support it. TN's money should be going towards mass public transit. If this goes forward, it should be considered a stop gap on the way to an actual solution that is being actively worked on and prioritized.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The public-private partnership (P3) would select a private sector partner to design, build, finance, operate and maintain the new Choice Lanes as part of this Project for a term defined in the forthcoming agreement. During that time, the private sector partner would partner with TDOT to collect user fees and invest back into the Choice Lanes to ensure they continue to provide the best experience for Choice Lanes users. Additionally, leveraging a P3 for this Project allows TDOT to reallocate funds to invest in

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												additional transportation improvements throughout Tennessee than it would otherwise be able to fund. Please also see the response to comment 3 regarding transit alternatives considered.
97	8/16/2024	Anonymous	Against	Yes	Travel to/from work	other	Yes	No	No	Yes		
98	8/16/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	Yes	This is ridiculous and morally bankrupt attempt to project on everyday residents	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
99	8/16/2024	Anonymous	Against	Yes	Travel to/from work	Multiple times a day	Yes	Yes	No	Yes	This is a money grab and disgusting. The people behind this should be embarrassed to call their selves Tennesseans and are morally bankrupt.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
100	8/16/2024	Ryan McCormick	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	Yes	It would cost about the same to put in a light rail line from Murfreesboro to Nashville with stops in Smyrna, Antioch, and LaVergne. It would get more people off the interstate and would increase accessibility to local businesses.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please reference comment 3 for additional information on the light rail study.
101	8/16/2024	Anonymous	Against	Yes	Recreation	other	Yes	No	No	No		
102	8/16/2024	Anonymous	Against	Yes	Recreation	other	Yes	No	No	Yes	I would rather see public transport be more integrated than adding lanes to our interstates.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please reference comment 13 regarding the continued partnership with WeGo.

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103	8/17/2024	Kyle Dobson	Against	Yes	other	Once a week	Yes	No	No	Yes	<p>The quality of the roads in Tennessee have declined over time, and I have no reason to believe this project will be any exception. There will be issues with it after one snow storm, and the existing roads our tax dollars go towards will deteriorate even further. It took 5 months to fill in potholes on major highways around Greater Nashville. Officials spent money on an HOV lane that's never enforced and money on interstate speed limit signs that are never enforced. I don't see this being enforced either. Choice lanes: quite literally the most archaic method of solving such a simple problem. It's been proven more lanes don't reduce traffic, but they'll just ignore any statistic that differs from the bottom line, which is money.</p> <p>This will never see a dollar out of my pocket, and in times when it's stretched thin for so many, I think many others feel the exact same way. Support your existing infrastructure before adding new lanes and stop being greedy, negligent, and incompetent.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Choice Lanes will be operated and maintained by the private sector partner, including plans for snow and ice, and TDOT will continue to maintain the existing general purpose lanes on the I-24 Southeast corridor through its existing maintenance programs.</p> <p>Please also see the response to comments 11 and 14.</p>
104	8/17/2024	Nick Baird-Chrisohon	Against	Yes	Travel to/from work, other	Daily	Yes	Yes	No	Yes	<p>This does not show any evidence of alleviating traffic - only offering those with resources an easier commute. This is not the kind of accessibility that is available to most residents. Truthfully, it seems like an opportunity for a private venture to gain profit access and not a communal good.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 11.</p>
105	8/17/2024	Ethan McLaughlin	Conditional	Yes	Travel to/from work, Travel to/from	Once a week	Yes	No	No	No	<p>Choice lanes are not going to solve any problems. Either they will become full as traffic fills to meet the available space (as with all other lane additions) or they will be largely unused. While the interchanges</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>

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					home, Recreation						between systems do need some improvements to limit congestion, I fail to see how this is any better than adding rail transit. It just does not work at scale the way rail would, is worse for the overall environment of the city, and needlessly creates a class divide for people who can't pay for the choice lanes	Please see the response to comment 11.
106	8/17/2024	Anonymous	Against	Yes	other	Once a week	Yes	No	No	Yes	Not a fan of putting up with years of delays and personal suffering to benefit only the few who can afford to use the facility at my expense, the costs for this go beyond tax/private dollars it will cost every user untold hours/weeks of added time to their commutes though this construction. Any improvements would benefit those putting up with the disruption of their current right of way.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comments 5 and 11.
107	8/17/2024	Anonymous	Against	Yes	Travel to/from home	other	Yes	Yes	Yes	Yes	It seems to be a done deal, but until we get rail, I don't think this new proposal will do much to relieve the current issues.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 11.
108	8/17/2024	Anonymous	Against	Yes	Travel to/from work	Once a week	Yes	Yes	No	No	Can we be done with these b00mer ideas? Why must we continue to demonstrate the definition of insanity?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 43.
109	8/17/2024	Michael Roberts	Against	Yes	Travel to/from home	Daily	Yes	Yes	No	Yes	We need public transportation. Adding "choice" lanes only gives people with money the means to bypass traffic while the rest of us sit in the parking lot of 24. Public transportation (preferably a train)	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											would do wonders to the development of middle Tennessee and improve the lives of millions.	Please see the responses to comments 3 and 11.
110	8/17/2024	Nathan Lowe	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	Yes	More reliable public transit would be a far more sustainable long term solution for reducing congestion on our roadways. This project would only benefit people who already own cars and can afford to pay an extra fee for faster travel.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11.
111	8/17/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home	Once a week	Yes	Yes	No	No		
112	8/17/2024	Kevin Schoo	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	No	No	I think it's a garbage idea and should not be implemented. Having people pay for a privileged lane is ridiculous	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
113	8/17/2024	Anonymous	Against	Yes	Recreation	Multiple times a day	Yes	No	No	No	This project is nothing more than a \$\$ grab. Build a fucking mass transit system.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comments 3 and 43 regarding other alternatives considered, including transit.
114	8/17/2024	Curtis Gabriel	Against	Yes	Recreation	Once a week	Yes	No	No	No	As a resident of Davidson county, I do not agree with TDOT's plan for Choice Lanes. I take particular issue with Bryan Ledford's statement that one of the main benefits of the Choice Lane agreement is, "freeing up additional dollars for rural projects." Why are the residents and workers of Davidson County being taxed to support these rural	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 43.

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											<p>projects? Why aren't these freed-up funds instead being used to support a regional transportation system that would decrease congestion more than a special lane for rich people to drive on?</p> <p>Bryan Ledford and the rest of the people involved in this project need to better communicate why this is beneficial for Davidson county.</p>	
115	8/17/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	No	No	Yes		
116	8/17/2024	Matt Powers	Against	Yes	Recreation	other	Yes	Yes	No	Yes	<p>This is a terrible waste of resources. This is just fast pass for people who can afford it. I can but does this help everyone else. Think bigger TDOT. Rail, mass transit. So disappointed that Tennessee is wasting its time, effort and energy on this project.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 3.</p>
117	8/17/2024	Tinsley Wing	Against	Yes	Recreation	Once a week	Yes	No	No	No		
118	8/17/2024	Anonymous	Conditional	Yes	Travel to/from work, Travel to/from home, other	Multiple times a day	Yes	Yes	No	Yes	<p>I still feel like Davidson County shoulders a lot of the burden when it comes to public transportation offerings. I know buses will be able to move freely, but the amount of buses I have seen on 24 is laughable at best. I would support choice lanes if more of an effort was made in Rutherford County to have meaningful and equitable public transportation that could connect into WeGo. I don't see much in the plan on how we are going to encourage folks to actually use the bus to be another tool to assist in traffic management.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 11.</p>

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											When I was in Dallas, I took ride share to Forth Worth. Even with choice lanes, it took over an hour to get to my destination. I did not see the benefit because rush hour traffic was still insane. I wish we would focus more on affordable housing, walkable communities, light rail down 24 and or better integration of bus systems. The bus systems in Rutherford and Davidson do not serve the working class. Choice lanes are not the answer.	
119	8/17/2024	Michael Carter	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	No	Terrible idea all around. I will get off the interstate and navigate the backroads before paying to use roads as a resident where Im already paying taxes for roads. I dont care if it would save me an hour. The last thing needed is more taxes to use a road and thats what this is no matter how the state frames it. I will also vote against any and every name on the ballot I see supporting this idiotic idea. To have roads sitting empty ("choice lanes") while the taxpaying public has to sit in traffic or pay more is beyond ridiculous.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
120	8/17/2024	John Bush	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	Yes	This project is a waste of time. Adding lanes to an interstate doesn't fix traffic. This also funnels money into private industries. Build real public transit like rail systems. Tn is behind and the best time to do so is now.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 5, 15 and 16.
121	8/17/2024	Brennen Wilde	Against	Yes	Travel to/from work, Travel to/from home	Multiple times a day	Yes	No	No	Yes	This project would be an absolute waste of money that would be better spend revamping and expanding our floundering public transportation system and infrastructure. Not only would public transportation take cars off the road but it would cut down on the car dependency	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11 for Choice Lanes

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											that thrives in our city that has no room for them.	benefits and 43 regarding recommended alternatives.
122	8/17/2024	Gail dapolito	Against	Yes	other	other	Yes	Yes	No	No	in TX, the toll lanes have secondary roads that directly parallel them. We do not have that and have no room to build them. Large part of I24 backup is the many 4lane +2lane =4 lane merges. The secondaries would benefit from having the light synched.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The Project improves travel time reliability and regional connectivity issues along about 26 miles of I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro. Other adjacent widening projects would be considered separately. TDOT's 10-Year Project Plan is available here: https://www.tn.gov/tdot/build-with-us.html .
123	8/17/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	No	Yes	Please propose a train or subway system. It would be very beneficial for everyone, residents and tourists alike. Very efficient, effective, and environmentally friendly. Very sustainable and would provide jobs as well.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
124	8/17/2024	Anonymous	Against	Yes	Travel to/from home	other	Yes	Yes	No	No	This is a terrible idea. All the studies have shown these things don't work (except to enrich those who make them).	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 4 and 5.
125	8/17/2024	Dustin Powers	Against	Yes	Recreation	Multiple times a day	Yes	No	No	No	This is a gross misuse of state resources. Roads are for the public, for the betterment of all. Not for funneling money to the private sector and punishing those with less resources. This is a 'pay to win' model, and will only benefit those	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											with higher economic status. Mass transit is the solution we should be looking too, instead of building whole new roads/lanes that will ultimately get congested as well, a choice lane isn't immune from wrecks or bad driving habits.	Please see the responses to comments 3, 5, 11, and 14.
126	8/17/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	No	This is a terrible initiative that does not solve the root problem. And taking taxpayer money and putting it in the pockets of private owners is. Tennessee needs to do better by their citizens. Stop privatizing everything.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
127	8/17/2024	Anonymous	Against	Yes	Recreation, other	Once a week	No	No	No	No	Toll roads are an extremely inefficient use of resources and tax money that amounts only to a tax. Spend the money on improving the roads and if you need to raise funds to do so then raise tax on gas or, literally any other way toll roads are archaic.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
128	8/17/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	No	Yes	This project is a waste of taxpayer resources. Adding new lanes to existing multi-lane highways is neither proven to ease congestion nor is it a modernization of transit in our state. Use Transit Modernization funds for the people, not the governor's friends.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The \$3 billion transfer from the 2023 Transportation Modernization Act funds over 90 projects in TDOT's 10-Year Project Plan across Tennessee's four regions. Traditional highway lanes in urban areas quickly fill with traffic, but Choice Lanes use pricing to manage congestion, offering drivers faster, reliable travel while reducing traffic in other lanes. They also improve transit reliability, potentially

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												<p>boosting ridership. Funded through a public-private partnership (P3), Choice Lanes shift costs to the private sector, allowing Tennessee to allocate state funds to other critical projects, like rural interstate widening.</p> <p>For the I-24 Southeast Choice Lanes, previous studies recommended Choice Lanes as the best alternative. Ongoing analysis narrows down preliminary alternatives to identify those with the best performance and least environmental impact. Public feedback, along with engineering and environmental studies, will help TDOT determine the Preferred Alternative, which will be presented at a 2025 public hearing.</p>
129	8/17/2024	Skylar Alexander-Brown	Against	Yes	Travel to/from work, Recreation	other	Yes	No	No	Yes	<p>We should not have to pay to fight congestion on our highways. This will continue to move the inconveniences of our current population to our less affluent citizens, which is already bad enough as it is. WE NEED RELIABLE PUBLIC TRANSPORTATION. We NEED a train system. Nashville will only continue to grow & this "choice lane" project is a bandaid that is too late & will only profit the private sector. This is unacceptable.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the responses to comments 11 regarding Choice Lanes benefits and 3 regarding a rail study.</p>

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130	8/17/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home	Daily	Yes	Yes	No	Yes	<p>This is absolutely going to make my life worse. Taking up one of the lanes on an already poorly-maintained interstate is going to exacerbate congestion. It only benefits rich people who commute downtown infrequently, meaning the remaining population that uses the interstate regularly will be consolidated into a smaller portion of the road. If you want to make a change in traffic speed, create a reliable public transit infrastructure and enforce the HOV lanes. Also, the current system of dropping speeds to 30 mph inbound creates a natural slinky effect that inherently creates more accidents from rapid acceleration and deceleration. If you want traffic as bad as Atlanta, then go ahead and copy Atlanta. If you want to make an improvement, then I suggest you do not replicate a system in a city proven to have one of the worst commute times.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 11.</p>
131	8/17/2024	Jon Carey	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	Yes	No	No	<p>The term "choice lane" is manipulative to less informed individuals. These are toll lanes and should be called that. More lanes won't help the congestion at entry/exit points that are not expanded. An additional fee to use certain lanes is discriminatory to those with lower incomes that already pay registration and fuel taxes to support our roadways. Offloading services to private companies does not reduce cost or efficiency because the primary goal of those companies is to maximize profits at any cost. The land and funding would be better used to construct high speed rail lines between Nashville and Murfreesboro with multiple stations throughout.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the responses to comments 3, 5, 11, 14 and 50.</p>

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132	8/17/2024	Anonymous	Against	Yes	Recreation, other	other	Yes	No	No	No	Adding toll lanes is a waste and won't solve the problem, unless those lanes are limited to a rapid bus system. This favors the affluent at the expense of everyone else.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
133	8/17/2024	Anonymous	Against	Yes	other	Daily	Yes	Yes	No	No	Not for any privatization use of collecting money on public infrastructure, constructed with/part of tax dollars. Not while there are still sections of horrible road conditions still not fixed. Build roads better and free and use this money for mass transit. Not for those who can afford this scam that will not help those who can't afford it.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
134	8/17/2024	Dr. Joyce Neal	Against	Yes	Travel to/from home	Once a week	Yes	No	No	No	Why aren't federal monies being put into rail transportation? If this is implemented, I will use Murfreesboro Road to travel into Nashville. I will never pay to travel on I-24.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
135	8/17/2024	Caleb Perez	Against	Yes	Travel to/from work, Recreation, other	Once a week	Yes	Yes	No	No	We should fix the congestion for everyone by adding more alternate routes and fixing interchanges, not just adding private price gouge lanes. We are growing rapidly and this requires proactive investment, but this is unequivocally the wrong way to do it. Bringing private companies in is one of the worst options.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 43 for the alternative screening process.
136	8/17/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	No	No	No		

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137	8/18/2024	James Rogers	For	Yes	Travel to/from work, Travel to/from home	Once a week	Yes	Yes	Yes	Yes	We need to have metered ramps with traffic signals along I-24. Unfettered access just dramatically increases the chances of accidents. Too many cars entering the road at one time. I'm for the project as long as the fares aren't keeping people off, and thereby enabling existing congestion. We need to partner with city and county governments to slow the rate of population growth (not shrink)	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to 43 for the alternatives screening process, which includes metered ramps.
138	8/18/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Daily	Yes	No	No	No		
139	8/18/2024	Anonymous	Against	Yes	Recreation, other	Once a week	Yes	No	No	No		
140	8/18/2024	Anonymous	Against	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	No	No	Yes	I work in transportation engineering. Build light rail instead of this. This won't alleviate the issue long term and I'd rather see an honest attempt to help Nashville instead of a money grab.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3 regarding a previous rail study.
141	8/18/2024	Stephanie Owens	Against	Yes	Travel to/from work	Multiple times a day	Yes	Yes	No	Yes	Terrible idea. Will just create more traffic. We must invest in public transit	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 13 for transit benefits.
142	8/18/2024	Ellen Chavz-Rangel	Against	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	No	No	No	When I have traveled to other states like Georgia, I never used it, I wouldn't see people use it early in the morning. I am in favor of expanding our public transportation which I would use. We currently don't have anything really close	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11 for the benefits of

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											to me to use. That is something I do use when I'm traveling outside the state.	Choice Lanes, including transit benefits.
143	8/18/2024	Katelyn Jernigan	Uncommitted	Yes	Travel to/from work, Travel to/from home	Daily	Yes	No	Yes	No		
144	8/18/2024	Kristin Fabri	Conditional	Yes	Travel to/from home, Recreation	Once a week	Yes	No	No	No	Funding Choice lanes through a private company is disturbing to me. Infrastructure should not be privatized. Tennesseans DO need additional travel options on I24, and we can give them that without privatization. I suggest coming at this issue again to find solutions that keep these private companies out of Tennesseans pockets.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
145	8/18/2024	Alexander Hopkirk	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	No	Yes	Yes	Building out rail transit for the city would be a far more effective and efficient long term solution to traffic congestion, especially on I-24. Additional lane capacity in Nashville always leads to additional drivers on the road and no net change in congestion. I think this project will result in the same problem, while also taking money out of the city and away from its residents to spend on state projects rather than city improvement.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 5.
146	8/18/2024	Anonymous	Against	Yes	Travel to/from work, Recreation, other	Daily	Yes	Yes	No	Yes	100% believe this is going to make traffic worse on the small roads like Murfreesboro pike or Nolensville road. You're not going to fix traffic issues with this. It's a way for the state to get extra money and it comes from people who lived elsewhere. This will clog up the none choice lanes and roads people will take to avoid it. I think this city has done a horrible job at maintaining it infrastructure and allowing businesses to	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. For the proposed I-24 Southeast Choice Lanes project, a range of alternatives were evaluated in previous planning studies and work continues on the I-24 Smart Corridor project, which

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											<p>come in and grow. I have lived here 26 years and travel for a living and can see how this will negatively affect this state. Fix the infrastructure and put restrictions on I-24 with 18 wheels or heavy trucks on which lanes they can use and help surrounding towns fix their main roads to allow for the demand. Stop looking for ways to take more money and start looking for ways to improve efficient motor vehicles transportation. If this city goes through with this, we will be the next Chicago, have express lanes but still have 3 hr traffic. (What did that fix)</p>	<p>includes some of these congestion management strategies. While these strategies provide interim solutions, they would not provide long term congestion relief on the corridor. TDOT recognizes the need to address unreliable trip times that affect regional connectivity and multimodal mobility along approximately 26 miles of I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro.</p> <p>You can learn about the I-24 SMART Corridor project at: https://www.tn.gov/tdot/projects/region-3/i-24-smart-corridor.html.</p> <p>Choice Lanes will provide a new travel option to help address travel time reliability and regional connectivity issues along the I-24 Southeast corridor.</p> <p>Please see the responses to comments 1, 11, and 50.</p>
147	8/18/2024	Anonymous	Conditional	No	Travel to/from home	Daily	Yes	Yes	No	Yes	<p>where are the 2 new lanes going to be built there isn't any room to build additional lanes one reason for no rail service cause they can't use current tracks?</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>For the proposed I-24 Southeast Choice Lanes project, a range of multimodal alternatives were evaluated in previous planning studies, and</p>

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												<p>Choice Lanes were identified as the recommended alternative.</p> <p>During this analysis, which is currently ongoing, the Project Team is looking at several preliminary alternatives and evaluating whether they meet the Purpose and Need of the project. At each level of evaluation, the number of alternatives decreases as those alternatives that are the lowest performing are eliminated. The Reasonable Alternatives are the alternatives that are the best performing with the least impacts to the human and natural environment.</p> <p>This public feedback, along with our engineering, traffic analysis and environmental studies, help TDOT to define the Recommended Preferred Alternative, which will be shown at the Public Hearing in 2025.</p>
148	8/18/2024	Anonymous	Against	Yes	Travel to/from home	Daily	Yes	Yes	No	No	<p>This is a temporary bandaid that won't truly make a dent on traffic in the region. Private toll roads that are a profit center instead of a utility are a very bad concept and have proven to not get people effectively when implemented in other areas. I would gladly pay higher taxes to not do toll roads.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please refer to responses 11 and 31.</p>

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149	8/19/2024	Walter Cole	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	Yes	The public has already paid for these lanes to use Tdot. is just doing this to make more money off the people .	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
150	8/19/2024	Anonymous	Uncommitted	Yes	Recreation, other	Once a week	Yes	No	No	Yes	What about all the people who will abuse it by using it but not paying? Many citizens won't understand how it works and use it. Will our taxpayer money increase and more money go to the private sector company in the future? Are any of our politicians part of this private sector receiving funds from the project? If so, I consider them fraudsters. I'd like to see more examples of other states who have used it and statistics of the negatives of it.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
151	8/19/2024	Carlena Obrien	Against	Yes	Travel to/from work, Travel to/from home	Multiple times a day	Yes	Yes	No	Yes	Do not add choice. If adding lanes. Should be regular lanes without paying for	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
152	8/19/2024	Anonymous	Against	Yes	Travel to/from home	Once a week	Yes	Yes	No	Yes	You just keep raising taxes and seems now adding another tax	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 14 and 31.
153	8/19/2024	Don Anders	Against	Yes	Travel to/from work	Daily	Yes	No	No	Yes	I am against private entities controlling our roads!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
154	8/19/2024	Anonymous	Against	Yes	Travel to/from work	Once a week	Yes	Yes	No	No		

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155	8/19/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	other	Yes	Yes	No	No	The cost to the state. The cost to the driver. The years of construction. Shouldn't TDOT be responsible for adequate roadways without residents having to pay additional monies?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
156	8/19/2024	Anonymous	Against	Yes	Recreation	other	Yes	No	No	No	Building additional lanes for traffic will not and has not reduced congestion. Charging for those lanes can only be less effective. Do you have any idea how many people will take advantage of these new lanes? Compare that number to how many people would take a train. Is there any evidence that these lanes vs mass transit have be compared and evaluated? This just looks like a naked cashgrab.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
157	8/19/2024	Anonymous	Conditional	Yes	Recreation, other	Once a week	Yes	No	No	No		
158	8/19/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home	Daily	Yes	Yes	Yes	Yes	Choice lane work should disrupt the general purpose lanes as little as possible. If everyone does not benefit from their opening because they are a choice, implementing them should not require rebuilding significant portions of the existing interstate. Likewise 4 lanes is a lot, and it may be better suited to be reversible lanes. Direct connection to the airport should be seriously considered for both individuals and a dedicated public transit route	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Information about the proposed Project, including a map of the proposed access points, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html . Please note that these proposed access points are not final and may change based on a variety of factors. Please also see the response to comment 43.

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159	8/19/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	No	This reeks of the Koch Brothers. The demographics of this corridor would more greatly be helped with an express bus lane, or light rail system.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
160	8/19/2024	Elsa Davids	Uncommitted	Yes	Travel to/from work	Daily	Yes	Yes	No	Yes	<p>I worry that this proposal won't actually reduce traffic on the I24 corridor from Murfreesboro to Nashville. I have the following questions: how will the money generated from the choice lanes be used? What other traffic management programs have been considered (metered on ramps, extended merge lanes, etc)? Why partner with a private for-profit organization to maintain state roads?</p> <p>I already struggle to afford to commute to and from work and the quality of the road on I24 is abysmal and causing damage to my car (tires and windshield) from loose gravel, so I fail to see how this would benefit me and my daily commute. It seems to me that this would only create more traffic in the free lanes on 24, which feels like punishment for not being able to afford an additional daily fee for using these lanes.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>For the proposed I-24 Southeast Choice Lanes project, a range of alternatives were evaluated in previous planning studies and work continues on the I-24 SMART Corridor project, which includes some of these congestion management strategies. While these strategies provide interim solutions, they would not provide long term congestion relief on the corridor. TDOT recognizes the need to address unreliable trip times that affect regional connectivity and multimodal mobility along approximately 26 miles of I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro.</p> <p>You can learn about the I-24 SMART Corridor project at: https://www.tn.gov/tdot/projects/region-3/i-24-smart-corridor.html.</p>

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												Choice Lanes will provide a new travel option to help address travel time reliability and regional connectivity issues along the I-24 Southeast corridor. Please also see the responses to comments 6 and 43.
161	8/19/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	Yes	No	No	<p>I pay my taxes. I should not be paying to resolve traffic on top of my taxes. Fix the traffic issues, don't just provide high income people opportunities to shortcut low income.</p> <p>Our taxes pay for public roadways, so make ALL public roadways less congested with the tax money you get. Quit trying to include for-profit agencies/companies to solve problems we pay you taxes to solve. If they have a solution great, but it needs to be a free solution!</p> <p>Call then choice lanes, they are tolls roads. If I wanted toll roads, I'd move to somewhere they have them.</p> <p>Keep toll roads out of Tennessee. Widen the roads and create more. Add more roundabouts.</p>	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
162	8/19/2024	Dana Blair	For	Yes	Travel to/from home	Once a week	Yes	Yes	Yes	Yes	Sooner the better. Traffic will only get worse along with the cost of construction.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
163	8/19/2024	Schuyler Howie	Against	Yes	Recreation	other	Yes	Yes	No	No	Choice Lanes are an only a temporary solution to the problem of urban congestion. The phenomenon of induced demand has shown that adding lanes typically makes traffic congestion worse	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											<p>after only a few years. This has been documented in multiple cases and states and the urban planning community generally agrees that adding lanes does not solve congestion. In states that have implemented express lanes, congestion has only been temporarily fixed at BEST, before encouraging more cars on the road, slowing commute times again, while increasing air pollution. Additionally, choice lanes unequally benefit the wealthy, rather than providing an equal public service in a free market economy. This is a poor use of tax payer dollars.</p> <p>Public transit systems are more expensive, but produce better results and help spread the pool of commuters across different avenues, rather than encouraging more people to use a single route. People support public transit in TN cities and should be given those choices</p>	Please see the response to comment 3.
164	8/19/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	Yes	No	Yes	<p>This is a horrible idea. Native Tennesseans have long been proud not to have toll roads or toll lanes. (The law simply redefined toll lanes as choice lanes. It's the same concept: pay for the lane to use it. We're not dumb.) I have voted Republican since this state was run by Democrats. This is a horrible example of corporate cronyism by the Lee Administration. I hope the next Governor ends this program. From experience in states like Virginia, the toll lanes do not alleviate traffic for the common man and instead reward the rich. Shame on you for refusing to spend the money necessary to fund our infrastructure.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the responses to comments 5 and 11, for benefits Choice Lanes will bring to all motorists.</p>

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165	8/20/2024	Anonymous	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	No	No	No		
166	8/20/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	other	Yes	No	No	Yes	I find it troubling that we are already paying taxes for current roads and now you want to build choice lanes for some private company to profit. Roads in TN have always been free to use, which is one of the best things about the state. I strongly oppose privatizing part of the interstate. Also do not think many will use them.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
167	8/20/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Multiple times a day	Yes	Yes	No	Yes	My taxes are supposed to pay for the roadway that doesn't get fixed as is. I'm not paying more for this project. The roadway should be free to use. Fix the roadway first!!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
168	8/20/2024	Debbie Kluth	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	Poor planning on Tennessee's part. Should have considered years ago, a mass transit train system. Years of over recruiting companies and placing them on the I 24 corridor. Now you want the taxpayer to pay for "choice lanes"	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
169	8/20/2024	Jason Koontz	For	Yes	Travel to/from work	Multiple times a day	Yes	Yes	Yes	No	Certainly the concept is nothing new but specifically to Tennessee the execution is going to fail long term. Utah specifically has a system in place that is fiscally conservative and managed in a manner that improves traffic congestion. This preserves the HOV lane, would allow mass transit to utilize the lanes, and give the option to leave the lane open on the	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											weekends. All of this while done to an existing system with limited room to expand lanes.	
170	8/20/2024	Tyler Martinez	Against	Yes	Recreation	Once a week	Yes	No	No	No	Call it what it is: a toll lane. I fail to see how this will improve congestion.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
171	8/21/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home	Multiple times a day	Yes	No	Yes	Yes	I appreciate the effort but do not want to endure driving through construction. Not confident it would be used properly.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 1.
172	8/21/2024	Jonathan Rarick	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	No	No	Yes	Yes	I live on a street RIGHT next to I-24. I don't think my house would be impacted, but I would lose neighbors if this project goes forward as planned. I'm mixed on this because I like my neighbors. But I if they sell, I could be persuaded if a sound wall was built to reduce the noise from I-24.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT follows the federally mandated process for acquiring right-of-way. TDOT is in the early stages of project development and will have more to share on right-of-way impacts at the Public Hearing in 2025. Please see the response to comment 22 regarding noise barriers.
173	8/21/2024	Burkley Allen	For	Yes	Recreation	other	Yes	Yes	Yes	Yes	It seems like keeping the new lanes simple without a lot of overpasses and concrete barriers would make this an economic and fast solution. I've seen some very complicated looking systems that probably caused so much disruption and congestion during their construction it will take years to be a net gain. It is crucial to	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											allow city buses to travel free in these lanes. I would like to see the contract for this include options for vans to be able to travel economically as well.	
174	8/21/2024	Andrew Gunn	Against	Yes	Travel to/from work	Once a week	Yes	No	No	No	Either fund an interstate expansion with tax dollars for everyone or restrict traffic and pay for the expansion solely with tolls collected from users. If tax dollars are to be used, it should be available to everyone, all the time - not just the select few who can or are willing to afford the tolls.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
175	8/21/2024	Kelly Marsella	For	Yes	Travel to/from work, Travel to/from home	Daily	Yes	Yes	Yes	Yes		
176	8/21/2024	Mike Pellegrino	For	Yes	I don't travel this corridor	other	Yes	Yes	Yes	Yes		
177	8/21/2024	Barry Victory	Against	Yes	other	Once a week	Yes	No	No	Yes	We pay taxes to have these roads now we pay to use them. If you can have two lanes with no problem, try for six lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
178	8/21/2024	Laura Polis	Uncommitted	Yes	Travel to/from work	Daily	Yes	Yes	Yes	Yes	I prefer the alt 1 plan, because it will allow for a ddi at almadale rd. I'm not in love with the idea of choice lanes due to the lack of current infrastructure for public transit from MBoro to Nashville	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
179	8/21/2024	Cody Collins	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	other	Yes	No	No	No	I'm concerned that without estimated costs per mile for drivers the public may be inadequately informed regarding this project. I.E. If the cost per mile of travel on a choice lane for the average commuter would cost more than if a fuel tax was levied to fund this and future projects.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 4 regarding how dynamic pricing would work.

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180	8/21/2024	William Rowe	Against	Yes	Travel to/from home	Once a week	Yes	No	No	No	Raise the gas tax and add lanes to what is there and improve exits and entrances	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
181	8/21/2024	Jesus Gonzalez	For	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	Yes	Yes		
182	8/21/2024	Anonymous	Against	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	No	No	No	I don't mind private companies building toll roads but doing so along PUBLIC SPACES is simply screwing the public. It's a despicable practice in which those pushing it thru are compensated and those with more money are elevated - so why wouldn't a POLITICIAN vote yes? It's a win win for them and a loss for the public at large. Of course you people know all this already. It's like reverse communism where instead of taking from the private to better the public you steal from the many to give to a few. Same thing with your "school choice", you just want money that would go to the public sector to save you money on tuition. Keep playing your stupid games and you'll win stupid prizes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
183	8/22/2024	Tim Muller	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	No	No	Yes	This project, like HOV lanes are extremely dangerous especially at rush hour times. At every on and off ramp you create a situation where people traveling at a high rate of speed in the "special" lane, have to get out of, or into that lane, crossing over where multiple lanes of people are typically driving at a very slow rate. Absurd dangerous situation.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The proposed Choice Lanes are optional and are expected to be separated from the general-purpose lanes by plastic delineators. More information about the proposed Project design alternatives is available

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												on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html . Please note that these proposed design alternatives are not final and may change based on a variety of factors.
184	8/22/2024	Jan Hawthorne	Against	Yes	Travel to/from home, Recreation	Daily	Yes	Yes	No	No	Additional lanes are needed for the entire I24 east all the way to Chattanooga. What is needed is truck lanes and longer on/off ramps. Since this is a highly traveled route for commerce, those needs and the safety of autos should be primary. Improve the 4 or 5 existing lanes with better asphalt. Add additional eastbound lanes with 1 being a designated truck lane. Any interstate with this amount of truck traffic should have 4 lanes minimum, 5 in an ideal situation. Far left lane=commuter lane at designated times & autos only Next lane=Autos only Third lane=Trucks Only Fourth lane=Trucks & autos for travel and to enter and exit the interstate. If a 5th lane is an option then a designated passing lane only for trucks. With today's technology ticketing those abusing the lane restrictions would be simple.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
185	8/22/2024	Mary Chandler	Against	Yes	Recreation	Once a week	Yes	Yes	No	No	This is absolutely NOT a solution to Nashville traffic! We should be willing to invest in infrastructure that supports the level of industrial development that Economic Development Office is and has brought to the state. TDOT is failing at their mission!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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186	8/22/2024	Anonymous	Conditional	Yes	Recreation	other	Yes	No	No	No		
187	8/22/2024	John Conzalina	For	Yes	other	other	Yes	No	Yes	No	I am just afraid that by the time this is completed it will be outdated really need to look and make sure that this will be sufficient for travel in 2050 and beyond.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
188	8/22/2024	Colleen Conzalina	For	Yes	Recreation, other	other	Yes	No	Yes	Yes	My biggest concerns are that it will not help the congestion at the entrance/exit ramps at the interstate exits I use most and that the project will not be completed during my lifetime. Also, since Rutherford County is growing so fast, will this be adequate once it is completed.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>TDOT is proposing adding two new Choice Lanes along this corridor in each direction and keeping all existing general purpose lanes, effectively widening the I-24 Southeast corridor. User fees will only be charged in the two new Choice Lanes, which would be designed, built, financed, operated and maintained by a private sector partner. There will never be a user fee assessed on the existing general purpose lanes. The Choice Lanes provide an alternative travel choice for roadway users without diminishing the roadway capacity currently available for all users.</p> <p>Most of the Choice Lanes access points are located adjacent to existing interchange access points. Because of this, we do not expect significant travel pattern changes within local roadway</p>

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												network when Choice Lanes are opened.
189	8/22/2024	Anonymous	For	Yes	other	other	Yes	Yes	Yes	No	<p>This is 10 years behind where it should have been. The same should be looked at for 65 & 40 now before it becomes a bigger issue</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>TDOT is proposing adding two new Choice Lanes along this corridor in each direction and keeping all existing general purpose lanes, effectively widening the I-24 Southeast corridor. User fees will only be charged in the two new Choice Lanes. No lanes would be removed.</p> <p>The proposed Choice Lanes on I-24 Southeast are part of a larger program of proposed Choice Lanes projects in some of the most congested areas of Tennessee. Within the Nashville region, TDOT is currently conducting its Downtown Nashville Interstate Corridors Planning and Environmental Linkages (PEL) Study, which includes 20 miles of interstate segments, including I-65, I-24 and I-40. The purpose of the PEL Study is to address travel time reliability and regional connectivity issues on the Downtown Nashville interstate network. You can find more information about this PEL Study at https://www.tn.gov/tdot/gover</p>

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												nment/g/planning-studies/downtown-nashville-interstate-corridors-planning-and-environmental-linkages--pel--study-website-.html . Additionally, TDOT has conducted congestion studies in all four regions of Tennessee, which are available at https://www.tn.gov/tdot/government/g/planning-studies/congestion-study.html .
190	8/22/2024	Braelyn Nores	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	Yes	<p>As a Murfreesboro resident, I spend 15 hours a week commuting and over \$400 on gas monthly between my husband and I. A light rail system would be a great solution to our traffic and affordability problems. It could save residents time, money, and stress.</p> <p>The proposed route is feasible for mass transit, and noise levels would be manageable, rails typically ranging from 60 to 80 decibels at a distance of 50 feet. A rail system would require around 20 to 30 feet of right-of-way, which is well within the proposed 72-foot width.</p> <p>I believe a rail system would be a huge benefit to Middle Tennessee, similar to the easy, stress-free, and affordable systems I've experienced in Japan. The I-24 corridor provides a perfect opportunity for such a project for Nashville and surrounding areas. This could not only provide for residents, but also allow tourists to explore outer cities as well, stimulating the local economy. Tourists</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comments 3 and 22.</p>

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											would no longer be concentrated in just one area. Please hear us out.	
191	8/22/2024	Richard Fedock	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	No	Yes	I left NJ and all the tolls behind. I want no trucks or buses if I have to pay to use the road.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
192	8/23/2024	Makayla Boling	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	No	Yes	<p>Nashville is already burdened with significant traffic congestion, and the introduction of Choice Lanes only exacerbates the problem by creating a system that benefits only those who can afford to pay for expedited travel. This approach fails to address the broader issue of travel efficiency for the majority of commuters in and around Nashville.</p> <p>Instead of implementing Choice Lanes, we should focus on improving the efficiency of WeGo public transit and investing in a comprehensive rail system. Such measures would address the overall traffic issues more effectively and encourage increased visitor traffic, while promoting inclusivity and accessibility for all residents. By prioritizing these alternatives, we can enhance our city's transportation infrastructure and support economic growth without alienating those who rely on more affordable commuting options.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 3.</p>
193	8/23/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home	Multiple times a day	Yes	Yes	No	No	Please don't make this state even worse to live in. We can't afford to leave yet.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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194	8/23/2024	Angelique Golden	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	No	<p>This is an ill-conceived idea that will do nothing to improve commute times between Nashville and Rutherford County.</p> <p>This plan will only line the pockets of whatever private corporation wins the bid to own these lanes.</p> <p>We would be far, far better off if the state would get behind regional public transport solutions that lessen the demands for travel lanes on I24, which would have the added benefits of decreasing commute times for all and lessening the environmental impact of these commutes.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 3.</p>
195	8/23/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Daily	Yes	Yes	No	Yes	Absolutely absurd to be charging hard working citizens.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>
196	8/24/2024	William Pittenger	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	Yes	Yes	<p>I do not agree with the public private partnership for the roadway. Our taxes have been paid to build and maintain roadways. If additional lanes are built, it should not be something that residents get charged for forever more as an additional "tax". These P3s were originally intended to accomplish a project, and then pay down the bond for that project. When the bond is paid off then the P3 dissemble and the project is left as a public benefit. But the P3's no longer dissemble as the bond is renewed perpetually.</p> <p>How many houses and apartments will be demolished with each alternative?</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the responses to comments 172.</p>

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											<p>In alternative 1, sheet 5, when adding the E. Thompson Ln. exit and entrance intersections, the intersection of Thompson Lane/East Thompson/Briley/Southlake would need to be modified for the additional traffic.</p> <p>In alternative 2, sheet 5 there does not appear to be a non “choice lanes” entry to 24 westbound from Briley when headed away from Thompson Lane. And it shows the old entrance ramp being removed.</p>	
197	8/24/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	No	No	No	I do not believe Choice Lanes will solve the traffic issue. I also do not think this should be funded by the private sector.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
198	8/24/2024	Laura Bohling	Against	Yes	Travel to/from work, Travel to/from home	Multiple times a day	Yes	Yes	No	No	<p>The area proposed for Choice Lanes would be perfect for light rail instead. I don't want to DRIVE to Nashville daily for work. I want to commute safely, economically. This does not accomplish anything but create more congestion for those unable to pay the variable rate, and line the pockets of private interests. I'm angry that our government is abdicating their responsibility to private entities. I'm firmly against this and will likely find a way to move somewhere else in order to not participate in this farce.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 3.</p>
199	8/24/2024	Jon Williamson	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	No	<p>I think it's a dumb idea and a poor substitute for the much needed mass transit this region desperately needs. It's just another cash grab and won't actually solve the problem of heavy traffic nor wait times. Cancel this and add more wego buses and drivers. That would do more to help than this will. A bus stop with parking garage in Murfreesboro and Nashville so</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 3.</p>

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											people can reliably take the bus down the interstate and get to their jobs in a way that reduces traffic. Not this failure of a cash grab that is "choice lanes".	
200	8/24/2024	Anonymous	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	No	No	No		
201	8/24/2024	Anonymous	Against	Yes	Travel to/from work	Once a week	Yes	Yes	No	Yes	Improve public transportation! This is just a cash grab that gives nothing to the citizens	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
202	8/24/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Multiple times a day	Yes	Yes	No	No	<p>An investment in transit could actually help working people. People who use I-24 have lower incomes than those of Williamson or Wilson County and charging them extra to use their own lanes is only harming those people who do not have the means to live closer, hereby creating a tax on lower income people.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>By tapping into private investment, TDOT reduces the need for state funding for the project to continue providing transportation improvements to other parts of the state, such as widening rural interstates to six lanes.</p> <p>The private sector bears the investment costs needed to deliver and maintain the facility and state funds are freed up to be allocated to other needed projects across Tennessee, such as widening rural interstates to six lanes. TDOT is pursuing a P3 for this project because it can deliver more infrastructure to benefit the traveling public while significantly reducing the need</p>

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												for public funding. TDOT would always retain ownership of the roads. Please also see the response to comment 3.
203	8/24/2024	Anonymous	Conditional	Yes	Travel to/from work, Travel to/from home	Once a week	Yes	Yes	No	No	<ol style="list-style-type: none"> 1. Free unlimited access must be given to emergency vehicles, public transit vehicles, elderly, veterans transit vehicles and state employees. 2. Low income subsidies should be provided. 3. Design should include space for future addition of a rail system similar to Atlanta's MARTA 4. Choice lanes in GA are very difficult to navigate when surrounded by illogical humans. They need very few entrance/exit locations, be visually isolated from main traffic. 5. Number of existing lanes must remain or be increased. I.e. can't use an existing lanes 7. P3 contracts should have performance metrics, clawback provisions, public financial disclosures, public disclosure of all owners, public safety requirements & metrics, public disclosure of all metrics, establish private partner liability, and bond requirements sufficient for state to take over. 	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
204	8/24/2024	Clyde McClaran	Conditional	Yes	Travel to/from home, Recreation	other	Yes	No	Yes	Yes	With growth of Middle Tenn., it's acknowledged something must be done to facilitate high traffic on 24. I'm not totally sold on more lanes and user fees (choice lane tolls) as the best answer. We need a combination solution that utilizes conventional rail and high-speed transit that gets commuters conveniently to	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.

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											Airport, Downtown, Midtown, and to Murfreesboro-Franklin-Lebanon-Hendersonville. We Go buses are not quite enough because of the bus stop places and times of day run. The new smart lanes probably can be optimized more (engineer reversible lanes?) HOV needs better enforcement to assure its best use. Also 40/24 split still truncates at Exit 52/213 instead of having 8 lanes on merging lanes and ramps...it's a bottleneck that never quite got fixed with earlier 440 improvements. Atlanta is a prime example of how choice lanes would be. Am afraid choice lanes will be an idea ten years too late by time it's implemented and much good money spent in the process.	As the project develops there will be public hearings in early 2025 with more information.
205	8/25/2024	Laura Lindsay	Against	Yes	Travel to/from home	Daily	Yes	No	No	Yes	I don't like paying every time to drive on a road. Would prefer a train or other option to reduce congestion from I 24	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 5. As the project develops there will be public hearings in early 2025 with more information.
206	8/25/2024	Anonymous	Against	Yes	Travel to/from home	Multiple times a day	Yes	No	No	No		
207	8/25/2024	Anonymous	For		Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	Yes	Yes	Yes		

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208	8/25/2024	Tracy O'Neil	Against	Yes	Travel to/from work, other	other	Yes	No	No	Yes	<p>I no longer reside in Davidson County, though my family still depends on Nashville for medical care and we once enjoyed visiting downtown for art and entertainment. The city's unchecked growth has made these trips stressful and unenjoyable. Traffic congestion forces us to double travel time, and restrictive, expensive parking has made downtown visits a hassle.</p> <p>The proposed choice lanes is not the solution to Nashville's traffic problems. Instead of adding toll lanes, investing in a comprehensive light rail or mass transit system would offer a long-term solution that truly benefits everyone, not just those who can afford to pay for faster travel.</p> <p>It's disheartening to see what Nashville has become. Unchecked growth and lack of proper planning have turned a vibrant and accessible city into a stressful and uninviting environment. I strongly urge you to reconsider this proposal and focus on solutions that promote equity, accessibility, and sustainability for all residents and visitors.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 3.</p>
209	8/25/2024	Cece DuBois	Against	Yes	Travel to/from work, Travel to/from home, other	Once a week	Yes	No	No	Yes	<p>Choice Lanes, Turnpikes, Toll Roads, are all government gimmicks to take more of the taxpayers' money.</p> <p>Instead of "Choice Lanes," create "Transport Truck Lanes." If these huge 18 wheel trucks were channeled into one lane, the other vehicles could travel without obstruction.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>

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210	8/25/2024	Hope Oliver	Against	Yes	Travel to/from work, Travel to/from home		Yes	No	No		I think this is the wrong move and will put more cars on I-24.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
211	8/25/2024	Joyce Carter	For	Yes	Travel to/from home	Once a week	Yes	No	Yes	No		
212	8/25/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	other	Yes	Yes	Yes	No	I won't say I won't use these lanes if you install them but it would be rare. I can't afford to throw more money into my commute and trips to activities downtown. I don't think it's right that you built so many lanes on the north side of town and left the southeast I24 corridor to only 4 lanes with the growth we've had on this side of town; and then the solution is to charge us for lanes to use rather than also build us additional lanes like you did on the north and south sides of Nashville...doesn't seem right.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
213	8/25/2024	John Marable	For	Yes	Travel to/from work	other	Yes	Yes	Yes	Yes	Long Overdue, between Murfreesboro and Nashville it's probably close to 800,000 people or more, This needs to be on a Fast Track	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
214	8/26/2024	Anonymous	Against	Yes	Travel to/from home, Recreation	other	Yes	No	No	No	I feel it would be a better use of money to find a way to upgrade the project area in general rather than making paid toll lanes available for the few who can afford it.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
215	8/26/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	Yes	Yes	We spend 1.5 hour each way commuting every day from Christiana to Nashville, please we really need this. My wife really gets stressed out on traffic and this will help us in our personal life not dealing with this commute. I will gladly use the toll lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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216	8/26/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	Yes	Instead of privatizing our roads, work on fixing the roads. They are in terrible condition and traffic flow would be better if they weren't in a constant state of disrepair.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 5 and 6.
217	8/26/2024	Anonymous	Against	No	Travel to/from work, Travel to/from home, other	Multiple times a day	Yes	No	No	No	It is only for the rich people. What happens when a auto accident happens on the choice lanes, still sitting in traffic and paying for it.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT plans to educate first responders on how to use the Choice Lanes and manage potential future incidents. Coordination with first responders would allow incident response to be supported just as it is in the existing general purpose lanes. Emergency vehicles, such as police cars and ambulances, would be able to use the Choice Lanes for free. TDOT plans to place an automated incident detection system at incident hot spots. HELP Trucks would patrol the corridor to assist motorists. Incident response processes and procedures would be developed in coordination with local first responders.
218	8/26/2024	Tina Grant	Uncommitted	Yes	Recreation, other	other	Yes	Yes	No	No	People who live or work in the area should get a discount.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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219	8/26/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	No	Yes	Yes	Even if this project doesn't go through, I-24 definitely needs more lanes as there is traffic all the times of the day.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
220	8/26/2024	GS Beck	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	Yes	This project will go forward regardless of public sentiment. This project will in all likelihood far exceed estimated cost. If additional lanes are needed, just build traditional lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
221	8/26/2024	Paul Mortensen	For	Yes	Travel to/from home	Once a week	Yes	Yes	Yes	Yes	<ul style="list-style-type: none"> • Make this compatible with neighboring state toll authorities and travelers (EZ/Sun/Quick/Peach Pass). • Ensure lanes are available in both directions, separate graded, and have lane specific exits apart from free exits. • Strategize this as a method to build new toll lanes/ bypasses, and effective connections around Nashville, Chattanooga, Knoxville, Clarksville and Memphis • Promote right of way funding to improve existing road infrastructure to areas that need widening and safety upgrades (Bell Road) • Incentivize use of choice lanes based on frequent account activity <p>Beyond Choice Lanes</p> <ul style="list-style-type: none"> • a reconfiguration of coupled interstate corridors (I-24/I-40, I-65/I-24, I-40/I-65), that lessen the congestion into downtown. • new connector roads and bypasses that just make sense (Smyrna-Franklin Conn, Hendersonville-Hermitage, I-440 to Briley Pkwy, Inglewood-Donelson Conn, Complete OHB Loop, Couchville Pk 	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											Extension, Smith Springs Rd/Pkwy to Lavergne Extension) • Fix I-24 Exit 59 (Bell)!	
222	8/27/2024	Jessica Mronzinski	Against	Yes	Travel to/from home	Daily	Yes	No	No	No	I'm guessing, after years of discussion, this was the only way to pay for any type of improvements to our traffic issues. Unfortunately, based on research and opinions of those who have used such systems, it's not going to impact current issues enough to warrant the addition. It's only going to benefit the small percentage who can afford it and with the cost of living increasing drastically, that number is fewer and fewer.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
223	8/27/2024	Collin Smith	Against	Yes	Travel to/from home, Recreation	Daily	Yes	No	No	Yes	This is another horrible decision from Bill Lee who is convinced he can destroy Tennessee to pay for his retirement by the big money interests that benefit from his stupid plans to mortgage Tennessee's future to the highest bidder. This will cost Tennessee more than creating a railway corridor and will eventually result in multiple lawsuits between the state and whatever company Bill Lee hires to mismanage this abortion of an idea.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
224	8/27/2024	Anonymous	Against	Yes	Travel to/from home, Recreation	other	Yes	No	No	No	This does not seem like a good idea to solve congestion in the area. Many people commute to Nashville because they cannot afford to live in Nashville. Now people will have to pay to commute to work if they want to avoid heavy traffic. I would prefer to see reliable public transportation options like a train or light rail to help reduce the amount of cars on the road. I would go to Nashville more if there was an option like this. Driving to Nashville from Murfreesboro is a horrible experience and choice lanes won't improve it.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 5.

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225	8/27/2024	Han Hong	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	Yes	Yes	As seen in other states, it doesn't work. We need light rail and mass transit that's better than current bus system. Open more lanes just encourage more traffic congestion like the Katy Express Highway in Texas.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 5.
226	8/27/2024	Jeremy Laines	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	Yes	I think there should be a "feedback visual screen" that when a user goes under the license plate readers and toll gantry that it provides feedback on whether or not they successfully paid the toll. For example, in New Jersey which has mandatory toll roads, there is a screen that says "toll paid" when the user has successfully paid the toll, "toll unpaid" when the user has not paid the toll (maybe they did not have the transponder in the their vehicle). I think having this feedback machine that users can clearly and visually see will greatly benefit them in encouraging them to use the choice lanes as they will see when they have made a transaction as they would in a regular pin pad machine.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
227	8/28/2024	Mitchell Jordan	Against	Yes	Recreation	Once a week	Yes	No	No	Yes	This is an expensive project to allow the privileged to bypass most of the rest of us. It is wasteful. I don't see how there is room along the corridor from Bell Road to I-40 for the extra lanes. In Atlanta, I sat in traffic for 30 minutes and then saw why. Their choice lands end and dump that traffic into the mainstream, which backed everything up. I see Nashville's choice lanes creating huge back ups when the privileged drivers have to merge in with all our current traffic at I-40 and I-24. Bad idea. We need mass transit and an alternative to I-24.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 5 and 50.

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228	8/28/2024	Jeremy Mott	Uncommitted	Yes			Yes	No	No	Yes	No matter how it's worded it is a pay to play scheme. Which is a terrible model. As soon as private interests are controlling the roadways profit will become the only motive. there is no mention of what the private interest lanes vs public lanes maintenance regulations and priority are for government funding. There is no long-term scenario where a private, for-profit interest makes thing better for the public. It may look attractive now and in the short term but it is the lazy way out and will simply shift the burden of the problem to future stakeholders and ultimately the public. I urge you to find another way to address volume than instituting a pay to play scheme.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
229	8/28/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	No	Yes	Selling soul for corporations per republican norm	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
230	8/28/2024	Brennen Wilde	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	No	This is the worst possible idea I have ever heard when it comes to tax payer funded transportation options. We have been asking for years for better/expanded bus and rail. This will not get cars off the road, this will allow a select few to get places faster. Adding lanes has never made traffic better in the history of this country, let alone PAID lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 202.
231	8/28/2024	Joshua Gross	Against	Yes	Travel to/from work, Recreation, other	other	Yes	Yes	No	Yes	I do not agree with the State financing and/or allowing private contractors to facilitate, and manage the toll of use for these lanes, nor do I agree this is economically or environmentally wise to expand interstate system and charge citizens to use said roadway through	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											<p>another tax for use.</p> <p>Lastly, the Middle Tennessee region is growing very rapidly, the State should be implementing mass transit initiatives, policies, and improvements in existing mass transit through education and accessibility. Finally I'd like to add the 1-24 corridor should be a prime study for commuter rail.</p> <p>I do not like nor approve of "Choice Lanes" aka Toll Roads.</p>	Please see the responses to comments 3 and 202.
232	8/28/2024	Jonathan Rarick	Conditional	Yes	Recreation, I don't travel this corridor	other	Yes	Yes	Yes	Yes	<p>I live on Blackstone Pl, which ends at I-24. As such the noise and visual impact are important to me and my family. I'm a slave to appearances.</p> <p>Brian and Levi were very helpful!</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>TDOT is conducting noise and visual impact assessments as part of the Environmental Assessment. These studies will determine what noise abatement and visual impact mitigation measures could and should be provided. The public will have the opportunity to review and give feedback on this assessment during the Public Hearing in 2025.</p>
233	8/28/2024	Aaron Olson	Against	Yes	other	other	Yes	Yes	No	No		
234	8/28/2024	Benjamin Vaught	Against	Yes	other	Once a week	Yes	Yes	Yes	Yes	<p>I'm concerned about traffic and safety effects of the increased volume on surface arterials and other interstates, especially the downtown loop</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 50.</p>

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235	8/28/2024	Bruce Lynn	Conditional	Yes	Recreation	Once a week	Yes	No	No	Yes	Currently I am concerned with emergency services being able to use and operate efficiently through the new lanes and construction. Another thing I am concerned about is the added impervious surface added with the project especially in high populated centers where drainage is already a problem. I would say I am for this project but I do not want to be adding unnecessary runoff to drainage basins that are at a low capacity.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. As the Project design advances, drainage considerations will be studied and made part of the final plans. Please see the response to comment 4 regarding emergency service access.
236	8/28/2024	Sarah Reifsteck	Against	Yes	Recreation	other	Yes	No	No	No	It's an insult to the people of TN. Get private interests who profit from our poor public transit planning out of our state. And, obviously, this is for rich people. It'll take too long to finish. By the time it's done, we'll need more lanes. This will not fix traffic problems. Nobody wants this except those whose pockets it lines. Just no....no	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
237	8/28/2024	Will Ward	Conditional	Yes	Travel to/from home, Recreation, other	other	Yes	Yes	No	No	Removing high value property tax land is not the way. I-24 needs a rehaul from Ft Cambell & Clarksville before Murfreesboro.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
238	8/28/2024	Judy Sylwester	Against	Yes	Recreation	Once a week	Yes	No	No	No	Profits from choice lanes will go to a private company and the pricing is at the mercy of the private company only to serve the rich at the cost of the state.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.

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239	8/28/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Daily	Yes	No	No	No	This is a blatant waste of taxpayer money and an abdication of one of the most visible governmental functions in Tennessee. As a taxpayer, I've paid into these roads for decades and decades. Now you want to give public land to private entities so they can profit off of the mess TDOT has created. Can we please come up with real solutions to this problem, such as light rail, etc., instead of digging ourselves deeper into this hole? I know how Tennessee's lawmakers love to give our hard earned money to out of state interests and private equity groups, but for the love of God, please don't cripple our infrastructure for our children and grandchildren just so the Gov can get taken to a fancy dinner by some rich assholes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
240	8/28/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Daily	Yes	Yes	No	Yes	Taxes already pay for our roads, we shouldn't have additional fees for the privilege of avoiding traffic. The inequality this will create is not okay and does not represent Tennessee values.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
241	8/28/2024	Evan Bachert	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	Yes	Terrible idea, especially the decision to implement in a historically underserved part of the community. Fully expect this to make traffic worse in the non "choice" lanes. Diametrically opposed to this project.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 77.
242	8/28/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	No	We need trains running up the interstate not more lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.

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243	8/28/2024	Nicole Robinson-Hamilton	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	No	I don't want additional costs for the people living here. Middle to lower income working people do not have the extra bandwidth nor should they have to pay when people who could have created infrastructure declined to do it but made incredible profits while leave the local people with little to no adequate ways through these high density areas.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
244	8/28/2024	John Engelland	Against	Yes	Travel to/from work	other	Yes	No	No	No	I believe our public roadways should be equally available to all Tennesseans, without regard to economic class. I would prefer we used a state income tax to pay for adequate, well-maintained roads.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
245	8/29/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	No	This is a terrible option. You want to charge tax paying citizens and not fix the pot holes that are already existing in the roads and charge to make people get somewhere faster that was free...how about find another viable transit options and stop wasting our time and money!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
246	8/29/2024	Caryn Clopton	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	Yes	Yes	The cost of using the commuter lanes would become costly. My children will probably go to school in the downtown area during their either school careers. There are no test-in schools in Antioch. Would TDOT consider reduced fees for student commuters and families?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
247	8/29/2024	Anonymous	Against	Yes	Travel to/from home, Recreation	other	Yes	No	No	No	I don't think this will help. Create a public transportation system that is inclusive	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
248	8/29/2024	Cara Tuttle	Against	Yes	Travel to/from work, Travel	Daily	Yes	Yes	No	No	This is so inappropriate, elitist, classist, and unfair. Just fix the roads for everyone. TDOT should be a service. Government should provide services for its citizens.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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					to/from home							
249	8/29/2024	Toby Collins	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	Yes	Yes	Yes	I am not in favor of choice lanes and view this as a way to re-tax citizens for the use of publicly funded roadways adjacent to an interstate that should be made adequate through the tax that is already in place. These choice lanes would not be needed if the current tax money was utilized appropriately, and as originally designed, to make the needed improvements to the current interstate system (I24).	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
250	8/29/2024	Chelsie Lykens	Conditional	Yes	Recreation	other	Yes	No	No	Yes	My concerns about this project primarily center around the private sector partnership aspect. I do not wish for my tax dollars to be used for the for-profit benefit of a private corporation.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
251	8/29/2024	Debora Lorenston	For	Yes	Travel to/from home, other	other	Yes	No	Yes	Yes	I like what I am hearing. I like the private contractor aspect, so that public funds can be used elsewhere.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
252	8/29/2024	Kelvin Brown	For	Yes	Travel to/from work	Multiple times a day	Yes	No	Yes	Yes	I love the project. But PLEASE also communicate with NDOT to sync major roads and their stop lights such as in NYC. For instance, Murfreesboro road lights don't need to be stop and go, stop and go. They need to all be one color such as green for around 3 to 4 minutes. This will help with the flow of traffic AND won't cost much. Thank you for your time.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
253	8/29/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home	Daily	Yes	No	No	No	This is a dumb idea that does not belong in a red state. This is socialist bullshit that belongs in blue states where people are dumb enough to pay for it. No thanks.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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254	8/29/2024	Robert Baird	For	Yes	Recreation	Once a week	Yes	No	Yes	Yes		
255	8/29/2024	Anonymous	For	Yes	Recreation	Once a week	No	No	Yes	Yes		
256	8/29/2024	Daniel Walton	For	Yes	Recreation	Once a week	Yes	No	Yes	Yes		
257	8/29/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home	Multiple times a day		No	No	Yes	In the context, " Choice Lanes are new lanes added to congested urban highways" are in the definition which adds the problem that already exists. Capitalizing on the already "congested" traffic for financial gain does not help anyone but the city to gain more money. The expressway as it exists now is already congested and damaged with potholes. Also, the constructing of the "choice lane" does not match the amount of lanes that are there now and will further restrict users for several years to use it currently to use it efficiently.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 5 and 6.
258	8/29/2024	Dan Reizner	Against	Yes	Travel to/from work	Multiple times a day	Yes	No	No	No	The best use of the funds for this project would be to create more lanes for everyone to use and not be a toll lane. Create two new lanes in each direction.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
259	8/29/2024	Stephen Scarbourough	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	Yes	With regards to the choice lanes being ran by a private company and being able to adjust the prices of the fees, there should be a max amount that can be charged for the choice lanes, regardless of the time or usage. For example, I commute daily from Manchester, and would not want to pay \$20 a day to use choice lanes. Also, there should be more traffic enforcement, truck lane enforcement, and a minimum speed.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5. As the project develops there will be public hearings in early 2025 with more information.

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260	8/29/2024	Hunter Gast	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	other	Yes	No	No	Yes	Concern regarding disruption of traffic flow during the project without enough functional impact to be worth it.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response comment 1.
261	8/29/2024	Jessica Mrozinski	For	Yes	Travel to/from home, Recreation	Daily	Yes	Yes	Yes	Yes	Thank you to everyone who explained the project to me	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
262	8/29/2024	Anonymous	Conditional	Yes	Travel to/from home, other	Once a week	No	No	No	Yes	my main concern with this is the cost of the tolls, and why they chose this stretch of I24 to test toll lanes on. I understand what TDOT is trying to do	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
263	8/29/2024	Anthony Coon	Conditional	Yes	Travel to/from work, Travel to/from home	Daily	Yes	Yes	Yes	Yes	Please be sure the public is fully engaged about any impacts to businesses along the corridor. For instance, on Exit 59, one of the alternatives would essentially obliterate the new Chinatown district coming to Antioch along Hickory Hollow Pkwy, which the community would be livid about. So we all need to be engaged every step of the way.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 77.
264	8/29/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	Yes	No	Yes	Choice lanes only help small group of people. I would strongly prefer Tennessee tax dollars go into a STRONG public transportation plan. We should have a train going across the state or at the least the Middle Tennessee area. If the legislature and TDOT would focus on every group in Tennessee, they would realize public transportation can bring jobs and less car pollution. It would be more aesthetically pleasing and bring in	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 202.

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											consistent money. 6 car lanes = insane and idiotic. Utah has a very successful and clean train system. The same for the DC metro area. Choice lanes do not benefit the population as a whole at all. If they get approved, it will just show again how greedy and unjust Governor Lee is.	
265	8/30/2024	Robert Houser	For	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	Yes	Yes	I am all for it. I do not mind paying or having a toll pass to use the lanes. I am used to tolls from travelling in NW Indiana and Chicago Area often.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
266	8/30/2024	Anonymous	For	Yes	Travel to/from work	other	Yes	Yes	Yes	No		
267	8/30/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	Yes	Pay to play lanes are classist and negatively affect the underprivileged in our community. We need access to better transportation for ALL.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
268	8/30/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home	Daily	Yes	Yes	No	No	We need rail and other public transport, NOT pay to play lanes for the rich. Tennesseans don't want this!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
269	8/30/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	Yes	I am against all toll roads.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
270	8/30/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	I don't see where there is room to add these lanes. The construction, if you find space, would take forever. How do you intend to ease traffic during these years?? It will be a nightmare and people will not use it. I am totally against it. You guys	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											missed the boat on public transport decades ago. Unless you build up or underground, forget it.	Please see the response to comment 1.
271	8/30/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	No	<p>Tennesseans do not need a rebranded toll road. We need better cared for highways, smarter construction and design, better traffic enforcement for lunatic drivers, and more bypass options.</p> <p>Choice lanes in other areas are way underused due to their prohibitive cost. The money is better spent on improving and expanding our existing system.</p> <p>Tennesseans do not want a pay to play system any more than we want new and higher taxes.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 202.</p>
272	8/30/2024	Daniel Buchanan	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	<p>You can call this project Choice lanes until you're blue in the face.. but the fact is in order to use them I must pay a toll. Yes, it is a choice. But the choice is whether or not I want to pay a toll. As a first responder I have seen the failure of the digital speed limit signs with lane closure signals. Our local drivers simply do not care what is on the sign. That 60 million dollar project is a failure and this toll lane project will be a failure for the state and local government agencies. The only success will be private businesses who will set the price of the toll's and receive the profit. I am personally not against toll roads, I have driven many of them in many other states. I am 100% against the State of TN and TDOT calling this Choice lanes only to sugar coat what they really are. Toll lanes. If this project, like the digital speed limit sign project before it, was such a great idea, you would</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>

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											inconvenience Williamson county residents with it also.	
273	8/30/2024	Dan Burns	Conditional	Yes	Travel to/from work, Travel to/from home	Multiple times a day	Yes	Yes	Yes	Yes	I'm a Nashville contractor living next to the proposed toll road. While the 'choice lanes' promise less congested travel for those who can pay, construction will affect everyone, and tolls often place a disproportionate burden on lower-income residents. Tennessee's history of rejecting federal funds for highway projects raises concerns about whether this initiative serves the public or private interests. However, I see potential in Nashville's WeGo bus system, which plans to expand service along this corridor using these lanes at no extra cost to riders. This could offset some equity concerns by providing faster, more reliable transit. But for this to work, WeGo's promises must be fully realized, and the broader impact on our community carefully monitored. We should prioritize solutions that are equitable and beneficial for all.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comment 6 and 14.
274	8/30/2024	Anonymous	For	Yes	Recreation, other	Once a week	Yes	No	Yes	Yes	Please DO NOT permit "self-identified" multi-passenger vehicles to use Choice Lanes at their own discretion, as it will not be able to be effectively enforced and it will be taken advantage of much like it is now, rendering it much less effective and provide less value for paying customers. Also, given the absurd cost to electric vehicle (EV) annual registration fees in stark contrast to gasoline vehicles in Tennessee, an incentive of permitting registered EV owners a full state-subsidized incentive or partial reduced state-subsidized rates to use Choice Lanes would provide more fair value and useful incentives for excessive registration rates	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											that are many times over what gasoline vehicles currently pay annually in Tennessee—this would also likely garner more support for the project by existing EV owners realizing future potential in value.	
275	8/31/2024	Michael Corl	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	No	Yes	This project is less useful to the average working commuter than a park and ride, light rail, or even expanded mass transit. Tennessee's tax dollars and federal grants would be better spent taking a larger step toward minimizing the number of vehicles on the road and implementing and expanding more traffic calming measures similar to the variable speed limits that have been partially introduced on 24 south of 440. The reworking of interchanges going into downtown on 24, a more robust alternative to ride share traffic from downtown to BNA, and the expansion of public transit would do more to fix traffic issues in the long term at less cost and construction delays. This system primarily benefits occasional travelers and those with the resources to pay daily fees for fast travel, a shrinking group in an already strained economy. The roads are barely maintained as it is under Bill Lee's leadership, adding more road surface area is not going to improve that situation.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
276	8/31/2024	Julie McReynolds	Against	Yes	Travel to/from work	other	Yes	No	No	No	This is a waste of tax payer dollars. The common everyday people want light rail. The state should work for all and invest this money in a light rail system that goes throughout Tennessee to places including Murfreesboro, Nashville, Clarksville, Memphis, Knoxville, Chattanooga, Johnson City.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.

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277	8/31/2024	Armanda	Against	Yes	Travel to/from work	other	Yes	No	No	Yes	I am NOT in favor of Choice Lanes. I would a proposal for Light Rail.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
278	8/31/2024	Anonymous	Against	Yes	Travel to/from home	Once a week	Yes	Yes	No	Yes	DO NOT DO THIS! PLEASE	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
279	8/31/2024	Bria Beard	Against	Yes	Recreation	I do not travel the project corridor	Yes	No	Yes	Yes	A private company will absolutely fleece us for every dollar they can get while having a total monopoly on the roads. Nothing about this is how a free market works, so combining government with a for-profit organization is the worst of both worlds.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
280	8/31/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	No	Yes		
281	8/31/2024	Anonymous	Against	Yes	Travel to/from home	Once a week	Yes	Yes	No	Yes	I am concerned that price gouging will occur during traffic jam periods of time.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
282	9/1/2024	Jim Grinstead	For	Yes	Travel to/from home	Daily	Yes	Yes	Yes	Yes	I understand the need for license plate readers for enforcement of choice lanes. I vehemently object to installing them without front cameras that identify the driver. Without those, government cannot meet its burden of proof to identify the offender. Such technology is available and	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Comment Date	Commenter Name	Do You Support This Project?	Do You Understand the Project as Presented?	Why Do You Currently Use the I-24 Southeast Corridor?	How Often Do You Travel on the Project Corridor?	Are You Familiar with Choice Lanes?	Have You Used a Choice Lanes Facility in Another State?	Would You Use Choice Lanes If They Were Available on I-24 Southeast?	Are the Visual Aesthetics of the Project Important to You?	Do You Have Any Comments and/or Concerns About the Project?	Response
											while it's more expensive, saving money is no excuse for violating civil rights. Even a police review of the photo can't accomplish this. What's worse is that a company operating the system has an incentive to bully a vehicle owner, not the violator to pay a fine. While I think the project is worthwhile, I would oppose it on these grounds alone. We should not surrender our civil rights for faster traffic or government efficiency. If the state cannot meet its burden of proof, it, or its designee, should not bully the people it is intended to protect, from being wrongly penalized. Pay the extra money. Make government meet its burden of proof. That's justice.	
283	9/2/2024	Anonymous	Against	Yes	Travel to/from home	Once a week	Yes	No	No	No	I do not understand using tax dollars to build roads then giving control to a private corp to reap the rewards. Use the money to add lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
284	9/2/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	Yes	No	No	It would be much better for the city in the short term and long term to put funding and work into an accessible public transportation system instead like many other cities.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
285	9/2/2024	Laurel O'Neal	Against	Yes	Travel to/from work, Travel to/from home	Daily	Yes	No	No	No	If the two left lanes (inside lanes) are "choice" or "express" lanes for commuters, does that not mean that all vehicles over 6 wheels will be in the two right (outside) lanes, which commuters necessarily MUST use to take their exit? Meaning that all the express traffic will have to merge right through walls of 18-wheelers? And have to pay for that? How does this benefit anyone living in Murfreesboro? We would	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 21 and 43.

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											be paying for the interchange adjustments at I-24, I-40 and 440 pkwy, which is a Nashville problem. The Murfreesboro-Smyrna-LaVergne-Nashville corridor of i-24 is congested because it's a primary interstate connecting the north and south and it's not meant for day-to-day commuter traffic - not to mention that if the same quality of jobs were available in Murfreesboro, there wouldn't be so many commuters. But no, poor city planning means people forced to work outside of their city should have to pay to use half of the highway, right? Y'all don't care what people want or need.	
286	9/3/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	Yes	No	No	Trains instead, please.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
287	9/3/2024	Robin Strickland	Against	Yes	Travel to/from work, other	other	Yes	No	No	Yes	<p>Having seen this in Atlanta I don't believe it will help volume. Most people myself included won't pay yet another fee while cost of living is at an all-time high. Having sat in this traffic since the mid 90's it seems there are 2 causes that the choice lanes won't solve but can be addressed.</p> <p>Number 1 are the onramps. Traffic backs up from Bell Rd. and Harding due to the short onramps. Haywood Ln. to Harding has a dedicated lane between both exists and traffic has ample time to merge on and off respectively. Solution: Add dedicated lanes between exits. Money better spent.</p> <p>Number 2 is a problem that no one really want's to hear - the volume of 18-</p>	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											<p>wheelers. Each one of those vehicles takes up the space of 4-5 passenger cars and there is a SIGNIFICANT number of them on the road during rush hour. Solution: Stage the off the road from 7:00-8:30 AM. Also a lot of these guys do not want to abide by the "trucks in the right hand lanes" requirement.</p> <p>Just my opinion and observation. Thanks.</p>	
288	9/4/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	Yes	<p>This project does not seem like it will help to ease congestion and it's unfair to have to pay more money towards roads when we are already being taxed. The construction period alone will lead to more loss of life on an already very dangerous corridor. Put this money towards adding more troopers to enforce speed limits. You never see law enforcement in this area . Speeders and reckless drivers lead to crashes and that adds to the congestion. I don't know anyone who supports this idea.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>
289	9/4/2024	Justin Winchester	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	No	<p>My only concern is when can you also do this for I-40 and I-65?? I travel all major interstates in the Nashville area, and have been dying for some sort of express lane or toll. That, and please for the love of God someone fix the single lane exit on 440 to 24 westbound as well as the 24 entrance to 440 westbound. They back up for miles on a daily basis.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 40.</p>
290	9/4/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	Yes	No	No		

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291	9/5/2024	Matt Haskell	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	Yes	No	No	<p>Toll lanes, particularly newly created ones leased to private companies that don't currently exist in Tennessee, are an abdication of our responsibility to leave Tennessee better than we found it.</p> <p>Tennesseans want better options, instead of higher priced ones that exacerbate existing problems.</p> <p>TDOT would better spend its efforts on bus lanes and car free routes to schools and other services, to reduce demand on existing infrastructure</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>
292	9/5/2024	Anonymous	For	Yes	Recreation	Once a week	Yes	No	Yes	Yes	As long as these are priority lanes for buses/public transit, and there is ENFORCEMENT for those who aren't following the law, I'm a supporter.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>
293	9/5/2024	Richard Swanson	Against	Yes	Recreation	other	Yes	No	No	No	Craziest idea I've ever heard. Waste of time and money	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>
294	9/5/2024	Shank Reagon	Conditional	Yes	I don't travel this corridor	other	Yes	Yes		Yes	Not at the moment	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>
295	9/5/2024	Andrew Littlefield	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	Yes	No	<p>I'm very concerned about the duration of the construction. Also I think we should repair I-24 before jacking it up again.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 1.</p>

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296	9/5/2024	John Arthur Meek	For		other	other	Yes	No	Yes		Build 2 choice lanes at the airport	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
297	9/5/2024	Kevin Brown	For	Yes	Travel to/from work	Daily	Yes	No	Yes	Yes	I love this project, however please communicate with NDOT about syncing stop lights on major roads. For instance, Murfreesboro Rd sync all the lights green for about 3-4 minutes to help with traffic flow and low cost.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
298	9/5/2024	Elizabeth Dudas	For	Yes	other	Once a week	Yes	Yes	Yes	Yes	How will construction be done? One section I-24? Downtown from Murfreesboro Rd? How will neighborhoods be impacted?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 1.
299	9/5/2024	Mark Cleveland	Conditional	Yes	other	Once a week	Yes	Yes	Yes	Yes	Failure to maintain traffic today by the state in promotion of improved traffic management - because its bad congestion now and will get worse during project.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
300	9/5/2024	Alice Ann Reid	Uncommitted		Recreation	other	Yes	No	No	Yes		Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
301	9/5/2024	Jeanette Goggins	Conditional	No	Travel to/from home	Daily	Yes	Yes		Yes	I am highly concerned about how disruptive this project will be to the community of Antioch especially during construction. I am also concerned about long range benefits to state tax payers since private entities do not have to respond to us but to their stakeholders.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 1.
302		Andrew Miller	Against	Yes	Travel to/from work, Travel to/from	Daily	Yes	Yes	No	Yes	I do believe that the project is a long term waste of money when we should be investing in high speed public transit. Davidson county continues to brag that we are growing so fast. If it is that obvious	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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					home, Recreation						to you you should see the need for mass transit over additional roadways	
303	9/5/2024	Charles Spires	For	Yes	Travel to/from work	Once a week	Yes	Yes	Yes	No		Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
304	9/5/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	other	Yes	No	No	No	I would support this as long as a corporation is not gaining control of these lanes. The costs that a corporation can incur and change at the will of a corporation controlling these will make the lane utilization basically nothing. So once you ensure it won't be a corporation controlling pricing and let the state control it then I will support it but changing pricing at random even after entering the lane is ridiculous. Please add info on if pricing will be restricted or if the corporation gets full control and stop hiding behind a slightly good image	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
305	9/6/2024	Anonymous	Conditional	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	Yes	Yes	Yes	I conditionally support the idea. First cost analyst must be conducted to determine the difference in cost of Choice Lanes and Commuter Rail. Additionally, Choice Lanes must be analyzed in other states to determine what the public said about them before developed vs. usage today. What I saw in Miami was multiple lanes of stopped traffic while the pay lanes breezed through without stopping. The Choice Lanes must use license plate readers and not a prepay system...out of state travelers could not utilize the lanes as the don't have a pass prior to entering the State. One guarantee, no matter what's done, something must happen. We will have	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											complainers no matter what action us taken.	
306	9/6/2024	Dylan Ringel	Conditional	Yes	Travel to/from work, Recreation	other	Yes	Yes	No	Yes	<p>The concept is nice, but it's a really expensive way to avoid a true solution (e.g. passenger rail on the corridor). The only redeeming quality is that buses have access to the choice lanes. However, choice lanes do NOT solve the problem of congestion on the I-24 corridor.</p> <p>More concerningly, for private vehicles, this project is biased towards those with greater wealth and disproportionately improves their travel times while not aiding commuters who may not be able to afford the choice lanes.</p> <p>To make the choice lanes project effective at reducing traffic congestion along the corridor, and provide suitable access for those who are not in a financial situation to purchase access to the lanes, consultation should be done with the Nashville RTA to construct bus stations along the choice lanes corridor for regional service to have regular stops to service more areas. These bus stations should provide adequate parking unless local bus service is also present.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>
307	9/7/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	No	<p>We need better public transportation. More trains and easy connections.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>
308	9/7/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	other	Yes	No	No	Yes	<p>TN residents should not have to pay an additional cost to drive on roads they have already paid for through taxes.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>

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309	9/8/2024	Christopher Schafer	For	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	Yes	Yes	No	If we are building choice lanes, it would be good to add public transit along side or as a part of it a train or tram service from Murfreesboro to nashville	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
310	9/8/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	No	Yes	Yes	Yes		Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
311	9/10/2024	Jesse Call	Against	Yes	Travel to/from work, Recreation	Daily	Yes	No		Yes	I would like an alternative that is more equitable to those who wouldn't be able to afford choice lanes as an option	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
312	9/11/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	TDOT can't even fix that portion of 24 that has layers of pavement missing and has for at least a year. Also where is there room to put in all these extra lanes. If that could have been done then why not just widen the road to begin with. It's ridiculous to have to pay for choice lanes. All the money spent in that corridor on the cameras and signage for lanes closures and variable speeds have done nothing to ease traffic. And I don't think that this will either.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
313	9/12/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	Yes	No	Yes		Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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314	9/12/2024	Jim Simpson	Conditional	Yes	Recreation	other	No	No	Yes	Yes	Do you know the difference in cost between light rail and choice lanes?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
315	9/13/2024	Ben Newman	For	Yes	other	Once a week	Yes	Yes	Yes	Yes	I think that the project needs to allow for an additional interchange between Almadale Rd and I 840 so that area can develop for much needed job creation.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
316	9/13/2024	Massimiliano Guglielmo	For	Yes	Recreation	other	Yes	Yes	Yes	No		
317	9/14/2024	Anonymous	For	Yes	Recreation	I do not travel the project corridor	Yes	Yes	Yes	No		
318	9/14/2024	Vladimir Betancur	For	Yes	Travel to/from work, Travel to/from home	Daily	Yes	Yes	Yes	Yes		
319	9/14/2024	Marcela Castano	For	Yes	Travel to/from work, Travel to/from home	Multiple times a day	Yes	Yes	Yes	Yes		
320	9/14/2024	Anonymous	For	Yes	Travel to/from work	Multiple times a day	Yes	No	Yes	Yes		
321	9/14/2024	Anonymous	Conditional	Yes	Recreation	other	Yes	No	Yes	Yes		
322	9/14/2024	Freida Cameron	Uncommitted	Yes	Recreation	other	Yes	No	Yes	Yes		

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323	9/14/2024	Anonymous	For	Yes	Travel to/from home	Multiple times a day	Yes	No	No	Yes	Please Offer senior discount	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
324	9/14/2024	Anonymous	For	Yes	Recreation	Once a week	Yes	Yes	Yes	No		
325	9/14/2024	Anonymous	For	Yes	Travel to/from home, Recreation	Once a week	Yes	Yes	Yes	Yes		
326	9/14/2024	Anonymous	For	Yes	Travel to/from home	Multiple times a day	Yes	Yes	Yes	Yes		
327	9/14/2024	Anna Jones	For	Yes	other	other	Yes	Yes	Yes	Yes	Hope it works!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
328	9/14/2024	Anonymous	For	Yes	Travel to/from work, Recreation	Once a week	Yes	Yes	Yes	Yes		
329	9/14/2024	Anonymous	For	Yes	I don't travel this corridor	I do not travel the project corridor	No	No	No	Yes		
330	9/14/2024	Anonymous	For	Yes	Travel to/from work	Once a week	Yes	Yes	Yes	Yes		
331	9/14/2024	Anonymous	For	Yes	Recreation	Once a week	Yes	No	Yes	Yes		
332	9/14/2024	Anonymous	For	Yes	Recreation	Once a week	Yes	Yes		Yes		

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333	9/14/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	Yes	No		
334	9/14/2024	Anonymous	Conditional	Yes	Travel to/from work	Daily	Yes	Yes	No	Yes		
335	9/14/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	Yes	Yes		
336	9/14/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	No	No	No	Yes		
337	9/14/2024	Monica Kemp	For	Yes	Travel to/from work	Once a week	Yes	No	Yes	No		
338	9/14/2024	Anonymous	Conditional	Yes	Travel to/from work	Daily	Yes	Yes	No	Yes		
339	9/14/2024	Anonymous	Conditional	Yes	Recreation	I do not travel the project corridor	Yes	Yes	Yes	Yes		
340	9/14/2024	Anonymous	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	Yes		
341	9/14/2024	Anonymous	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	Yes		

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342	9/14/2024	Connie Lee	For	Yes	Recreation	Once a week	Yes	No	Yes	No		
343	9/14/2024	Anonymous	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	Yes		
344	9/14/2024	Anonymous	For	Yes	Travel to/from home	Daily	Yes	No	No	Yes		
345	9/14/2024	Anonymous	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	Yes		
346	9/14/2024	Anonymous	For	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	Yes	Yes	Yes		
347	9/14/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home	Daily	Yes	No	Yes	Yes		
348	9/14/2024	Anonymous	Against	Yes	Travel to/from work	I do not travel the project corridor	Yes	Yes	No	Yes		
349	9/14/2024	Anonymous	For	Yes	Recreation	Once a week	Yes	No	Yes	No		
350	9/14/2024	Anonymous	For	Yes	Travel to/from work, Recreation	Daily	Yes	No	Yes	No		

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351	9/14/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home	Daily	Yes	No	Yes	Yes		
352	9/14/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	No		
353	9/14/2024	Anonymous	For		Recreation	Once a week	Yes	No	Yes	Yes		
354	9/14/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home	Daily	Yes	Yes	Yes	No		
355	9/14/2024	Anonymous	For	Yes	Travel to/from work	Once a week	No	No	Yes	Yes		
356	9/14/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	Yes	Yes		
357	9/14/2024	Anonymous	For	Yes	Recreation	Once a week	Yes	Yes	Yes	Yes		
358	9/14/2024	Anonymous	For	Yes	Recreation	Once a week	Yes	No	Yes	Yes		
359	9/14/2024	Anonymous	For	Yes	Travel to/from work	Once a week	Yes	No	Yes	Yes		
360	9/14/2024	Anonymous	For	Yes	Travel to/from home	Daily	No	No	Yes	Yes		
361	9/14/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	Yes		

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362	9/14/2024	Ariel Lancaster	Uncommitted	No	Travel to/from work, Travel to/from home, Recreation	Daily	No	No	Yes	Yes		
363	9/14/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	Yes	Yes		
364	9/14/2024	Anonymous	Uncommitted	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	Yes	Yes	Yes		
365	9/14/2024	Anonymous	For	Yes	Travel to/from work	Daily	Yes	No	Yes	Yes		
366	9/14/2024	Anonymous	For	Yes	Travel to/from work, Recreation	Daily	Yes	Yes	Yes	Yes		
367	9/14/2024	Anonymous	For	Yes	Recreation	Once a week	Yes	Yes	No	Yes		
368	9/14/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home	Once a week	Yes	No	Yes	Yes		
369	9/14/2024	Debrah Balthrop	For	Yes	other	Once a week	Yes	Yes	Yes	Yes	It's about time!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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370	9/14/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	Yes	No	No	Light rail would be better	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
371	9/15/2024	Caeter Nadeau	Against	Yes	Travel to/from work, Travel to/from home, Other	Daily	Yes	Yes	No		It makes no sense to have tax payers fund this project and then be required to pay to have access. Another thoughtless money grab. The lanes will be underutilized compared to having them open to all. Hate the concept of pay to play. Everyone in favor of this needs to think very hard about why they're doing this and maybe try to put yourself in the shoes of someone who has to commute it everyday and doesn't have the extra money to get in your "fast pass" choice lanes. I vehemently oppose this. If you actually wanted to do something to make a difference you'd work on creating a network of train, busses, or park and ride facilities that would cut down. Still you need to do this within reason. Realize that people can't always commute with others and allow people autonomy. CHOICE LANES are NOT the answer.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
372	9/15/2024	Granville Dismukes	For	Yes	other	Once a week	Yes	No	No	No	I would like to see another I-24 exit available between Almadale Road and 840.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
373	9/15/2024	Anonymous	Against	Yes	other	Once a week	Yes	No	No	No	This is just another tax disguised as a fee. I am surprised the group that complains about the haves and have nots has not spoken against this since there are those that won't have the money to use these	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											lanes. I have seen these lanes in Atlanta and Charlotte and they don't appear to be heavily used.	
374	9/15/2024	Holden Ayers	Conditional	Yes	Recreation, Other	other	Yes	No	No	No	<p>The long term success of this project depends on transparency. In the realm of public-private partnerships, especially on transportation infrastructure, transparency and reliable, up-to-date information are of utmost importance. Without robust transparency and a clear understanding of decision making, the public will never fully trust shareholders and rumors of corruption and self-serving will follow this project for its lifespan. What current and proposed rules and laws govern transparency for this project and what are the sanctions for failing to maintain transparency? In addition, while toll lanes are proven to improve congestion conditions in the short term, without robust regional mass transit plans, they will fail to solve traffic problems long term as traffic returns to old patterns. What guarantees are being made by both government and private shareholders to ensure funding and support for future mass transit projects? To close, just remember sunlight is the best disinfectant.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Implementation of Choice Lanes projects are governed by the Transportation Modernization Board. You can learn more at https://www.tn.gov/tdot/build-with-us/transportation-modernization-board.html.</p> <p>The I-24 Southeast Choice Lanes projects is not intended to independently fund or support future mass transit projects. However, TDOT will continue to partner with WeGo on potential future transit opportunities.</p>
375	9/15/2024	Jason Beavers	For	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	Yes	No		
376	9/15/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from	Once a week	Yes	No	No	No		

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					home, Recreation							
377	9/15/2024	Judson Lancina	For	Yes	Recreation	Once a week	Yes	Yes	No	No	I am desperately for this project especially if it includes new WeGo bus routes along the corridor	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
378	9/15/2024	Abram Eyler	Against	Yes	Recreation, Other	Once a week	Yes	No	No	No	Please don't ruin I24. They have these lanes in Atlanta, and they are not used. They have only contributed to more congestion. This is a complete waste of money and resources for our city. Focus should be on fixing and maintaining the roads we have and expanding roads where possible.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
379	9/15/2024	Lee Branchizio	Against	Yes	Travel to/from home, Recreation	Daily	Yes	No	No	No	This will only ruin I24. They have the same kind of lanes in Atlanta and they do not work. We should focus on repairing the roads we have	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
380	9/15/2024	Jeremiah Wooten	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	Yes	No	<p>The transit component is the biggest opportunity for success, but also the easiest thing to not implement well. While even the future build scenario shows some segments of failing lanes, we know the capacity improvements by shifting folks from personal vehicles to rapid transit are huge for unlocking additional movement on the corridor.</p> <p>I worry that as contractors are looking to cut costs, they will minimize the transit features of the corridors. In many states transit centers, park and rides, and transit platforms are build into the Express Lanes, so that transit vehicles aren't slowed down by having to exit the express lanes.</p> <p>I want to make sure the team is</p>	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											intentional about designing transit components into this project that can carry not just the estimated 2x, 3x, or 4x increase in ridership, but a vision for a future system that carries 5,000 to 10,000 people a day like the existing Route 55 Murfreesboro Pike route does.	
381	9/15/2024	Anonymous User	Conditional	No	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	No	No	No	No		
382	9/15/2024	Anonymous User			Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	No	Start enforcing proper use of existing HOV lanes AND speed limits and reckless drivers!!!! I SAY NO to Choice Lanes in TN. They are not helpful in Atlanta, GA. This project discriminates against low and middle income families. You can do better than this, TDOT.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
383	9/15/2024	Anonymous User	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	Yes	No	We shouldn't be spending public money on something that only people with means can truly benefit from. Even a small daily fee (which I doubt it's actually going to be) is something that the majority of families cannot afford just to have a smoother daily commute. We should be spending money on solutions that all people can benefit from.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
384	9/16/2024	Jessica Brown	Against	Yes	Travel to/from work	Multiple times a day	Yes	No	No	No	I am a rideshare driver. I drive all of our roads multiple times a day several days a week, about 500 miles in county week. This is a TAX pure and simple that will affect some of our areas of town and into Rutherford County that are working multiple jobs struggling to pay for housing and utilities. I was raised in KY I know a toll road when I see one. They are unnecessary especially with the Infrastructure Bill pouring money in to our	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											state. It is of the same ilk that put a sewer tax on Davidson county (public private funding) to pay for the Titans stadium. We need to be the best we can be and not mimic other places. Getting business to have more flex time is a MUCH better option. Encouraging all transportation options including rideshare is a better option. in my 500 miles a week. I take at least 40 cars off of our roadways. I drive days so i drive folks to work, dr. appointments, business meetings, etc. - I will vote NO and advocate against.	
385	9/16/2024	Sam Huddleston	For	Yes	Travel to/from work, Travel to/from home, Recreation	multiple times per week	Yes	No	Yes	Yes	<p>According to the exhibits, it appears that Choice Lanes will start just west of I-840 in Murfreesboro/Rutherford County. Please look closely at creating a choice lane plaza and general interchange approximately between MM 72-73. The City of Murfreesboro 2040 Major Transportation Plan includes local roadway connections that could serve as the feeder system for the Choice Lane/General Interchange. These local roads propose connectivity to local and State routes in the area including SR 96, SR-1/41/70, and I-840 east and west of I-24. You may reach out to me at shuddleston@murfreesborotn.gov or 615/642-3127 so we can explore the opportunity for Choice Lanes to be more accessible to our motorists and residents. TDoT has always been a good partner for transportation and traffic improvements in our community.</p> <p>Thanks Sam Huddleston, PE Assistant City Manager</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>

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386	9/16/2024	Jackson Hurst	For	Yes	Recreation	Once a week	Yes	Yes	Yes	Yes	I approve and support TDOT's I-24 Southeast Choice Lanes Project. The alternative that I support for TDOT's I-24 Southeast Choice Lanes Project is Alternative 2 because Alternative 2 will provide elevated Choice Lanes and will provide a Choice Lanes interchange at TN-155/Briley Parkway, which will improve safety, reduce congestion, and improve travel times on I-24 from I-40 to North of I-840.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
387	9/16/2024	William Braden	Uncommitted	Yes	Travel to/from home	Once a week	No	No	No	Yes	I am wondering where the real estate is coming from especially in the Antioch, SE Nashville areas. This sounds like a very expensive 5-10 year project. I'm also wondering if due consideration has been given to putting commuter buses on improved shoulders and enforcing HOV lanes, a much less involved trial.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
388	9/16/2024	kevin waldron	For	Yes	Travel to/from home	Daily	Yes	Yes	Yes	No		
389	9/16/2024	Anonymous User	Against	Yes	Travel to/from home, Recreation, Other	Once a week	Yes	Yes	No	No	I am totally opposed to adding any toll lanes in Tennessee (YES, these are TOLL lanes, despite deceptive attempts to label them with a more friendly name). The added lanes should be toll free, available to all current car traffic.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
390	9/16/2024	Mark Cleveland	For	Yes	Travel to/from work, Travel to/from home, Recreation, Other	Once a week	Yes	Yes	Yes	Yes		

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391	9/17/2024	Lydia Benda	For	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	Yes	Yes	Yes	Representing WeGo, I'm concerned about the future connections of Transit Park & Ride facilities to the Choice lanes. Have Park & Ride locations been identified? Please coordinate with WeGo Public Transit to optimize Park & Ride locations and Bus Transit operations. If it takes people more time and they need to go out of their way to find a Park & Ride location, it will discourage transit usage. We want to make sure that the transit riding experience is convenient, safe, and efficient to encourage more people to use transit.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 374.
392	9/17/2024	Michael Kuhlman	Against	Yes	Travel to/from home, Other	Once a month	Yes	No	No	No	I believe choice lanes will become mandatory for all lanes over time and don't want toll roads in my home state Tennessee. Please look at other alternatives.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
393	9/17/2024	Joni Cockrill	For	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	Yes	No	Regarding entry/exit access points- Let the Private Partner help fund two new interchanges at Rocky Fork & Baker Rd for access points. Don't make "Exclusive" ramps; allow use by all to help eliminate congestion at existing ramps. Imagine how angry residents would be if they had to pay to use the new ramps. Sharing the costs for two new ramps will likely eliminate the need to redo exit 70, State Rt 102. It would be much cheaper to build two new ramps than redo exit 70, especially if costs are shared with the PP. Rocky Fork and Baker Rd already have I-24 bridges and mostly undeveloped land making ROW easy to obtain. Opening a ramp at Baker Rd. will accommodate traffic from MULTIPLE new subdivisions on Baker as well as MBoro's Blackman	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											<p>area (possibly diverting 1/2 of exit 70's massive congestion.)</p> <p>We can both eliminate costs of redoing exit 70 as well as share costs with PP for two, new desperately needed ramps at Rocky Fork and Baker Roads. Now is the time!!</p>	
394	9/17/2024	Stan Vaught	Against	Yes	Work/airport	Once a week	Yes	Yes	No	No		
395	9/17/2024	Gregory Henson	For	No	Travel to/from work	Multiple times a day	Yes	No	No	No	Elevated highways need to be built so that I-65, I-24, and I-40 do not directly interact.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
396	9/18/2024	Michelle Henson	For	Yes	Travel to/from work	Multiple times a day	No	No	No	No	Recommend separating the 3 interstates that come together around Nashville using elevated highways or something so you don't have to go always go from far right lane to far left lane and vice versa when staying on the same interstate.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
397	9/18/2024	Anonymous User	Against	Yes	Recreation	Once a week	Yes	No	No	Yes	The charge to use this will only increase. The revenue from this won't be used responsibly. Having a private company own/run this is very suspect.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
398	9/18/2024	Kevin Drake	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	<p>This might be the worst attempt to solve the growing traffic problems facing the area. Additional lanes has never been a long term solution anyways, and these won't be used to their capacity anyways if people have to pay to use them. This area needs something with a long-term goal, not this short sighted cash grab. Successful cities have a transit system that includes light rail, not just busses.</p> <p>Clearly this is about getting money out of the people, not solving the issue at hand.</p>	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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399	9/18/2024	Dorothy Sokol	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	No	Put them on I-24 & then put them on I-65 & I-840.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 40.
400	9/18/2024	Michelle DeLora	Against	Yes	Travel to/from work, Travel to/from home	Daily	Yes	No	No	No	Living in Nashville continues to cost more and more. I don't feel welcome here anymore, after 20+ years. I can barely afford to live here and now I have to pay to drive here too? I'm sad to say after choosing Nashville as my home, 22 years ago after graduating college, I am actively looking at other states to move to that are more resident focused and not based on tourism.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
401	9/18/2024	Kristen Helou	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	No	No	No	We are a community of have and have nots, and now we are going to make roadways the same? I work with several people from the Murfreesboro area. To ease their commute they now need to pay? And how much? The answer is ridiculous---it depends. I wish TDOT would focus on improving our existing roads. This is a project that is supposed to look like it is to help commuters, when in actuality it looks like a money grab by the state. Instead of considering mass transit, which we are woefully in need of, we're looking for a way to people who can afford to pay extra for the drive. As I see it, the most benefit goes to these outside contractors who control it for the next 50 years.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
402	9/19/2024	Anonymous User	For	Yes	Travel to/from work, Travel	other	Yes	No	Yes	Yes	In favor of the project for easy of commute and improving safety. In addition, access and local tributaries for accessing the lanes/interstate need	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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					to/from home						local support to minimize the feeding of the route(s).	
403	9/19/2024	Anonymous User	For	Yes	Recreation, Other	when traveling	Yes	Yes	Yes	No		
404	9/19/2024	Anonymous User	Against	Yes	Travel to/from home, Other	several times per month	Yes	No	No	Yes	This will financially impact those who can least afford it. In many states, including my birth state of Michigan, highways have express lanes that don't charge anything for those not needing local lanes. The surge pricing model is absolutely ridiculous. Further, poor civil engineering planning on your part should not require people to pay for the privilege of driving in less congested traffic. Providing these lanes will most likely make commutes more congested rather than less. A better option would have been a by-pass of downtown Nashville which would alleviate the congestion of truck and non-local (interstate) traffic. This really feels like a money grab by and for privileged people.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
405	9/19/2024	Felix Castrodad	For	Yes	Recreation, Other	Multiple times a year	Yes	Yes	Yes	Yes	Thanks TDOT for working on Choice Lanes and the P3 approach. The public outreach efforts to inform the public and the opportunity to provide feedback have been great. Providing transit service with the ability to use Choice Lanes facilities for free is a step in the right direction to incentivize transit use, grow ridership, and make transit a more competitive option for riders on this congested corridor. However, considering the scope and project funding amount, complimentary infrastructure for transit like park and rides within Choice Lane access points will be essential to ensure transit's quick and easy access and make it more appealing for riders. The lack of adequate park and ride facilities is a detrimental factor for regional transit service currently. This	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											project has the opportunity to address this need directly and WeGo trusts that TDOT and the private partner will implement this solution. WeGo stands ready to collaborate on this key project for the region.	
406	9/19/2024	Anonymous User	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	No	No	Yes	I would prefer to see a train and/or subway or an updated metro bus transit system rather than Choice Lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
407	9/19/2024	Anonymous User	Against	Yes	Recreation	Once a week	Yes	No	No	Yes	There needs to be improvement all along I24, paying for use of a roadway as a privilege instead of improving to serve the community needs of inherent growth is a falsehood. Improving the number of lanes for growth should be shared equally across all users so it can benefit all users. Not just the privileged. The infrastructure bill passed by the government has already been used for projects across TN why is it not being considered for this? The state has an obligation to improve the lives of its citizens, the citizens Federal Taxes fund the infrastructure bill, why not have your citizens reap rewards of the tax payments they have already made.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 134.
408	9/19/2024	Ben Newman		Yes	Travel to/from home, Recreation	Once a week	Yes	Yes	Yes	Yes	The Planning Department would like to see the project plan include either an interchange or access to choice lanes between 840 and Almaville Rd. This will help ensure development of land for job creation and growth that is needed in the region. Access could be choice lanes terminating off I24 to the west and east to the developable land. Also, vehicles could enter choice lanes directly from the west and east of I24 from the developable land.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											<p>As the land in this area develops for job creation there would be a large market for the private partner of vehicles entering and leaving choice lanes. There are multiple projects proposed for this area that would develop for the highest and best use with access to I24. It is extremely important for employment creation to have access to I24 between 840 and Almadale Rd of either a full interchange or access to choice lanes.</p> <p>Thank you, Ben Newman Director of Planning, City of Murfreesboro</p>	
409	9/19/2024	Anonymous User	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	Yes	No	Yes		
410	9/19/2024	Anonymous User	Against	Yes	Travel to/from home, Recreation	Multiple times a day	Yes	No	No	No	<p>I am strongly against the Choice Lanes. I feel other options can be more effective in reducing traffic, including laws and regulations of vehicles on the road (ex. 18-wheelers) and reliable public transportation options that would reduce the number of cars commuting to work.</p> <p>Also, the current roads are not maintained, so why would this investment be made to add additional lanes (that are needed anyway) and make people choose to pay for them, when it is the same roads that people have been traveling in their deteriorating condition already. It is unfair to those that have to travel on the highway and it forces them to choose to have to pay more to commute. The 24 stretch between the split and Bell Road has hills (peaks and valleys) and if you have ever driven on this stretch, this also plays a part in the traffic when you have a greater volume of cars on the road. Cars</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>

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											do not accelerate up the hills and they break going down the hill and adding other lanes will not solve traffic.	
411	9/19/2024	Anonymous User	For	Yes	Travel to/from work, Travel to/from home	Daily	Yes	No	Yes	Yes		
412	9/19/2024	Janet Pelmore	For	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	Yes	No	I grew up in a state that has always had express "choice" lanes. As an adult, I have lived in several states with these lanes. I relocated to Tennessee 40 years ago and never understood why it lacked these lanes and mass transportation!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
413	9/19/2024	Anonymous User	Against	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	Yes	No	No		
414	9/19/2024	Elizabeth McClurkan	Against	Yes	Travel to/from home	Daily	Yes	No	No	Yes	<p>Honestly, I think like this project is wishful thinking. It assumes that we live in this Utopia where more people are not moving here. Because more people are moving here. A choice lane is going to take away from the existing lanes and smush us into less lanes. Any kind of transportation improvement has to be worth it for people to pay into it. I really don't think it's the best decision. It seems like a waste of money.</p> <p>Honestly, and I've heard that people shot this down because it would supposedly cost too much money, I believe that an Elevated Train or monorail is the only solution. People want alternative ways to travel. We have limited space where we cannot really go wider. But we can go up. If you give us good quality, alternative transit, people will pay for it. And it will</p>	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Comment Date	Commenter Name	Do You Support This Project?	Do You Understand the Project as Presented?	Why Do You Currently Use the I-24 Southeast Corridor?	How Often Do You Travel on the Project Corridor?	Are You Familiar with Choice Lanes?	Have You Used a Choice Lanes Facility in Another State?	Would You Use Choice Lanes If They Were Available on I-24 Southeast?	Are the Visual Aesthetics of the Project Important to You?	Do You Have Any Comments and/or Concerns About the Project?	Response
											pay fast. The amount of money it takes to make an elevated train or monorail will be offset super quick. Give us some thing other than taking a lane away from those who travel daily on this interstate	
415	9/19/2024	Tyler Wright	Uncommited	No	Travel to/from work	Daily	Yes	No		No	I really hope the price is affordable for even lower class individuals since most of the population is lower income. I believe that is a lot of peoples concerns especially with prices on the rise already and with the upcoming years of that getting worse, what's the point in it if the price isn't slightly affordable	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
416	9/19/2024	Anthony Drozdowski	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	Yes	Make the Choice lanes clear for those travelling through the area. Cheaper prices for Tennessee residents.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
417	9/19/2024	Patty OConnor	Against	No	Recreation	Once a week	Yes	Yes	No	Yes	If we are adding more lanes why isn't that enough for traffic flow. We don't know what we are paying because it will depend on traffic flow and time of day. Ohio has express lanes that you do not have to pay for and it seems to work good. You should concentrate on the traffic thru Nashville. It is always a mess.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
418	9/19/2024	Anonymous User	Against	Yes	Visit grandchildren, children	Daily	Yes	No	No	No	Yes I feel it's unfair to those who can't afford it. I feel it's discrimination, how people with more money always get preferential treatment. Way to go Nashville let's discriminate and separate us all further. I am blessed and have the means to purchase it but I will not. I'm no better than those who can't use it to avoid traffic	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Comment Date	Commenter Name	Do You Support This Project?	Do You Understand the Project as Presented?	Why Do You Currently Use the I-24 Southeast Corridor?	How Often Do You Travel on the Project Corridor?	Are You Familiar with Choice Lanes?	Have You Used a Choice Lanes Facility in Another State?	Would You Use Choice Lanes If They Were Available on I-24 Southeast?	Are the Visual Aesthetics of the Project Important to You?	Do You Have Any Comments and/or Concerns About the Project?	Response
419	9/19/2024	Anonymous User	For	Yes	Travel to/from home	Daily	Yes	Yes	Yes	Yes	It's been long overdue ...	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
420	9/19/2024	Anonymous User	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	No	Yes	I think a light rail is more of a sustainable option. As a person who works for a large vendor in the Nashville Yards (downtown Nashville) and live in Rutherford county. I would much rather commute via a train (and be able to work on my commute) as some of my colleagues who are able to, from Hermitage to Downtown. Long term, widening the funnel of traffic does not elevate the problem, that will get worse by the time this project is complete.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
421	9/19/2024	Pete Crowley	Against	Yes	Proactively submitting input before this reaches the Knoxville area		Yes	No	No	Yes	Privatizing highways is not a good idea. No public funding (local/state/federal) funding should be utilized for this project, including engineering/design by State employees.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
422	9/19/2024	Anonymous User	Uncommitted	Yes	I don't travel this corridor	Occasionally for vacations	Yes	Yes	No	No	Why do we have to pay to use our highways? Gas taxes pay for roads.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
423	9/19/2024	Anonymous User	Against	Yes	Recreation	Few times a week	Yes	Yes	No	Yes	Tennessee should NEVER EVER have any type of toll or choice lane. This is a ridiculous scheme set up to allow wealthier people easier access to a road that belongs TO US ALL. Nashville should be investing in light rail or a bus system that does not sit in the same traffic as the rest the vehicles. Choice lanes are bad for Tennessee. This should have been a referendum for the citizens to vote on. I hope this plan does not go through.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Comment Date	Commenter Name	Do You Support This Project?	Do You Understand the Project as Presented?	Why Do You Currently Use the I-24 Southeast Corridor?	How Often Do You Travel on the Project Corridor?	Are You Familiar with Choice Lanes?	Have You Used a Choice Lanes Facility in Another State?	Would You Use Choice Lanes If They Were Available on I-24 Southeast?	Are the Visual Aesthetics of the Project Important to You?	Do You Have Any Comments and/or Concerns About the Project?	Response
424	9/19/2024	Jimmy Driver	Against	Yes	To Nashville to Dr. To dangerous to go for fun	Every six months	Yes	No	No	Yes	How will you add 4 lanes to an area with no land to expand? Widen bridges?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 147.
425	9/19/2024	Imani Copeland	Against	Yes	Travel to/from home, Recreation	Daily	No	No	No	Yes	I don't think we should be doing projects that cut off a lane of on an already busy highway and make traffic potentially worse for the general public. I also don't see how you guarantee no traffic in these lane.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
426	9/19/2024	Anonymous User	Against	Yes	Travel to/from work	Multiple times a day	Yes	Yes	No	No		
427	9/19/2024	Anonymous User	Against	Yes	Recreation, trips to nashville	other	Yes	No	No	Yes	I dont think state funds-property should be used for private profit. Wait until the funds are available to do the improvements. Who will oversee that the roadway is maintained, potholes, or other dangerous conditions, icing salt spreading, who will get priorty?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 6.
428	9/19/2024	Anonymous User	Against	Yes	Recreation	2-3 times weekly	Yes	No	No	Yes	Choice lanes are a way of providing special access to the roads for the rich. Instead of opening lanes to make more access available to all, it creates access for a special few. Regardless of how it is framed, choice lanes are just toll roads in disguise.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
429	9/19/2024	Anonymous User	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	This project will hurt working families. Nobody travels I-24 between Murfreesboro and Nashville for fun. We do it because the jobs that pay enough to feed and house our families are NOT in our zip code/county. Why aren't you de-incentivizing tractor trailer, oversized load, heavy equipment or camper/trailers using 24 during rush hours? This punishes	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 5 and 43.

#	Comment Date	Commenter Name	Do You Support This Project?	Do You Understand the Project as Presented?	Why Do You Currently Use the I-24 Southeast Corridor?	How Often Do You Travel on the Project Corridor?	Are You Familiar with Choice Lanes?	Have You Used a Choice Lanes Facility in Another State?	Would You Use Choice Lanes If They Were Available on I-24 Southeast?	Are the Visual Aesthetics of the Project Important to You?	Do You Have Any Comments and/or Concerns About the Project?	Response
											working people and steals from families. SHAME ON YOU!	
430	9/19/2024	Anonymous User	Uncommitted	Yes	Travel to/from work, Travel to/from home	Daily	Yes		No	No	I'm worried about the cost to opt in to use these. I'm all about putting up with some construction chaos as long as we get some traffic relief as a result, but what happens if people don't use it and things only become worse. I really hope this works, but I know I don't plan to use it. I think SE Nashville deserves some investment because a lot more people are moving over here and the building permit revenues have to go somewhere. It would be great to get some sidewalks, protected bike lanes, and some measures to hold people accountable for not following the rules of transit (running red lights, speeding through middle turning lanes to bypass traffic and other crazy things) and that may help in many ways too. I hope we don't put all of our efforts just on the choice lanes...and ultimately I hope we get some relief because the way I see it, traffic is only getting worse every year. Thank you!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
431	9/19/2024	Jonathan Grimes	Conditional	Yes	other	Once a week	Yes	No	No	Yes	Semi trucks need to be addressed. Work times need to be studied.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
432	9/19/2024	Anonymous User	Against	Yes	Travel for avocation and to visit other cities in Middle Tennessee.	Twice a week on average.	Yes	No	No	Yes	Yes, the traffic levels currently on I-24 are already so high, even adding multiple Choice Lanes now will only buy a couple of years relief at best. A better and more long lasting solution is what Texas did, privately owned and operated toll highways. They do not require closings on existing highways to the same extent, far	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Comment Date	Commenter Name	Do You Support This Project?	Do You Understand the Project as Presented?	Why Do You Currently Use the I-24 Southeast Corridor?	How Often Do You Travel on the Project Corridor?	Are You Familiar with Choice Lanes?	Have You Used a Choice Lanes Facility in Another State?	Would You Use Choice Lanes If They Were Available on I-24 Southeast?	Are the Visual Aesthetics of the Project Important to You?	Do You Have Any Comments and/or Concerns About the Project?	Response
											less tax dollars, and payback for investors is more attractive. Middle Tennessee needs more highways not more lanes. TDOT think long-ball!!	
433	9/19/2024	Ted Parton	Against	Yes	Recreation, Other	A few times a month	Yes	Yes	No	Yes	<p>Highly concerned about the environmental impact. The smog in the Nashville area has been getting worse. The noise pollution is also increasing. There are many studies that show adding more lanes just increases the numbers of vehicles on the road. I feel we need measures to reduce vehicles and encourage adoption of public transportation as well as urban density instead of the never ending sprawl. Moreover the P3 plan seems set to line the pockets of political cronies rather than to actually help the problems. Let's not be one another Atlanta.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>

Podium, Email, Court Reporter and Phone Comments Received During Public Comment Period

#	Commenter Name	Source	Date	Comment	Response
434	Jeremiah Wooten	Virtual Meeting	8/14/2024	I saw the typical cross section illustrations. Do you have an idea of which segments would be the at-grade cross section and which segments would be the elevated cross section?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Yes. Information about the proposed Project, including typical sections, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these proposed design alternatives are not final and may change based on a variety of factors.</p>

#	Commenter Name	Source	Date	Comment	Response
435	S Williams	Virtual Meeting	8/14/2024	How can the proposed 4 additional lanes be accommodated with the current land space?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 147.</p>
436	Sherri Paterson	Virtual Meeting	8/14/2024	I live in a neighborhood that backs up to I24 near Almadale Rd. exit. Roughly a mile away. We are a newer neighborhood and can hear traffic behind many of our homes. Can we get assessment for a sound barrier? I am new to area, but have lived in a county like this in suburban Atlanta and our county had sound barriers to help with noise and we lived 45 minutes from the city! Im curious why Rutherford County doesn't have them, yet has homes as close as they do to the interstates.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>As part of the National Environmental Policy Act (NEPA), the Project Team is conducting a noise study on potential impacts, positive or negative, the proposed Project could have on the surrounding area. The results of this study will be included in the Environmental Assessment presented at the Public Hearing in 2025.</p>
437	Mariah Phillips	Virtual Meeting	8/14/2024	With the growing number of people moving to RuCo, and the current commute already over congested from 6am-9am, how will one less road for normal traffic help resolve our situation? It will be a financial burden on those who want to spend less time on traffic. And it will be a physical hardship on those who will have to spend an extra hour a day commuting. When are we going to solve problems instead of just profit off of our pain? What other solutions have been considered? Public transit would be great!!	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the responses to comments 43 and 50.</p>
438	Chris Keith	Virtual Meeting	8/14/2024	What is going to be done to help with the flooding along i-24 from exit 70 to 840? Making 24 wider will just push more water on our homes.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>As part of the National Environmental Policy Act (NEPA), the Project Team is conducting a floodplain analysis on the proposed Project corridor. The results of this study will be included in the Environmental Assessment presented at the Public Hearing in 2025.</p> <p>Please also see the response to comment 147 regarding selecting the recommended alternative.</p>

#	Commenter Name	Source	Date	Comment	Response
439	Andy Metz	Virtual Meeting	8/14/2024	There is not enough space in between east and west bound lanes to accommodate 4 extra lanes without major overpass reconstruction. Is the 3rd party paying for this reconstruction, and how will construction impact our daily commute?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The private sector partner would design, build, finance, operate and maintain construction within the scope of the I-24 Southeast Choice Lanes project. Please also see the response to comment 1.</p>
440	Robert Johnson	Virtual Meeting	8/14/2024	I have not heard of the Transportation Modernization Board before. Who are they? How are it's members selected?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 374.</p>
441	Millie Sweeney	Virtual Meeting	8/14/2024	Will public transit (i.e., WeGo buses and others) receive free use of the paid lanes? As the state is allowing a private company to benefit from the fees for these lanes, free use by public transit must be included.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Yes. Also, please see the response to comment 13.</p>
442	Millie Sweeney	Virtual Meeting	8/14/2024	Those traveling along this part of I-24 and who would most benefit from expansion of ALL lanes will have to now pay for their daily commutes to be less congested via these private, paid lanes. The common commuter will not have funding to do this. How will you address these disparities? Wouldn't it be better to simply have these expanded lanes available to all or to include an additional HOV lane(s). Our roads should be open to all without fees.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the responses to comments 4 and 5.</p>
443	C Briley	Virtual Meeting	8/14/2024	Concerns include: 1. Once the tolls/fees are on they never come off 2. Tolls/fees increase over time 3. This idea punishes those that can't afford to live closer due to cost of living 4. Rewards those that have higher and can pay the fees vs those that this would create an undue burden 5. Gas prices are already approx \$3.20 a gallon and this would create an even more expensive commute 6. Medical specialists are in Nashville, therefore this would put an increase in commute time/ fees to see providers 7. This would create a negative impact on military vets trying to get to the VA hospital/ clinics 8. This plan would be a money maker vs really having a positive impact on improving road conditions 9. Mass transit does not have the infrastructure to help currently in addition to the costs of riding transit, the bus transfers plus those that have health conditions riding with people that could be sick 10. Covid is on the rise and riding public transit could further increase the Covid #s	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>

#	Commenter Name	Source	Date	Comment	Response
444	Mary Ellen Sloane	Virtual Meeting	8/14/2024	I would like to see the expansion of passenger rail before this project takes place. Please see the recent TN report on the expansion of passenger rail: https://www.tn.gov/content/dam/tn/tacir/2023publications/2023_PassengerRail.pdf	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
445	Robert Johnson	Virtual Meeting	8/14/2024	What percentage of the route do you think might need to be elevated?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 43.
446	Robert Johnson	Virtual Meeting	8/14/2024	How do you expect to make the decision between taking peoples land, and building elevated sections?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 43 and 172.
447	Robert Johnson	Virtual Meeting	8/14/2024	You stated that the private partner would be involved in Design. This would be necessary for the private partner to judge risk and rewards when pricing their proposal. However, you are doing the options analysis, including selecting the interchange points, and the NEPA analysis, before the private partner is selected. How can the private partner fully share in the project risk (and thus cost their proposal) if they do not take part in the basic design? These design elements affect the basic costs and profitability of the scheme.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The private sector partner will hire a design firm to create their own design, which takes TDOT's initial design work into account and will be ultimately subject to TDOT's approval. By basing construction on their own design, the private sector partner assumes full responsibility for the design, construction and related risks.
448	Jeremy Laines	Virtual Meeting	8/14/2024	Will the transponder be called volpass? Like in the video	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The visualization video is for illustrative purposes only. Please also see the response to comment 14.
449	Brandon Spivey	Virtual Meeting	8/14/2024	Why is the government spending money on this and getting nothing back?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Commenter Name	Source	Date	Comment	Response
					Please see the response to comment 14.
450	Seth Harrison	Virtual Meeting	8/14/2024	Why is TDOT choosing to dedicate a one time \$3 billion to constructing "just one more lane" rather than a focus on utilizing that same land area for regional rail?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The \$3 billion transfer authorized by the Transportation Modernization Act, which was passed by the Tennessee General Assembly and signed into law by Governor Bill Lee in 2023, provides funding to more than 90 projects in TDOT's 10-Year Project Plan across all four Regions. Please also see the responses to comments 5 and 43.</p>
451	Jay Krenson	Virtual Meeting	8/14/2024	Can 18 wheeler's use the choice lanes? What will the impact to current traffic look like during construction?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the responses to comments 1 and 21.</p>
452	Nathan Holman	Virtual Meeting	8/14/2024	Will multi-occupancy vehicles (2+ or 3+) be able to use the choice lanes for free like in other states?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 14 regarding user fee policies.</p>
453	Seth Harrison	Virtual Meeting	8/14/2024	Will TDOT have some control over the private regulation of this roadway? I.e. will the state maintain acceptable price models or will they have full control with no state interference?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 14 regarding user fee policies.</p>
454	Shubhendu Mohanty	Virtual Meeting	8/14/2024	With TDOT planning to issue the RFP in the second quarter of 2025, when does TDOT anticipate advertising the project to receive Statement of Qualifications from the potential Developers?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>

#	Commenter Name	Source	Date	Comment	Response
					TDOT anticipates publishing its RFQ for this project in the fourth quarter of 2024.
455	Hafiz Khan	Virtual Meeting	8/14/2024	Are trucks allowed to use the Choice Lane?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 21 regarding user policies.</p>
456	Jeremiah Wooten	Virtual Meeting	8/14/2024	Are there any plans to incorporate park and ride locations within the TDOT right of way. I know there are several locations in metro Atlanta where the park and ride lots are built essentially inside a giant existing interchange, allowing passengers to load express buses without the buses even having to leave the managed lanes. Specifically, the Sam Ridley intersection has so much extra space that could be used for this purpose, causing minimal delay time for transit vehicles loading and unloading passengers.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 374.</p>
457	Stephen Townsend	Virtual Meeting	8/14/2024	Why should people across Tennessee who don't traverse this corridor care about this project?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 5.</p>
458	Brandon Spivey	Virtual Meeting	8/14/2024	So from the animation it shows an intersection in the middle of a bridge to connect to the choice lanes. So traffic crossing the highway will be affected by this intersection and delayed?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The visualization video is for illustrative purposes only. Please also see the answer to comment 43.</p>
459	Larry Kidwell	Virtual Meeting	8/14/2024	First of all, here is commending the State of Tennessee DOT for thinking outside of traditional boxes to solve problems.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
460	C Briley	Virtual Meeting	8/14/2024	I have seen this in effect in other states and it doesn't work. The states stated that rarely would the fees reach max amount in a three year time frame. However at the end of the first year the fees had reached the max so many times that the expected revenue for three years was reached in the first year. All it would do is shift traffic to alternate routes and other routes are already overloaded/ overburdened. Murfreesboro Pike for example is overburdened and can't take more. Drivers who paid the fee still did not travel speed limit speed. They only avg five to ten mph faster than the general purpose. In addition this plan takes away general purpose	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Commenter Name	Source	Date	Comment	Response
				lanes just to add fee lanes. The semi trucks already create congestion problems and this would add to it plus safety issues would rise	
461	Cody gange	Virtual Meeting	8/14/2024	Will the transponder work in other states for their choice lanes?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The interoperability with other states' user fee systems are still under consideration by TDOT and the Transportation Modernization Board.</p>
462	Katelyn Jernigan	Virtual Meeting	8/14/2024	Are there plans to widen some of the roads leading to I-24, such as Old Hickory Blvd/Hobson Pike at Exit 62?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The purpose of the Project is to improve travel time reliability and regional connectivity issues along approximately 26 miles of I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro. Other adjacent widening projects would be considered separately. TDOT's 10-Year Project Plan is available here: https://www.tn.gov/tdot/build-with-us.html.</p>
463	Jerry Balthrop	Virtual Meeting	8/14/2024	Why not also improve Murfreesboro road corridor to help when I24 has heavy congestion. Was the plan not to link the traffic lights together for when 24 has heavy impact due to wrecks or other significant congestion. Also, how will construction impact the current 24 corridor. It's already bad as it is.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the responses to comments 1 and 160.</p>
464	LeeAnn Carlen	Virtual Meeting	8/14/2024	When will we know if the Right of Way will affect our properties? Is there a chance that entire properties will be needed for this? If so, when will we have to vacate?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 172.</p>
465	Mariah Phillips	Virtual Meeting	8/14/2024	Didn't our state reject federal funds for transportation? Why didn't we move forward with this project with that free money?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>

#	Commenter Name	Source	Date	Comment	Response
					TDOT has a long history of utilizing all federal funding allocated to the Department. Due to federal fund-matching program requirements, a significant amount of state funding would still be required to deliver a project of this scale. By leveraging a public-private partnership (P3), TDOT would be able to deliver a project of this magnitude, while also reducing the need for state funding so it can continue to invest in more transportation improvements to other parts of the state.
466	Seth Harrison	Virtual Meeting	8/14/2024	Why focus on additional lanes rather than starting regional rail plan aside from the music city star.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 147.</p>
467	Michael Panarisi	Virtual Meeting	8/14/2024	2 unrelated questions Has TDOT or the private partner considered becoming an E-ZPass IAG member to allow for cross-state toll interoperability, including with neighboring states GA, NC, and KY? Are the posted speed limits in the choice lanes planned to be higher, equivalent to, or lower than those of the general purpose lanes? Regardless, what are the limits planned to be, and will these be integrated into the SMART corridor? Highly impressive project!	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Requirements regarding speed limits would be included in the public-private partnership (P3) agreement between TDOT and the private sector partner. These requirements are still under consideration. Please also see the response to comment 461 regarding interoperability.</p>
468	Edward Davis	Virtual Meeting	8/14/2024	What is the projected end point into downtown Nashville, understanding the design is not complete.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The current northern limit of the project nearest downtown Nashville terminates on I-40 just east of Fesslers Lane. Information about the proposed Project, including a map of the proposed limits, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these Project limits are not final and may change based on a variety of factors.</p>

#	Commenter Name	Source	Date	Comment	Response
469	Timothy Sargeant	Virtual Meeting	8/14/2024	How many bidders will be shortlisted to respond to the RFP?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The number of shortlisted bidders is currently under consideration by TDOT.</p>
470	Seth Harrison	Virtual Meeting	8/14/2024	Will THP enforce our existing HOV lanes or will they maintain their wild west status?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Existing HOV lanes will continue to be enforced by the Tennessee Department of Safety.</p>
471	Brandon Spivey	Virtual Meeting	8/14/2024	Who pays for the cross-highway bridges that must be replaced to accommodate the new lanes?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 439.</p>
472	Edward Davis	Virtual Meeting	8/14/2024	Is there a Legislative cap on to max toll rate the private entity can charge?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>While there is no legislative cap on the future maximum toll rate from private entities, decisions related to user fee implementation are still under consideration by TDOT and the Transportation Modernization Board.</p>
473	Edward Mayercik	Virtual Meeting	8/14/2024	Is the proposed Rocky Fork interchange going to be built first?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The Rocky Fork interchange is outside the scope of the I-24 Southeast Choice Lanes project and will have its own timeline. You can view the proposed project schedule for the I-24 Southeast Choice Lanes project at https://www.tn.gov/tdot/projects/region-3/interstate-24-</p>

#	Commenter Name	Source	Date	Comment	Response
					choice-lanes-.html under the Public Meeting Materials (Project Overview).
474	brian blanchard	Virtual Meeting	8/14/2024	who sets the toll amount? TMB or developer	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 14.</p>
475	Mike Overcast	Virtual Meeting	8/14/2024	What is being done to mitigate flooding along the east bound side during heavy rainfall when we get information on this and noise abatement	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the responses to comments 436 and 438.</p>
476	Jeremy Laines	Virtual Meeting	8/14/2024	For convenience purposes, I think there should be a digital sign under the license plate cameras that gives feedback when a choice lane user successfully paid the toll or not, like in other states	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>
477	Edward Mayercik	Virtual Meeting	8/14/2024	Will the Rocky Fork interchange be an access point, and if so, what type?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>This interchange does not exist currently and is not proposed as an access point for the I-24 Southeast Choice Lanes. Information about the proposed Project, including a map of the proposed access points, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these proposed access points are not final and may change based on a variety of factors.</p>

#	Commenter Name	Source	Date	Comment	Response
478	Seth Harrison	Virtual Meeting	8/14/2024	Why has there been no discussion on regional rail?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 147.</p>
479	Brandon Spivey	Virtual Meeting	8/14/2024	We have a variable speed limit through some of 24 now. Can that go back to normal with this plan?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The variable speed limit on I-24 is currently under consideration by TDOT.</p>
480	Edward Davis	Virtual Meeting	8/14/2024	Why not convert the existing HOV lane to a general purpose lane when the Choice Lanes are active?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the responses to comments 5 and 43.</p>
481	Thomas Allen	Virtual Meeting	8/14/2024	What will be the maximum speed limit?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 467.</p>
482	C Briley	Virtual Meeting	8/14/2024	Who would be responsible for cost over runs and not meeting timelines? What is the plan for costs if the choice lanes don't bring in enough revenue?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The private sector partner will be responsible for cost overruns and delays, managing the design and construction risk under a fixed-price, fixed-schedule contract. They will also assume the financing, operations and maintenance risks, meaning that if the Choice Lanes fail to generate sufficient revenue, the private sector partner would absorb the financial shortfall.</p>

#	Commenter Name	Source	Date	Comment	Response
483	Said El Said	Virtual Meeting	8/14/2024	Will the project proceed concurrently with the upgrade to Nashville downtown streets with the added demand reaching downtown by adding the choice lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
484	Jonah James	Virtual Meeting	8/14/2024	This format is great, thank you! Is there a plan for inclement weather? A bad wreck occurred in the North Texas area on the express lanes when heavy ice fell.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Choice Lanes will be operated and maintained by the private sector partner, including plans for snow and ice, and TDOT will continue to maintain the existing general purpose lanes on the I-24 Southeast corridor through its existing maintenance programs.</p>
485	Edward Davis	Virtual Meeting	8/14/2024	Why are no choice lanes earmarked for Memphis? When will you fix the awful bottleneck of 75/24 in Chattanooga?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The proposed Choice Lanes on I-24 Southeast are part of a larger program of proposed Choice Lanes projects in some of the most congested areas of Tennessee. TDOT has conducted congestion studies in all four regions of Tennessee, which are available at https://www.tn.gov/tdot/government/g/planning-studies/congestion-study.html.</p> <p>These studies showed that Choice Lanes would not be a good fit for the Memphis area. While those studies were ongoing, we were applying for a grant with the state of Arkansas, and we'll see a new bridge for I-55 in Memphis, which will be a great benefit for travelers between the two states.</p>
486	Richard Sullivan	Virtual Meeting	8/14/2024	Great presentation!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Commenter Name	Source	Date	Comment	Response
487	Greg Haynes	Virtual Meeting	8/14/2024	What impact will the Choice Lanes have on the I-24 Smart Corridor that was just put in place last year?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 18 regarding the I-24 SMART Corridor project.</p>
488	Edward Davis	Virtual Meeting	8/14/2024	Will the choice Lanes be used only by passenger vehicles, meaning and not commercial interstate trucks and trailers?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 21 regarding user policies.</p>
489	Al Guerin	Email	8/12/2024	Sounds like an interesting plan. Is there somewhere in another state where this type of plan is working today? Is the price variable on distance and time saved? Are there refunds if the time saving benefit is not there?	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Other states that have seen improvements in travel time reliability after implementing managed lanes include Texas, Georgia and North Carolina. We have created a video series under the Choice Lanes Video Library on the Project website with additional information: https://bit.ly/CLCR.</p> <p>Please also see the response to comment 4 regarding how dynamic pricing would work.</p>
490	Ken Law	Email	8/14/2024	Hello Choice Lane Team, So I saw Mr. Ledford's highlights on the news this morning and have to say that these lanes will not ease congestion nor cut commute times. For examples all you need to do is look at states/city's that have them; Atlanta, New Jersey, Dallas, etc. You'll add more lanes just pushing the congested area to where everyone merges again which will be the issue and cause greater traffic issues. People will still need to get to work and have no alternative ways. We need public transportation, not buses it's just another vehicle on the road but a rail system. These are proven and much more reliable. This option needs to be revived and explored before it's too late. The Nashville area keeps growing because of uncontrolled growth and developments. Uncontrolled tourism is hurting and causing congestion in addition to the growth. Choice lanes are not the solution, please reconsider. The cost of living has spiraled out of control in this area already and these costs are affecting locals and these lanes will add to the issues.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Choice Lanes make sense in these areas because they are managed by pricing to proactively combat traffic congestion. By implementing a user fee, motorists who choose to use the Choice Lanes would experience a reliable and expedited trip time, while also reducing congestion in the existing lanes. The Choice Lanes also provide benefits to transit by increasing reliability of travel times that may</p>

#	Commenter Name	Source	Date	Comment	Response
					<p>increase ridership and offer reliable alternative travel choices in the region.</p> <p>Please also see the response to comment 3.</p>
491	John Anderson	Email	8/17/2024	I think it's a terrible idea. You could just as easily put a train track there. The private companies are going to make all the money not the state.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 14.</p>
492	Donna Hoff	Email	8/17/2024	Can you please tell me where exactly the choice lanes will begin in rutherford county? The map shows it northwest of I840. Is that near the Baker Road area? Or is it Almadale road? Donna Hoff	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Information about the proposed Project, including a map of the proposed limits, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these Project limits are not final and may change based on a variety of factors.</p>
493	Lou Ann Bruce	Email	8/16/2024	Dear TDOT: The proposal for Choice lanes is a terrible idea for several reasons. First, it will add an additional burden to already overcrowded roadways since only the most well-off will be able to afford to drive in the lanes. Thus, they are only a real choice for the most privileged and wealthy drivers. This will leave the rest of us struggling in gridlocked traffic lanes for even longer than we do now. Second, there are more equitable alternatives to paying for roads, a cost which everyone should share, not just those who travel certain roadways. Third, at a time when our American economy is laboring to recover, this proposal will put additional strain on challenged businesses who are short on workers and whose few employees will be hampered by a bad traffic problem becoming a worse one. Finally, this so-called choice will put a strain on labor-force family budgets, causing more wear and tear on vehicles and more frequent oil changes and tire rotations as well as more gas burned while sitting in the inevitable traffic standstills. Finally, at a time when we all bear the brunt of rising temperatures and climate change, the pollution this plan would cause is bound to cause both minor as well as severe health issues in the working populace. Aside from bronchitis and pneumonia which could keep people out of work at a time when food costs are at an all-time high, heart disease and lung cancer could and likely will further strain our economy, our pocketbooks, and our lives. I strongly recommend safer, more equitable alternatives to pay for the roadways that we need, options that won't overburden our people and environment. Sincerely, Lou Ann Bruce Sent from my iPhone	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>

#	Commenter Name	Source	Date	Comment	Response
494	McKenzie Jordan	Phone	8/16/2024	Hi, my name is McKenzie Jordan. My email is [REDACTED] and I'm calling to express my opposition to the choice lane project and I-24. It's unneeded. It's just gonna cause more traffic we need. We need to focus on a comprehensive transit plan that involves public transit so those who cannot afford to pay the tolls, cause they are tolls will not be able to afford. It should be stopped and it's terrible idea, thanks.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
495	Juanita Davis	Phone	8/19/2024	Hello this is Juanita Davis with ConstructConnect I'm calling in regarding your choice lane projects. There are two Nashville, interstate 55 quarter estimated 48 million and the Nashville interstate 24 quarter estimate two and fifty million would like to confirm these two products are in the planning page? And that you anticipate getting an engineering from on board in 2027 and I would like to, no when do you anticipate construction starting on both of these, please call me my phone number is area code [REDACTED] in reference. Project number 648-2191. And I can pull it up. That's 648-2191. And last, you would like to confirm that the product values are the same, are those the construction value \$48 million for interstate 55 quarter and 250 million for sate 24 I look forward to your callback. Thank you.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Other projects outside the scope of the I-24 Southeast Choice Lanes project will have their own timelines. You can view the project overview for the I-24 Southeast Choice Lanes project at https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html.</p>
496	Grant Cordle	Phone	8/21/2024	I was calling to to check out I guess to see what's happening with my house. We're right by some of the proposed smart lanes on [REDACTED]. I see some lines I'm looking at the plans I just can't quite. Be definitively sure what they're proposing? So just, I guess, just looking for some clarification there and, and to see what specifically would be happening to my, to my land, to my house. So, yeah, give me a callback send me an email. Thanks.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 172.</p>
497	Curtis Gabriel	Email	8/17/2024	As a resident of Davidson county, I do not agree with TDOT's plan for Choice Lanes. I take particular issue with Bryan Ledford's statement that one of the main benefits of the Choice Lane agreement is "freeing up additional dollars for rural projects." Why are the residents and workers of Davidson County being taxed to support these rural projects? Why aren't these freed-up funds instead being used to support a regional transportation system that would decrease congestion more than a special lane for rich people to drive on? Bryan Ledford and the rest of the people involved in this project need to better communicate why this is beneficial for Davidson county. Regards, Curt Gabriel	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>TDOT's 10-Year Project Plan encompasses projects from across all four Regions, including 10 within Davidson County. By leveraging a public-private partnership (P3) for Choice Lanes, TDOT would be able to deliver a project of this magnitude, while also reducing the need for state funding so it can continue to invest in more transportation improvements to these other projects across the state. TDOT's 10-Year Project Plan is available here: https://www.tn.gov/tdot/build-with-us.html.</p>
498	Kim Bee	Email	8/16/2024	To whom it may concern, Can you please explain why it is acceptable to build toll lanes through the median of I24 and not a rail system? Why has TDOT decided toll lanes are a good idea instead of supporting pedestrian friendly and public transit infrastructure? Was a train system ever even considered? What other ideas and alternatives were there to the toll lane project? How did this idea come to the forefront? KB ([REDACTED])	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Commenter Name	Source	Date	Comment	Response
					Please see the responses to comments 3 and 43.
499	Eddy Tune	Email	8/14/2024	Earlier there was discussion about an I-24 Interchange to the west of I-840, very near where the single lanes of the choice lanes will begin near Murfreesboro. This is where the future 5 lane Cherry Lane will cross I-24. Is this interchange still an option? It would seem viable to have access to the choice lanes and general use lanes of I-24 at this point to improve traffic flow in the region. Detailed information about the Cherry Lane project is available from the city of Murfreesboro. Thanks for any information, Robin Tune, II	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Information about the proposed Project, including a map of the proposed access points, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these proposed access points are not final and may change based on a variety of factors.</p>
500	Draven Harrison	Phone	8/16/2024	Hi, my name is Draven Harrison telephone number [redacted]. My national resident and I'm calling to say that I do not approve the choice lanes that are proposed to be implemented here in the Nashville area. I think a rail system would be a much better use of our taxpayer money as well as it'd be better for as local people who are trying to commute day today. Thank you.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>For the proposed I-24 Southeast Choice Lanes project, a range of multimodal alternatives were evaluated in previous planning studies, and Choice Lanes were identified as the recommended alternative.</p> <p>The <i>Southeast Corridor High-Performance Transit Alternative Study</i> prepared by the Nashville Area Metropolitan Planning Organization in August of 2007 looked at a number of transit alternatives to address the 30-mile-long corridor between Nashville and Murfreesboro. The types of transit considered were bus rapid transit (BRT), light rail, heavy rail/subway, monorail, commuter rail and high-speed rail.</p> <p>Light rail was considered along the I-24 corridor and the existing rail corridor belonging to CSX. These options were found to have very high capital costs. The report found that these options were unlikely to be justified by ridership and thus eliminated it from further study.</p>

#	Commenter Name	Source	Date	Comment	Response
501	Lorraine Erogstad	Phone	8/19/2024	Love the idea of express lanes. Hate that we would have to pay more to use them. It just doesn't seem, it seems like our tax dollars already spent, she cover the expenses road in our state, and that choice lanes are an unnecessary expense to the people in our state. Expressly bypassing some of the exits along the way to kind of speed things up. Great idea. Alright, thanks, bye.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>By leveraging a public-private partnership (P3), TDOT would be able to deliver a project of this magnitude, while also reducing the need for state funding so it can continue to invest in more transportation improvements to other parts of the state.</p>
502	Denise Mayo	Email	8/26/2024	<p>Good morning! I am writing to express my concern at the proposed toll lanes on I24. I24 is already extremely congested and dangerous interstate to drive on. Adding the additional toll roads is not going to fix the congestion issues. It will continue to back up and continue to be a traffic hazard. I agree there needs to be addressed lanes of traffic and has needed additional lanes for many, many, years. Add the lanes of traffic but leave them free and open to the public. Focus on getting additional routes to Nashville from Rutherford County. Add mass transit that is actually usable. Right now the Nashville Star is great and would be even better if it were located in an area that is more accessible to residents in Rutherford County. I taught at a college downtown for many years while living in Murfreesboro. I would ride the bus to Nashville. I found it to be a very enjoyable experience. However, the hours it operated made it impossible for me to ride it every day. The hours need to be extended. Here is another idea. How about providing tax incentives to companies in Nashville who allow their workers to work from home? This would also help with congestion issues. Before you implement this toll road idea, consider other alternatives. The HOV lanes need to disappear. This would also open lanes for traffic. Toll roads are a bad idea that is going to do little to address the congestion issues. I am against them.</p> <p>Thank you for your time. Sincerely, Denise Mayo [REDACTED]</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Tax incentives are outside of the scope of TDOT's control. We encourage you to contact your state representatives regarding this issue.</p>
503	Michele Vetter	Email	8/28/2024	<p>Hello! I am overjoyed to hear about this project and very happy to see it being rolled out on I24! Thank you!! My questions are as follows: Will our lanes be synced so we can use our SunPass (Florida) here? Georgia has a Peach Pass and they accept the Sun Pass as well. Will we name our Tennessee Pass the Volunteer Pass or something along those lines? Maybe the Ol Smokey Pass? Thank you for doing something that will truly help our transportation needs! Now if we could get it all the way to Chattanooga... Best Regards, Michele Vetter [REDACTED]</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 461.</p>
504	McKenzie Jordan	Email	8/16/2024	I am writing to express my opposition to the toll road project being proposed for the I-24 corridor. First let say how disgusting it is to hear an American agency use a dishonest Orwellian term such as choice lanes, these roads require tolls to drive so they are toll roads, and of story. But primarily I am concerned with what a terrible idea this is, 1st having driven through the Atlanta metro many times I see these choice lanes alternate between totally empty or backed up just as much as the other lanes- building more lanes will not alleviate traffic instead incentivizing more car-based development and urban sprawl at the detriment to our communities and the natural world at the outskirts of town. Middle Tennessee needs a comprehensive transit plan that can connect us without relying on cars. Please stop this extraordinary waste of money and start investing in common sense transportation solutions that can be equitable for everybody and not just those who can afford to pay a toll.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Commenter Name	Source	Date	Comment	Response
505	Jeremy Laines	Email	8/27/2024	I think there should be a feedback visual screen that when a user goes under the license plate readers and toll gantry that it provides feedback on whether or not they successfully paid the toll. For example, in New Jersey which has mandatory toll roads, there is a screen that says toll paid when the user has successfully paid the toll, toll unpaid when the user has not paid the toll (maybe they did not have the transponder in the their vehicle). I think having this feedback machine that users can clearly and visually see will greatly benefit them in encouraging them to use the choice lanes as they will see when they have made a transaction as they would in a regular pin pad machine. Sent from my iPhone	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The public-private partnership (P3) would select a private sector partner to design, build, finance, operate and maintain the new Choice Lanes as part of this Project for a term defined in the forthcoming agreement. During that time, the private sector partner would partner with TDOT to collect user fees and invest back into the Choice Lanes to ensure they continue to provide the best experience for Choice Lanes users.</p>
506	Gilbert Hanke	Email	9/17/2024	I think we would be better off targeting all persons who live in this wonderful community, not just those who have money. We need to take actions that aid all of us. I drive a lot, and when on the East Coast, there are special roads for people who have special tags to allow them to use the special routes. I find my time and energy is spent on making sure this particular road has been avoided because I do not live here...and I don't have a tag, It is not very welcoming... -Gil Hanke	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 11 regarding Choice Lanes benefits.</p>
507	Hopi Daniels	Collected at Meeting	9/18/2024	This project is not necessary and no one asked for choice lanes• , we asked for better mass transit such as a train. Proposing to charge citizens to drive on roads they already currently pay for is ridiculous and will cause further traffic congestion in other lanes.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The proposed project would address unreliable trip time for commuters, including those commuting via passenger vehicles or transit, regional connectivity issues and multimodal mobility.</p> <p>While rail projects require significant upfront capital costs that are not currently available within the Department's funding constraints, Choice Lanes would offer transit riders a more reliable trip time for no extra cost. Allowing transit buses to use the Choice Lanes for free has increased ridership in other states. TDOT will continue to partner with WeGo on future transit opportunities.</p>

#	Commenter Name	Source	Date	Comment	Response
508	Eddy Tune	Email	9/18/2024	Since there will be an interchange on 840 for the Cherry Lane road project, it seems it would make sense to have a future interchange on I-24. Cherry Lane will eventually connect with Blackman road and cross I-24. I would suggest a future interchange on I-24 for Cherry Lane, near where the choice lanes begin with one lane. This would help the entire region with traffic flow. Choice Lanes are a good idea but it only helps traffic flow once you are on I-24. We need another interchange to help the flow in obtaining access to I-24. Traffic at the existing interchanges are already backing up and will continue to get worse. Thank you	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Information about the proposed Project, including a map of the proposed access points, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these proposed access points are not final and may change based on a variety of factors.</p>
509	Joni Cockrill	Email	9/19/2024	Hello, Regarding entry/exit access points- Let the Private Partner help fund two new interchanges at Rocky Fork & Baker Rd for access points. Don't make "Exclusive" ramps; allow use by all to help eliminate congestion at existing ramps. Imagine how angry residents would be if they had to pay to use the new ramps. Sharing the costs for two new ramps will likely eliminate the need to redo exit 70, State Rt 102. It would be much cheaper to build two new ramps than redo exit 70, especially if costs are shared with the PP. Rocky Fork and Baker Rd already have I-24 bridges and mostly undeveloped land making ROW easy to obtain. (See attachment of undeveloped land and land for sale near potential Baker ramp area). Opening a ramp at Baker Rd. will accommodate traffic from MULTIPLE new subdivisions on Baker as well as MBoro's Blackman area (possibly diverting 1/2 of exit 70's massive congestion.) We can both eliminate costs of redoing exit 70 as well as share costs with PP for two, new desperately needed ramps at Rocky Fork and Baker Roads. Now is the time!! Thank you, Joni Cockrill	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Information about the proposed Project, including a map of the proposed access points, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these proposed access points are not final and may change based on a variety of factors.</p>
510	Danny R Newman	Collected at Meeting	9/19/2024	Costs to build, cost to use the lane.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
511	William Nickerson	Email	9/19/2024	To me it's like everything else. Govt is gonna do what they're gonna do. People are always gonna go faster than the speed limit, and cops don't pull as many people over as they use to so. whose gonna monitor the choice lanes? Someone who is really gonna do their job? Mmmmm...I don't think so. What I do think is go back to the basic. I mean why spend money on you folks getting together making more and new traffic law when the ones that are in place don't get followed or monitored with enough consequences to really wake up the public or make a difference. Ok let's make this simple .it all comes down to money. we all want it. we all don't want it taken from us, but when it comes to laws that are intended for Public safety for us all, they the penalties , for those who break these laws, must be greater and MUST be Enforced. So how about this. The penalties for Speeding more than 10MPH and for Texting while driving, should carry a \$1000 penalty. If you enforce it and make it LAW everyone will slow down and put their phones down. To me this is too simple. I think they should also lose their phones for a week. Most folks can't get along without their phones for a day much less a week, and they should have to come to the Police Station to pick them up.. No warnings ..Make it Law ..Put it on TV Radio .Twitter etc ..give a months notice, then let the Law Begin. Every sport in the world has penalties. the game of life is no different. Now Mommy and Little Janie may not like it, but if it saves innocent lives down the	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The public sector partner will be responsible for operating and maintaining the Choice Lanes. Regarding enforcement, see the response to comment 14.</p>

#	Commenter Name	Source	Date	Comment	Response
				<p>road (which you all know that it will) this is a no brainer just ask any family member who has lost a loved one how they feel about this. I'm just touching on the basics hoping this will be viewed by your committee, and I will probably send a copy to the News Stations just to make sure it gets an equal voice ..I guess you've noticed I haven't even touch on DUI .mainly alcohol, which is every bit a problem especially here in NASHVILLE where Beer is King .especially at all the Bars downtown They over serve and over serve then have last call then kick everybody out to go get behind the wheel of their cars you know they have to drive home, so where's the enforcement on all that .I guess we can talk to all the Parents who've lost loved ones ..you know MADD .I've been silent for a lot of years, sat back And watch this world just drift on by I'm sick of this town who seems to always find a way to fund another sports arena ..build a new stupid stadium, lure people to Nashville as a great place to live, but when they should have a medical issue and fall behind in their housing payments you kick them to the street .and ..you just never seem to have the money to fix all the roads and pot holes, BUT Let's make a choice Lane for people who are more than likely already breaking the law by speeding .Yeah ..that's gonna solve all the Traffic problems In a nutshell, their is just too many people moving here, living here, visiting here, not to mention those on vacation just passing through to get somewhere else, along with all the truckers ..The roads are always busy .I feel for those of you that in the positions of coming up with solutions and making the final decisions ..but it is what it is I only encourage you to consider all avenues and ideas and come up with the BEST IDEAS not just some quick temporary solution or pass it off because this what some other states are doing .Keep Music City .MUSIC CITY ..The People who live and work here want to feel proud to call Nashville their home ..Rather than Saying . It's Not What It Used To Be.. So do some thinking ..A New Choice Lane surely can't be the answer to making Nashville a Better Place I don't even think it's a step in the right direction .Just look around ..Drive around Talk the every day person look at all the folks texting while your out and about hang out downtown on Broadway at 10-11- Midnight .just stand on the corner and look at all the BARS WHO MAKE THEIR LIVING SELLING BEER .You'll feel different if you kid and family gets killed by someone who is over served and ends getting behind the wheel ..but we're so quick to put the blame SOLELY on the person doing the drinking and driving ..Seems like the only time it hits home with the City or The Cops, is when one of their so called OWN, is the one that gets killed .It's all over the News ..the driver , sometimes a kid, gets dragged across the TV Stations like he's some horrible creature that did the unthinkable ..the truth is, he or she wasn't thinking, they were just drunk from being served too much and were on auto pilot when then got in their car and got behind the wheel .some say there's no excuse ..but there's always a reason or reasons Well I guess I could go on .but enough of my 15 minutes . I do appreciate my turn to vent to those who have taken the time to listen . Thank you William H Nickerson Jr</p>	
512	Stan Vaught	Email	9/19/2024	<p>Several: this section has been under construction my entire life. It appears to be at capacity. If more volume is added, at the end at 40/440 there is no place to go. Second: my observation is through truck traffic. A lot of capacity is used by trucks going through Nashville. I believe more capacity would be accomplished by extending 840 from Lebanon to Clarksville. Not sure about the difference in cost but believe this would open more capacity than choice lanes. Tolls/choice roads are a new twist on an old concept. Previous legislators have elected to move away from that (toll roads, ferries, ...) Transportation of goods and services is critical and I believe the gas tax has been the most equitable of all, the more you drive, the more you pay. We do not need "partners." One thing that could be done is the people driving like they are playing grand theft auto making the 2 left lanes what i would call minimum movement lane, through lanes, only allowing merging once per mile or so would minimize 5 lanes over and 5 lanes back in less than 30 seconds. This is causing drivers to slow down and congest an area. Phantom road blocks. We have a great road system. Don't mess it up.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p>

#	Commenter Name	Source	Date	Comment	Response
513	Lana Randolph	Email	8/29/2024	<p>My husband and I have viewed the presentation online and also attended a District 32 meeting where some information was shared.</p> <p>Having recently been to Atlanta we have an idea of how these lanes will work, however, given the cost of the project we believe that Light Rail would be a much better form of transportation. Since these lanes will be elevated, then the Light Rail could be as well.</p> <p>This project will only benefit the rich, and not the common commuter. Also, there is no control of what the fares will be in the future. Just because they have quoted a rate schedule at this point, we know it will not be what is actually charged when the project opens.</p> <p>Traffic will be worse for the people NOT using the new lanes.</p> <p>Semi's are a huge problem - they should have dedicated lanes or be rerouted around the city if not delivering to a business inside the city.</p> <p>We have only seen one rendering of what it may be.</p> <p>Also - how will this be constructed and how much of an interruption to daily traffic will there be?</p> <p>Definitely these funds could be used to construct a transportation system that works for our future instead of a system that is very 20th Century.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>For the proposed I-24 Southeast Choice Lanes project, a range of multimodal alternatives were evaluated in previous planning studies, and Choice Lanes were identified as the recommended alternative.</p> <p>During this analysis, which is currently ongoing, the Project Team evaluated is looking at several preliminary alternatives and evaluating whether to determine whether they meet the Purpose and Need of the project. At each level of evaluation, the number of alternatives decreases as those alternatives that are the lowest performing are eliminated. The Reasonable Alternatives are the alternatives that are the best performing with the least impacts to the human and natural environment.</p> <p>This public feedback, along with our engineering, traffic analysis and environmental studies, help TDOT to define the Recommended Preferred Alternative, which will be shown at the Public Hearing in 2025.</p> <p>The private sector partner would design, build, finance, operate and maintain construction within the scope of the I-24 Southeast Choice Lanes project. Please also see the response to comment 1.</p>
514	Kate Rodeffer	Email	8/22/2024	<p>To whom it may concern,</p> <p>Today I learned of TDOT's plan to build and charge drivers for using Choice Lanes. I would like to raise some concerns after reviewing your FAQ sheet and data online.</p> <p>If private companies will be allowed to build and profit off of these Choice Lanes, I would strongly encourage TDOT to create a fixed price / increase rate for the lanes so that the private company cannot continually increase the pricing of the choice lanes to unreasonable levels once they have been created. These choice lanes should be available and affordable enough that the average Tennessean can use them reliably. TDOT should also ensure these private companies cannot control more than a certain percentage of the roadways (I.e., the majority of available lanes should be free lanes). Otherwise they may continue to expand, maxing it intentionally harder for drivers to use free lanes.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Policies regarding user fees, including enforcement and collections, will be set by the Transportation Modernization Board and be included in the public-private partnership (P3) agreement between TDOT and the private sector partner. These policies are still under consideration.</p>

#	Commenter Name	Source	Date	Comment	Response
				<p>The FAQ states these lanes are being added to help the flow of traffic and travel times. However studies have shown paid express lanes still experience similar issues to standard lanes, including congestion and decreased travel times (links below). Additionally, adding in more free to use lanes would help the flow of traffic and travel times.</p> <p>https://stateline.org/2016/09/12/express-lanes-have-a-popularity-problem/</p> <p>https://research.tamu.edu/2018/02/22/cars-using-toll-lanes-sometimes-travel-slower-than-other-traffic/</p> <p>In addition, our taxes are (or should) already be used to maintain and fund roads in Tennessee. However the roads in Tennessee are not properly maintained, with significant pot holes and road hazards which cause costly damages to vehicles, and significant dangers to the safety of our drivers. TDOT should first prioritize resolving the existing issues with our roads, prior to beginning construction on these Choice Lanes. It is not logical to build something new on an already crumbling foundation.</p> <p>I implore you to consider the future impact of these changes, and the potential issues, during this review period of the Choice Lanes plan and adjust accordingly to ensure we do our state, residents, and roads, justice.</p> <p>Thank you for your time and consideration.</p> <p>Best, Kate Rodeffer</p>	<p>Additionally, by funding Choice Lanes through a public-private partnership (P3), the private sector bears the investment costs needed to deliver and maintain the projects. State funds are freed up to be allocated to other needed projects across Tennessee, such as widening rural interstates, benefitting more Tennesseans than would otherwise.</p>
515	Barbara Pack	Court Reporter	8/21/2024	<p>Hi. My name is Barbara Pack, I'm a Wilson County resident, and I oppose these Choice Lanes. I think there's other ways to maintain the roads that they're not maintaining now. I don't think we need a private partnership, and they can't even tell me the name of the private partners that would be in this endeavor. I think if you bring companies in and give them a tax-free basis for them to work out of, you need to find the revenue to take care of the roads. I recently found out at a meeting that -- I was at a monthly meeting, that Tennessee doesn't have enough electricity. Even with us having TVA, Oak Ridge, Watts Bar; we don't have enough electricity and we're having to buy from other states. We need to fix those problems before we deal with this. Quit building, they'll quit coming.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>By funding Choice Lanes through a public-private partnership (P3), the private sector bears the investment costs needed to deliver and maintain the projects. State funds are freed up to be allocated to other needed projects across Tennessee, such as widening rural interstates, benefitting more Tennesseans than would otherwise.</p>
516	Luis Mata	Court Reporter	8/21/2024	<p>My name is Luis Mata, candidate for state representative in District 49, which covers parts of La Vergne, Smyrna, and Murfreesboro. The I-24 corridor runs directly through the district. And time after time we've been out meeting people in the community, and sharing, and asking, you know, "Hey, what are the issues that matter most?" And time and time again, infrastructure is what comes up again and again. It's folks, working people who are having to sit in the way that we referred to -- or referred to it as the parking lot that is I-24. So first and foremost, thank you for this forward-thinking plan. I think where we're at is that we've asked the community</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>Please see the response to comment 11.</p>

#	Commenter Name	Source	Date	Comment	Response
				<p>what they care about, and it's an investment in our infrastructure, and to make sure that they can get to work and where they need to be in a timely manner. However, we believe, I believe that there's a better way to do this instead of, at the end of the day, essentially having working families having to pay to get to work. We have a lot of people here in the district who have to drive into Nashville to get to work; right? And the way that we've been having this conversation around the -- the toll lanes is, you know, hey, we're going to have to pay now an additional fee to get up to our job in Nashville. And that's unacceptable. And you know, we've talked to folks and yes, these are optional, but at the end of the day, you're still paying into it; right? You're still paying into it with your taxpayer dollars. And our taxpayer dollars should be going directly to our public services. And since this is a privatized initiative, we know that some of the funding will go to the private company; right? And -- and the other part to this is that this is -- and I was just talking to somebody who, I'm here at the public meeting, and it's an 18-year-old guy. And he said -- he looked at the timeline and he said, you know, I don't want to be sitting through more construction for the next 20 years of my life. And at the end of the day, that right there is - we are facing leadership failure from our state government, which is why I'm running. I think it's time that we have leadership that takes meaningful action, immediate action. That's what the community wants is a government that has their backs. This initiative, as I mentioned at the beginning, is a forward-thinking initiative that should have been thought about 10, 15 years ago because it is such a long-term project. And now we are where we're at and we need to be taking these steps and -- and meeting this moment with the urgency that needs to be met. And there are so many initiatives that we can be doing, and using all of this public taxpayer dollars for, rather than toll lanes, and rather than having working families having to pay an additional fee.</p> <p>Thank you.</p>	
517	William Ford	Court Reporter	8/21/2024	<p>Part of my main -- part of my main concern was is this feels like an underhanded way of raising taxes without raising taxes. I understand part of the project's going into a private entity and why is it not TDOT? Is TDOT actually going to have full, like, control over that even though that they -- it is going to go into private -- private hands? I haven't fully read through the material yet, but that's what I was just kind of concerned about. And the people asked, there's just so much concerns with 24 as it is. I don't -- I just don't think this is going to work in my opinion.</p> <p>But I'm obviously -- I travel this -- I travel all over the interstates because of my job and it's just amazing to see how much growth that we're -- had in the last 10 or 15 years. So will this be able -- or excuse me -- will this -- is this going to be able to hold up to our growth as -- as it -- as we hit another growth spurt in the next 20 or 30 years or so? And -- but for the most part, everybody answered my questions for -- 'cause this is still in the -- the stages -- early, early stages of things. I guess that's it for me.</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The public-private partnership (P3) would select a private sector partner to design, build, finance, operate and maintain the new Choice Lanes as part of this Project for a term defined in the forthcoming agreement. During that time, the private sector partner would partner with TDOT to collect user fees and invest back into the Choice Lanes to ensure they continue to provide the best experience for Choice Lanes users.</p> <p>Additionally, leveraging a P3 for this Project allows TDOT to reallocate funds to invest in additional transportation improvements throughout Tennessee than it would otherwise be able to fund.</p>

#	Commenter Name	Source	Date	Comment	Response
518	Bill Landry	Court Reporter	8/21/2024	My comments -- my comments are that I like both alternatives. I favor the second alternative with the exception that there is no exit off of Almaville Road. I think that is quite important. That's a -- a really growing area and an area that needs -- needs an exit on and off. Thank you very much.	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>For the proposed I-24 Southeast Choice Lanes project, a range of multimodal alternatives were evaluated in previous planning studies, and Choice Lanes were identified as the recommended alternative.</p> <p>During this analysis, which is currently ongoing, the Project Team is looking at several preliminary alternatives and evaluating whether they meet the Purpose and Need of the project. At each level of evaluation, the number of alternatives decreases as those alternatives that are the lowest performing are eliminated. The Reasonable Alternatives are the alternatives that are the best performing with the least impacts to the human and natural environment.</p> <p>This public feedback, along with our engineering, traffic analysis and environmental studies, help TDOT to define the Recommended Preferred Alternative, which will be shown at the Public Hearing in 2025.</p>
519	Burton Butler Jr and Burton Butler Sr.	Court Reporter	2/28/2024	<p>MR. BUTLER, JR.: Yeah. I came here because -- I'm with my dad' brother, and we were just kind of concerned about the -- his property being right next to the interstate near a -- near a overpass. And it's so close, at the moment, that we just wanted to come out here to see if they was going to impact the house at all. And overview of it, it's very close.</p> <p>The concern is we -- you know, it showed kind of what they were going to do. Elevation and all that. And -- and it's going to be a lot closer to the house, and we're kind of concerned with the noise or -- or the -- basically affecting the house value, maybe. Or -- or would the house be, you know, still possibly in the -- the crosshairs of the -- of the project itself? Because I've seen a couple of proposes [sic], and mainly just wanting to check out to see if it affected the house, period.</p> <p>It seems like it's kind of on the border, at the edge of some --</p> <p>MR, BUTLER, SR.: -- on the back. On the --</p> <p>MR. BUTLER, JR.: Yeah. It's on the side of -- little bit of the property, on the corner.</p> <p>Eminent domain. So --</p> <p>MR. BUTLER, SR.: -- a lot of work.</p> <p>MR. BUTLER, JR.: You know, we just come out here and -- and don't really know what to -- to think about the project. I -- I question sometimes about the project. Is it going to be helping the</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>As part of the National Environmental Policy Act (NEPA), the Project Team is conducting a noise study on potential impacts, positive or negative, the proposed Project could have on the surrounding area. The results of this study will be included in the Environmental Assessment presented at the Public Hearing in 2025.</p> <p>New traditional highway lanes in congested, urban areas would only continue to fill up with vehicles. Choice Lanes make sense in these areas because they are managed by pricing to proactively combat traffic congestion. By implementing a user fee, motorists who choose to use the Choice Lanes would experience a reliable and expedited</p>

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				<p>traffic? Is it going to really do things like that? So -- you know, so I just kind of have a -- questions about that, or doubts about it sort of. But, you know, anything -- I thought about other things as well. You know, about the -- the transit system. About the -- the buses. They're talking about buses here in Nashville. I'm not sure if that's going to be adequate unless they somehow can make it more feasible to certain distances instead of just going Downtown. You know, something like that. A lot of people don't ride buses most of the time. And a lot of people are so independent, it'd be kind of tough to get them to change over that.</p> <p>But -- but as far as what I see, it's -- it's pretty explanatory of what they want to do. So we'll just see where it goes. But I guess I really don't have a whole lot more to say. Just that, you know, when -- when -- come out here to get information, and I got a lot of information. And maybe down the road, they'll, you know, let us know if anything changes, or if the -- the house becomes part of that -- that corridor, you know, and things like that.</p> <p>We kind of wonder if it's going to, you know, like I say, affect the value and all that good stuff. But -- so we'll just see where it goes. And we don't live too far, so, you know. Huh?</p> <p>But I guess that's it. I really have nothing else to say.</p> <p>Yeah. This is Burton Butler again. I just wanted to add to it that I was concerned about the sound itself. I'm not sure if I put that in there. But the sound barrier, it's a lot of noise there, as it is right now, with no walls. So we ended up still -- the house still being there, you know, we'd, you know, love to have some kind of way to minimize the sound itself, if possible. So that's just one concern.</p> <p>And another concern is about the elevation of the -- the interstate -- of the two lanes the choice lanes, or whatever they call it. That is, you know, if they ever had an accident, would it bottle it up really bad, or -- or would a -- would a -- would it have enough rails to keep something from coming off, you know, and -- and, you know, causing something catastrophic to happen, you know, by coming off the -- the interstate itself?</p> <p>Because we've had that in the past. You know, we've had it in the past when we had the two interstates -- before they filled in the center, a lot of cars were running off of the middle, and they were coming down there and hitting Glenrose, and that was a -- you know, many, many, many years ago. So this right here, I'm just looking at it going, hey, if it's going to be elevated, you know, how they going to -- to keep that, you know, safe to where a truck or something doesn't just come, you know, flying off? You know, because you think about it, it's something like a tanker-truck or something come off, it would be catastrophic. That's about it.</p>	<p>trip time, while also reducing congestion in the existing lanes. The Choice Lanes also provide benefits to transit by increasing the reliability of travel times that may increase ridership and offer reliable alternative travel choices in the region.</p> <p>By funding Choice Lanes through a public-private partnership (P3), the private sector bears the investment costs needed to deliver and maintain the projects. State funds are freed up to be allocated to other needed projects across Tennessee, such as widening rural interstates, benefitting more Tennesseans than would otherwise.</p>
520	Senator Charlane Oliver	Court Reporter	8/28/2024	<p>My name is State Senator Charlane Oliver. I represent this district, District 19. Even though I live in Bordeaux, I represent Antioch, and I used to be a resident of Antioch. I am neutral on this project. I have strong feelings on both sides, positive and negative, about the I-24 project. As -- as a positive. I think that the I-24 corridor is the most congested part of our roads in Tennessee, so I'm glad that this is getting first priority. As Nashville has grown to become the It City and has grown where Antioch has become the -- the most affordable area of town, people want to move here. And -- and that's about the only place that they can move and buy a home. So this area of town, Southeast Davidson County, will continue to grow, so we need traffic to be alleviated as a -- as a way to -- for people to get to work and improve their quality of life. I think that any way that we can improve people from not having to spend over four hours in their car a day on -- sitting on I-24, think that's a positive</p>	<p>Thank you for your comment. Your comment has been received and is being recorded as part of the project record.</p> <p>The public-private partnership (P3) would select a private sector partner to design, build, finance, operate and maintain the new Choice Lanes as part of this Project for a term defined in the forthcoming agreement. During that</p>

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				<p>thing. This shows progress. And so I'm glad that Southeast Davidson County residents are getting some relief. The also-positive side to this is the Transportation Modernization Act does put in over \$750 million in each region, and so I'm glad that we are getting some of that investment. I think that roads, in general, is something that our state government should – should provide as a basic service. It's not something that should be partisan or political. We should be providing quality service to fix our roads and maintain our roads. So -- I lost my train of thought. So it is a plus and a positive that we are putting tax dollars towards maintaining roads and putting that investment in there. However, I -- as a -- as a negative, as a -- as a con to this project, I am just wholeheartedly against public/private partnerships as a way of doing business for our state government. I think that we need to do everything we can to listen to our residents here, and what they are asking for is not what we are providing. Many residents as a whole, as -- as a city, they have asked for light-rail, passenger-rail.</p> <p>And we need to be looking at multimodal ways to get cars off of the roads. That is the best way to improve traffic congestion and the quality of life here in Tennessee and in Nashville. This does not get more cars off of the roads. We are expanding lanes, whether you want to call it a choice lane or a toll lane. I am against putting – involving private companies to be able to enrich themselves off of contracts from the state government. This contract, whoever will be afforded the -- the project bid for -- will be able to bid on this project and be awarded the project.</p> <p>The contract is too long. We should not have a long-term contract where they can have a project contract for over 30 years. That's just too long. We don't know what -- anything can happen in those 30 years. Knowledge and will improve in – in those 30 years. That company may become obsolete in 30 years. We don't know. And so I think that is not smart to have that long-term contract with a private company for that long. So that's why I'm against it in terms of public/private partnerships. The other reason I am against this is, like I said, we are providing something that the people didn't ask for. And I just think, fundamentally, I should not -- as a taxpayer, as a resident, should not have to come out of my pocket, additionally, to pay for a service that our government should be providing for free -- and not for free. But, you know, with -- with the service that they are constitutionally mandated to provide. So now as -- potentially what will happen is a resident is paying a fee for service just to get to work and paying a premium for it. That is an expense that they did not have before we implemented choice lanes, or toll lanes, or whatever you want to call it. So for that reason, we should be trying to find ways to lower the cost of living for residents, not increase the cost of living and add to their household budget by now having to add an expense of paying for a toll lane every day to go to work if they want to get there on time. I'm trying to think if there's anything else. In regards to the project design, from my experience traveling to places like Georgia, and traveling to Texas -- just recently, I -- I visited Austin, Texas, and have seen the construction of choice lanes that are elevated above the interstate. So I've seen how they can work in real time. My preference would be to have them elevated. We -- I don't want businesses and residents to fear land being taken away from them by expanding lanes outward in terms of the right-of-way clauses. I want to make sure, if we can, let's go up and not out. So if we -- if we have the availability to go up and elevate those lanes, let's do that instead of expanding and widening the lanes and having the choice lanes elevate -- excuse me -- embedded into the already existing general-purpose lanes. So, I guess that would be Alternative 1, I think, is where they are elevated. I'm not sure. But I want the elevated lanes. My other concern is Bell Road. I want to make sure because that is one of the most – the busiest intersection in Southeast Davidson County, and it's only going to grow. I'm concerned about how those choice lanes will interact with the surface lanes that are on Bell Road. Particularly with the pillars that hold up the interstate right there on Bell Road. How will those -- how would construction not impact the everyday traffic while implementing the choice lanes?</p>	<p>time, the private sector partner would partner with TDOT to collect user fees and invest back into the Choice Lanes to ensure they continue to provide the best experience for Choice Lanes users.</p> <p>Additionally, leveraging a P3 for this Project allows TDOT to reallocate funds to invest in additional transportation improvements throughout Tennessee than it would otherwise be able to fund.</p> <p>The <i>Southeast Corridor High-Performance Transit Alternative Study</i> prepared by the Nashville Area Metropolitan Planning Organization in August of 2007 looked at a number of transit alternatives to address the 30-mile-long corridor between Nashville and Murfreesboro. The types of transit considered were bus rapid transit (BRT), light rail, heavy rail/subway, monorail, commuter rail and high speed rail.</p> <p>Light rail was considered along the I-24 corridor and the existing rail corridor belonging to CSX. These options were found to have very high capital costs. The report found that these options were unlikely to be justified by ridership and thus eliminated it from further study.</p>

#	Commenter Name	Source	Date	Comment	Response
				That is one of my concerns is making sure that, you know, everyday traffic is not disrupted on Bell Road by putting in the choice lanes on top of it at that intersection. So that's just one thing to think about. I think that's it. Yeah. Oh. My last comment is about commuter and light-rail. One of my chief complaints, and comments, and suggestions that I would urge TDOT to move forward with in the engineering of the choice lanes is that we need to be thinking not just 20- and 30 years ahead of now, but we need to be looking to 25- to 30 years ahead of the 30-year-mark. Because technology -- again, technology could change. Growth patterns could change, and people's interest in choice lanes could change. So if ridership goes down, how will we make sure that we can convert those lanes into passenger-rail lanes in the future? So I would love for these lanes to be built in such a way that years down the road, they can be easily converted into a rail if we choose to go that route. Let's be forward-thinking now and plan now so that when we get to 30 years down the road, we're not sitting back on our heels, figuring out, and scratching our heads, how are we going to now convert this? We've already done it when we built the choice lanes. Those are my comments. All righty.	
521	Fred Clark	Court Reporter	8/28/2024	<p>Hello. My name is Fred Clark. I'm from Nashville, Tennessee. I'm going to read off this public comment form. So the first question says, "Do you support this project?" Yes. I do support this project on the -- only because the city is growing tremendously. Do I feel that it could be a little better? Yes. I feel if -- I am a truck driver. Let me say that. I feel if you routed the trucks on 840 or either 440, and keep them out of the city, unless they was delivering, it'll be a better way to do things, far as traffic. I'm going to the second question. "Do you understand the project?" After attending the meeting and reviewing the materials, yes. I do. I understand clearly. I am a business owner and, also, a -- a citizen. Why do you -- third question, "Why do you currently use the I-24 East corridor?" I have a lot of work in that area far as with my business, and, also, my fiance travels that -- that route, and taking kids to school, and picking up. Next question, "How do you use the -- the project corridor for travel?" Business, personal, trucking, motorcycle. I mean there -- you can name it. Everything. Everything. Anywhere I travel, I use that corridor. Next question, "How often do you travel on the project corridor?" Daily. Okay. Next question, "Have you used the choice lanes facilitated in other states?" Yes. I have. Which would be Atlanta [sic], Texas, Florida, New York. Couple of more states.</p> <p>"Would you use choice lanes if they were available on I-24 East?" Most definitely. Would love to use them. Next question, "Are the visual and aesthetics of the project important to you?" Yes. And that's the end of it. Thank you.</p>	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
522	Guneasha Batts	Court Reporter	8/28/2024	<p>Hello. My name is Guneasha Batts, and I am a native of Nashville, Tennessee. I am here at the Choice Lanes I-24 Southeast event. And I do support this project. I do understand the project, after attending the meeting, a little bit more, being able to see everything up close, and personal, and in real time. It -- I think it's going to be amazing. I do currently use I-24 Southeast corridor to travel, to take my children to and from school, doctor's offices, things of that nature. Just business and pleasure. And it has been hectic so far. So I think them coming up with this idea has been amazing. I do plan to use the project for travel in my personal vehicle. Also, sometimes -- I do have a business, so sometimes I do get in and out of -- the of the dump truck, sometimes, just to kind of stay up to date on things of that nature. And I travel to and from, daily, three-, four times a day. So it's very consistent. I am very familiar with the choice lanes. I do notice, in other cities, they have something similar, if not the same. And it's just better to be able to take those different routes and not be stuck in hours and hours of traffic. Because, right now, as we're navigating through the traffic and things of that nature, we can sit in -- in traffic anywhere from one- to two hours. And even if you plan leaving the house early, you can't plan for the -- the traffic build-up at different times of the day. And I have used the choice lanes in -- in other states, and I would use the choice lanes on I-24 if it were available -- available.</p>	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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				<p>And the visuals are -- it just puts everything into perspective, especially if you kind of know this thing. It kind of -</p> <p>- it kind of put everything together. It's just going to be about choosing which one is going to work for the city.</p> <p>And I don't have any -- I don't have any questions or concerns about the projects. So I just can't wait till it happened. And, again, like I said, I am a business owner here in Nashville, Tennessee. My company is Balhart Trucking, LLC. We do hauling the rock, gravel, dirt, sand. So whenever this project do come up, we definitely would like to be a part of it.</p>	