TDOT Department of Transportation

MULTIMODAL CORRIDOR FEASIBILITY STUDY

INTERSTATE 65

Public Meeting

Today's Agenda

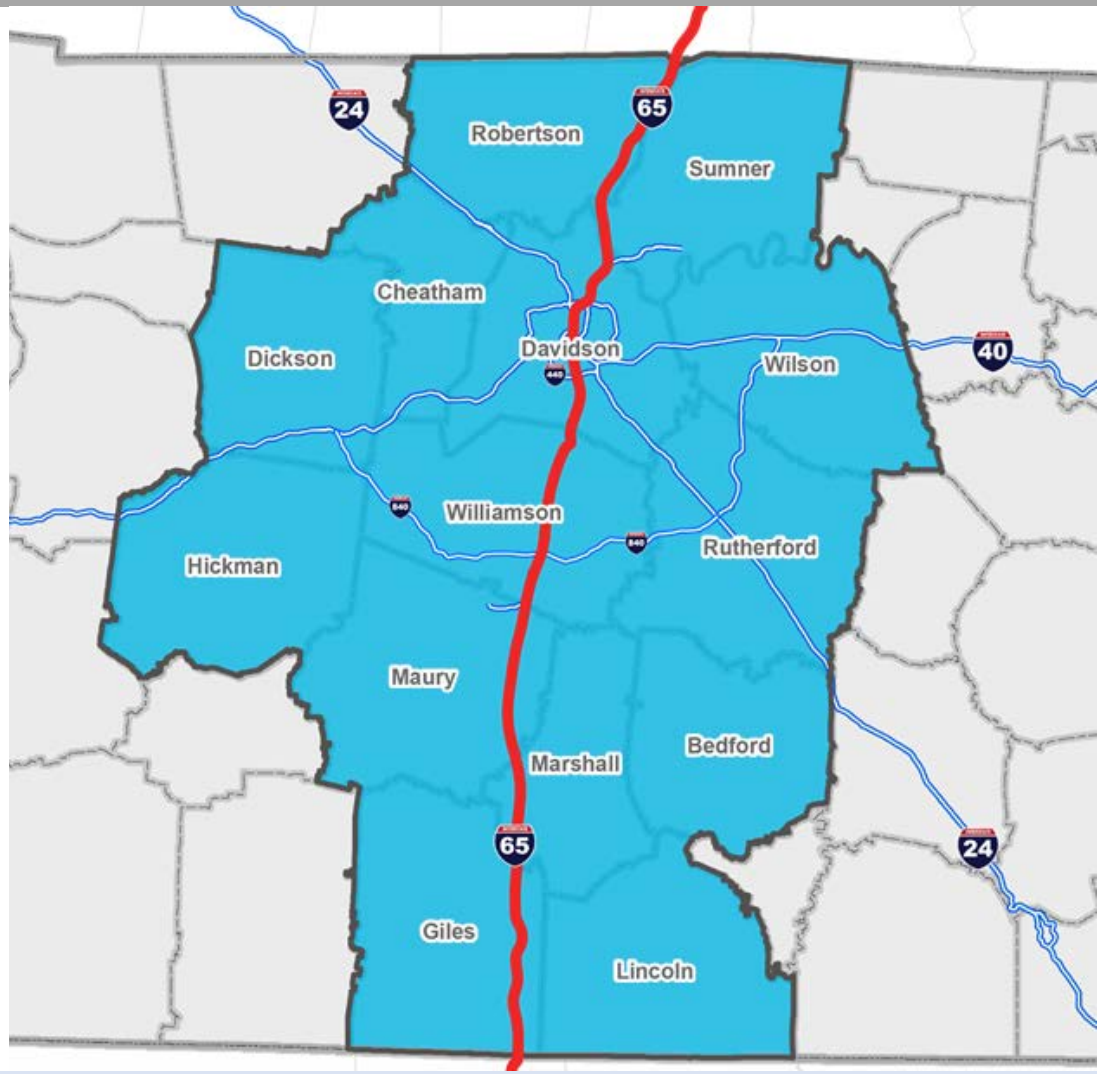
- Brief presentation of key facts about the corridor and findings to date
- Interactive station exercises
- Informal discussion with staff

Why We Do Corridor Studies

- Identify issues along the whole corridor
- Existing and future conditions
- Multimodal recommendations
- Emphasis on both capacity and multimodal solutions

Today's Workshop

- What is the I-65 Multimodal Corridor Study?
- What are the key issues and opportunities?
- Where are we going from here?
- Interactive exercises



Interstate 65 in Tennessee is over 120 miles in length, including 1,260 miles of freeway lanes and 40 interchanges.

763,000 vehicles travel I-65 every day.

Over one million vehicles by 2040.

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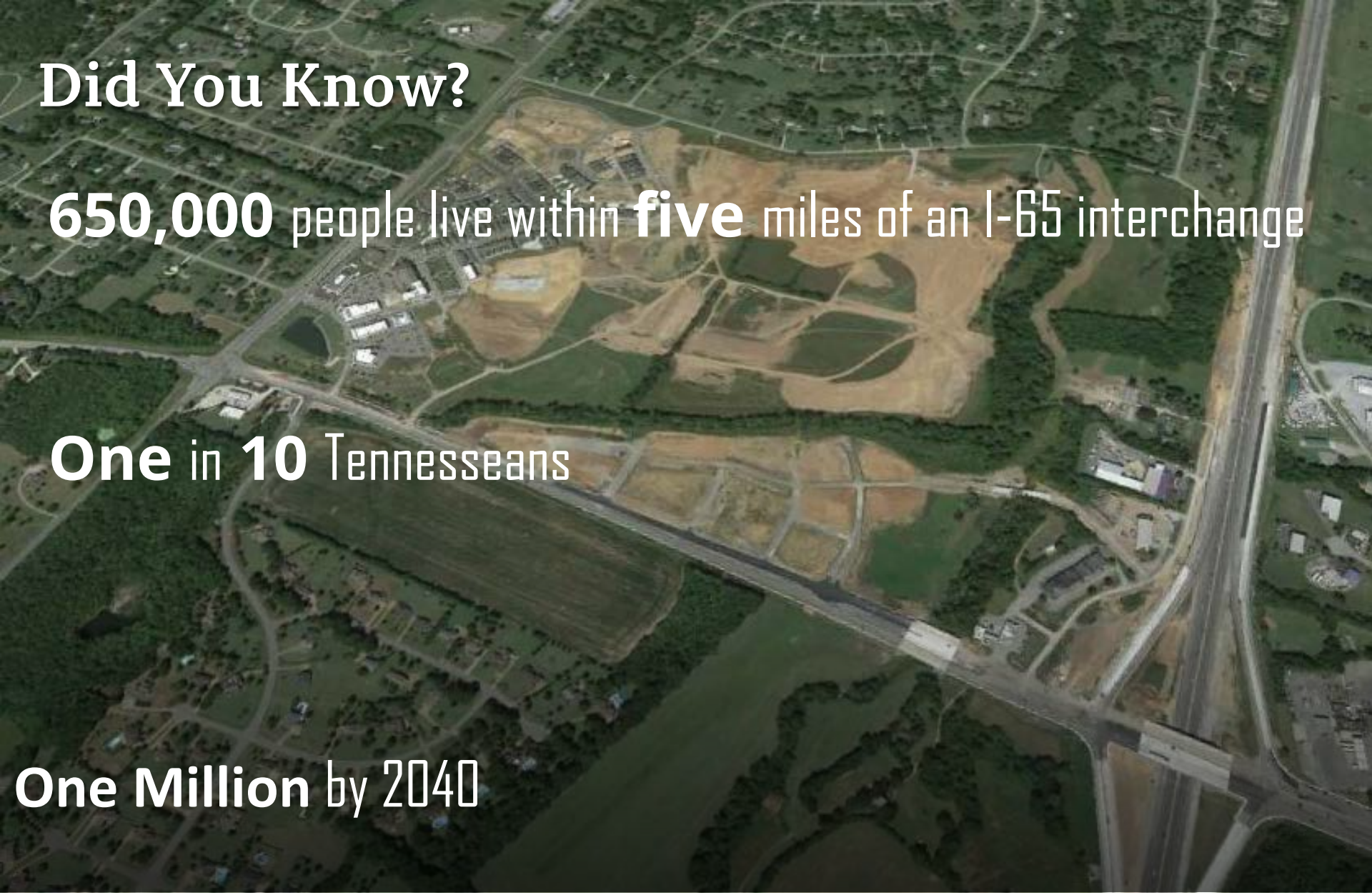
Did You Know?
650,000 people live within five miles of an I-65 interchange
One in 10 Tennesseans
One Million by 2040

41,000 trucks use I-65 each day

Up to 127,000 tons of freight

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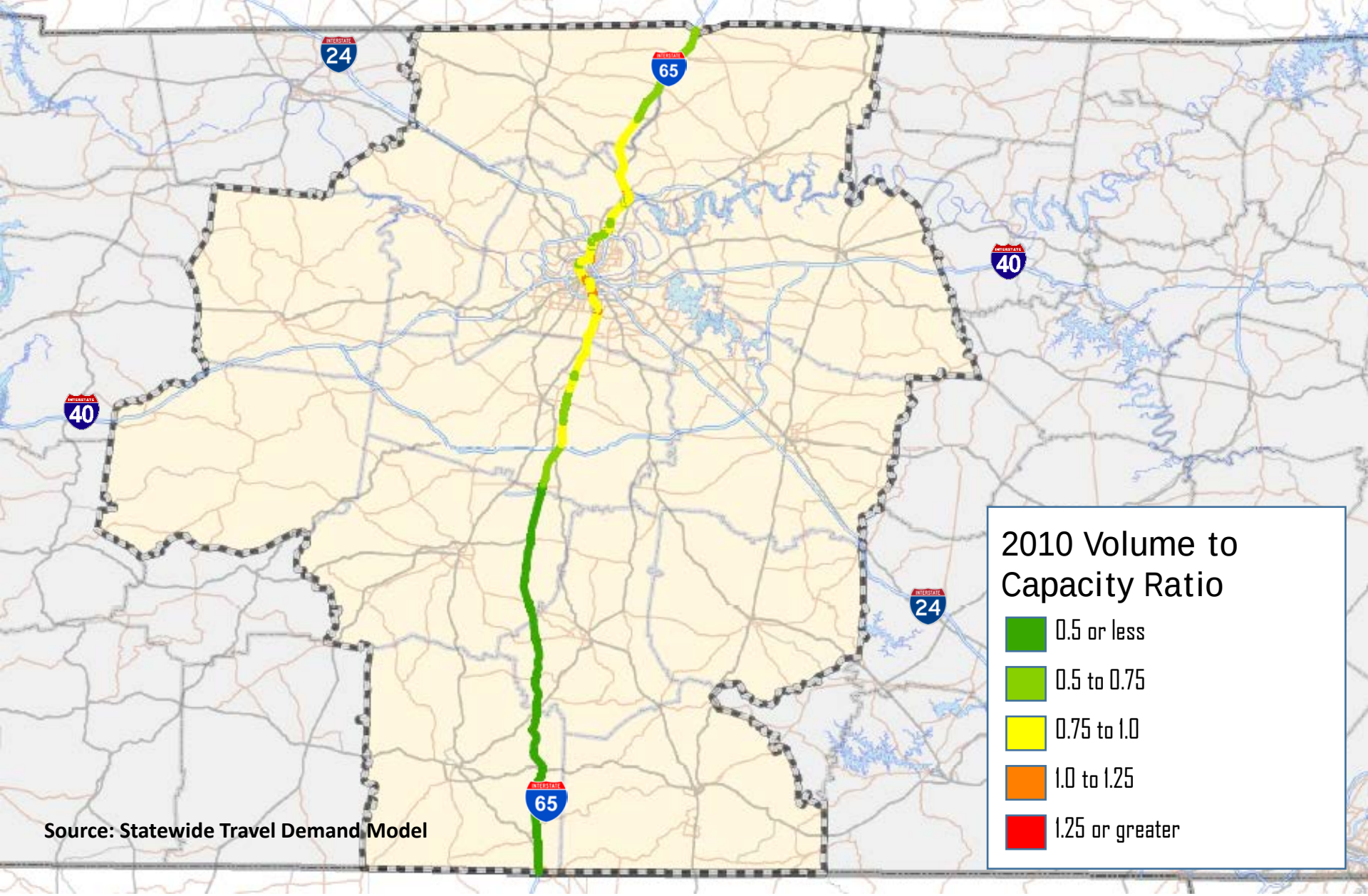
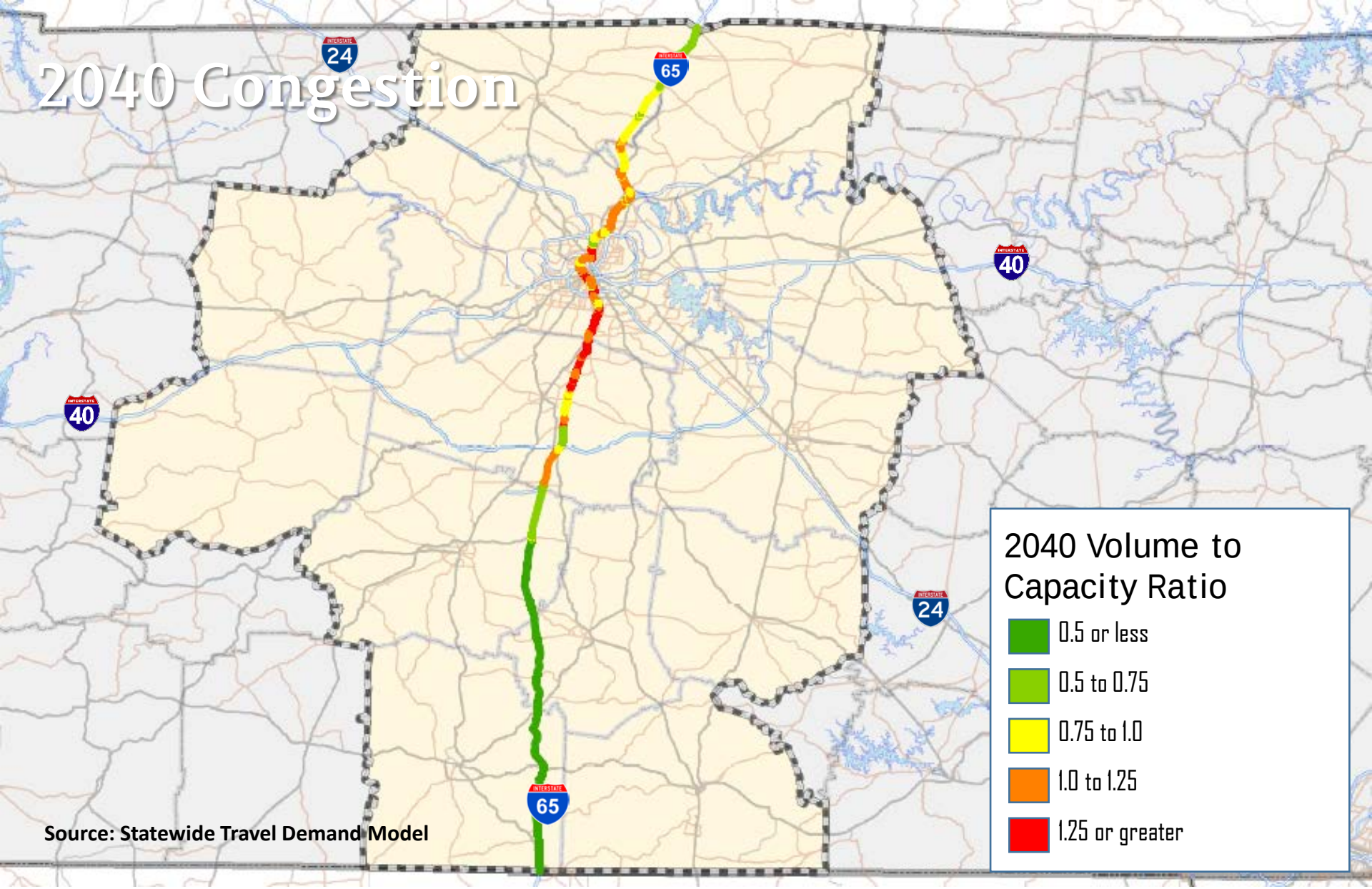
2.5 million daily trips within two miles of I-65
4.6 million by 2040

Findings to Date

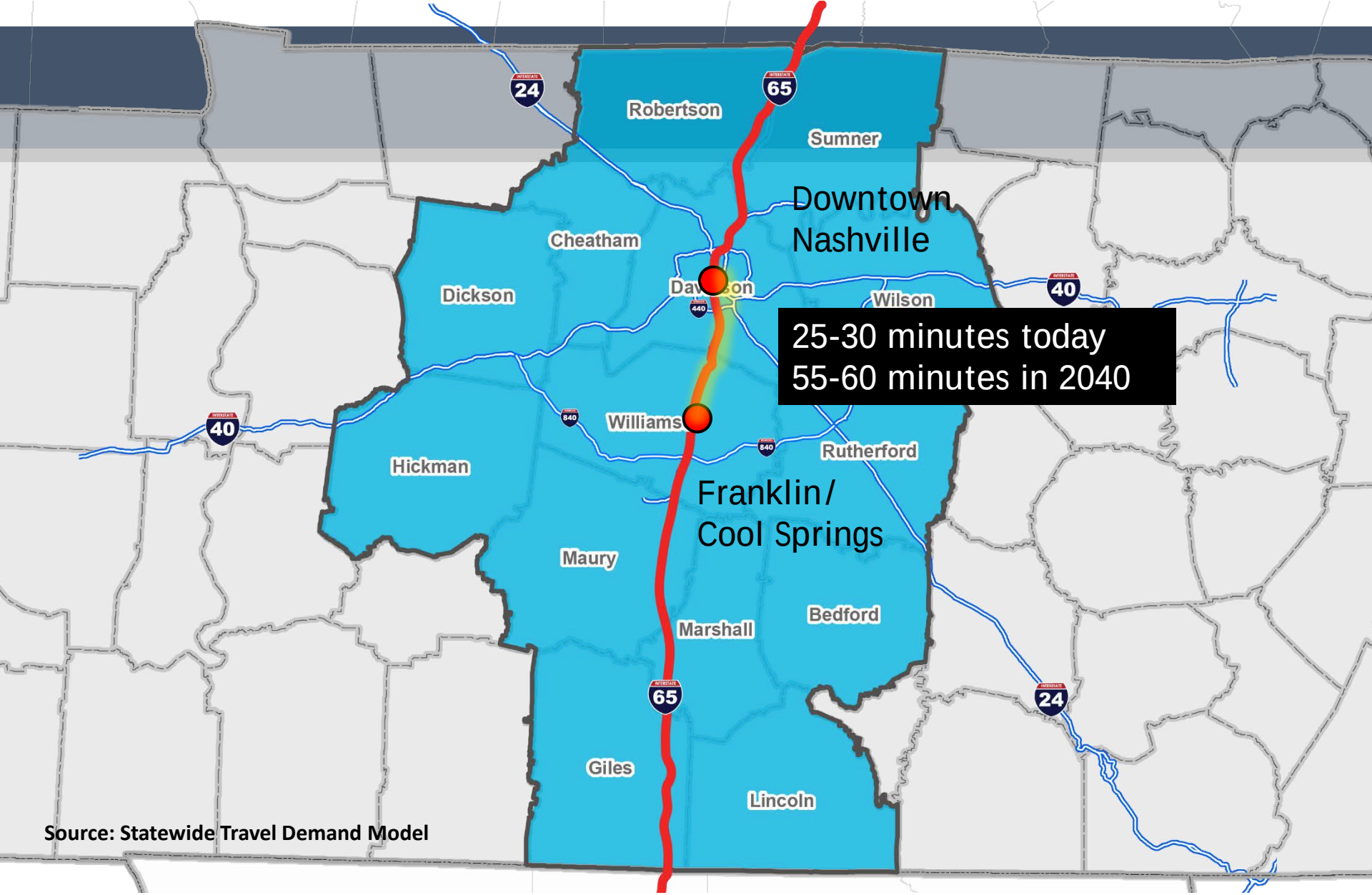


Source: Statewide Travel Demand Model

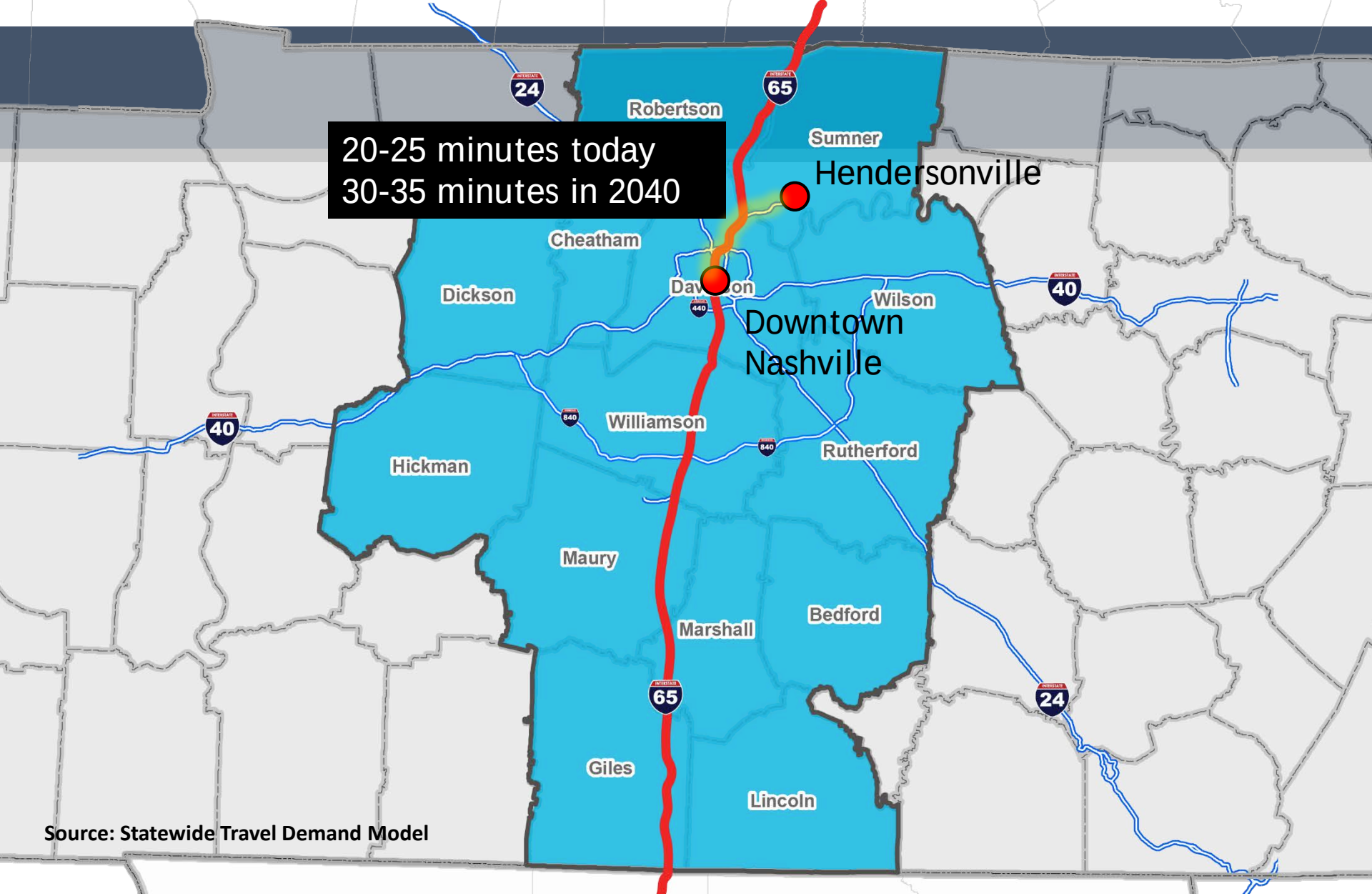
2040 Congestion



Source: Statewide Travel Demand Model



Source: Statewide Travel Demand Model



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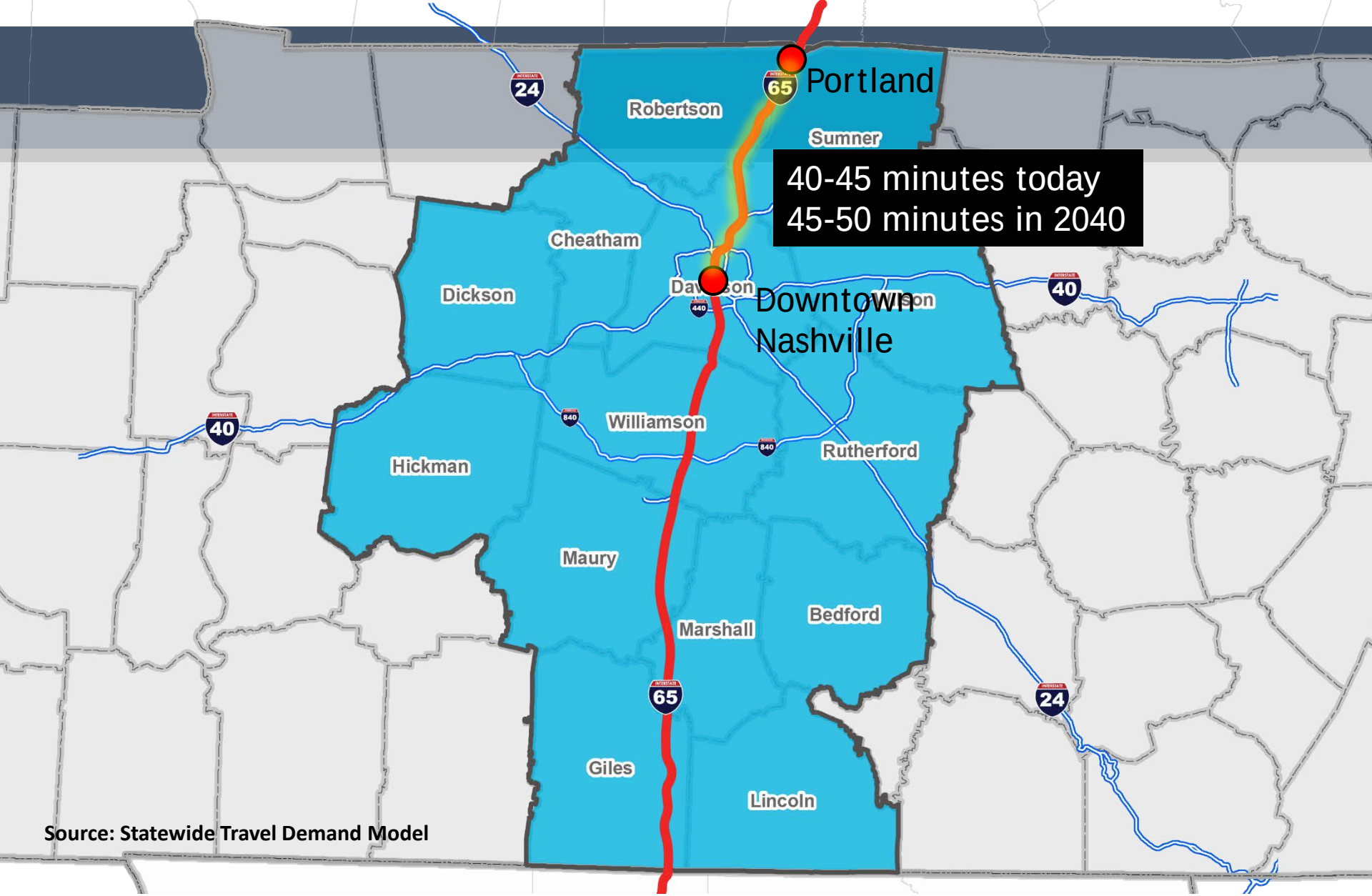
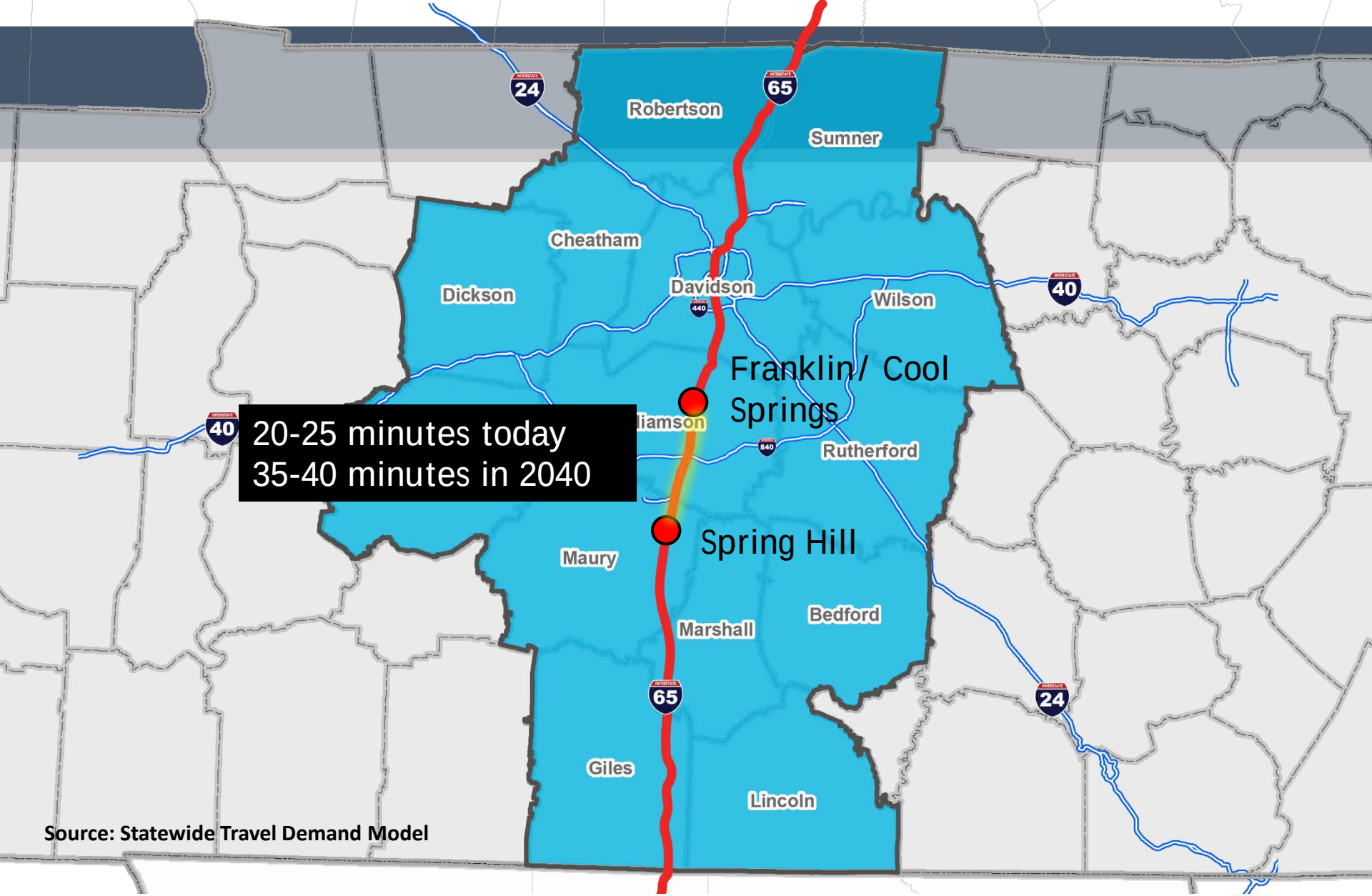


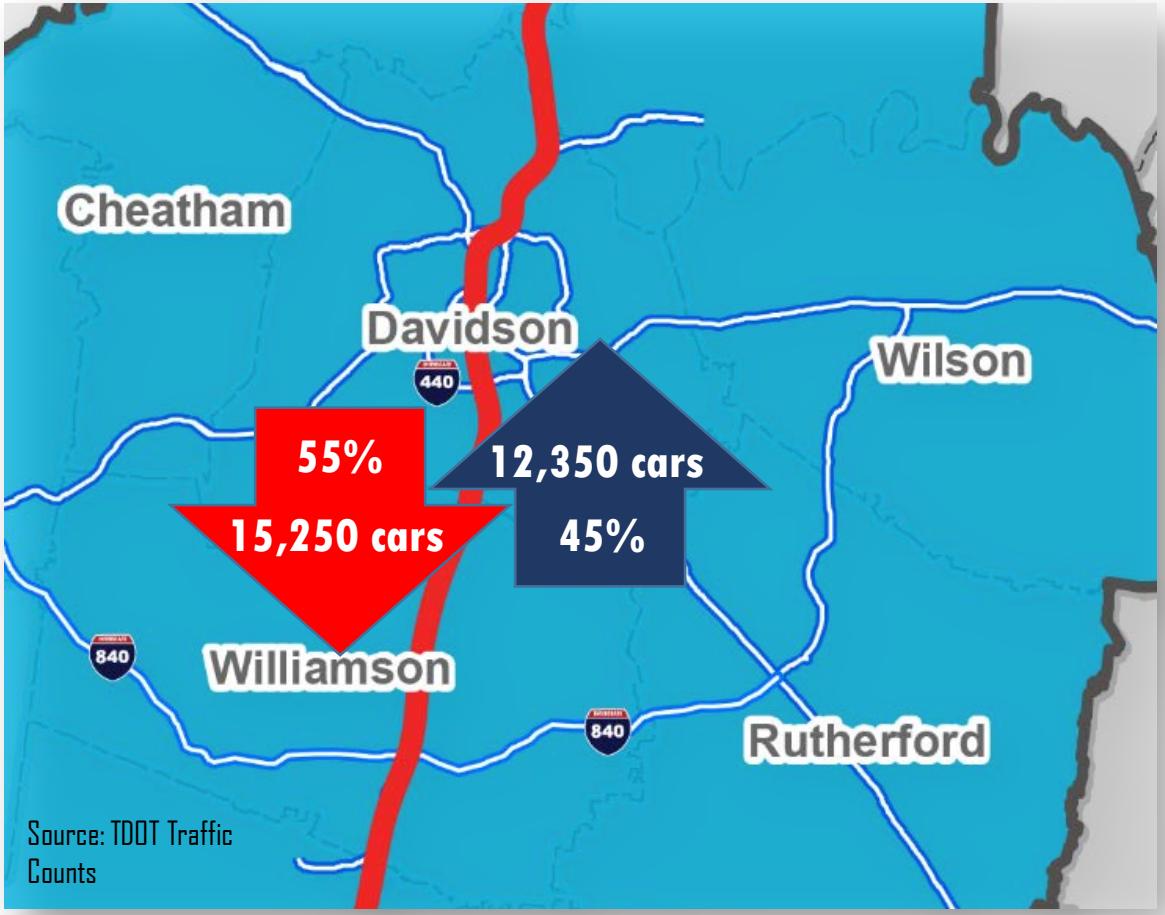
Source: Statewide Travel Demand Model



Source: Statewide Travel Demand Model

Reverse Commute Trip

Typical afternoon rush hour on I-65 (4 to 6 PM)



Reverse Commute Trip

Daily Commute

Source: US Census 2009-13
American Community Survey

Additional Options?

Roads are Expensive

645.8 lane miles * $250,000 per lane mile = $161 million

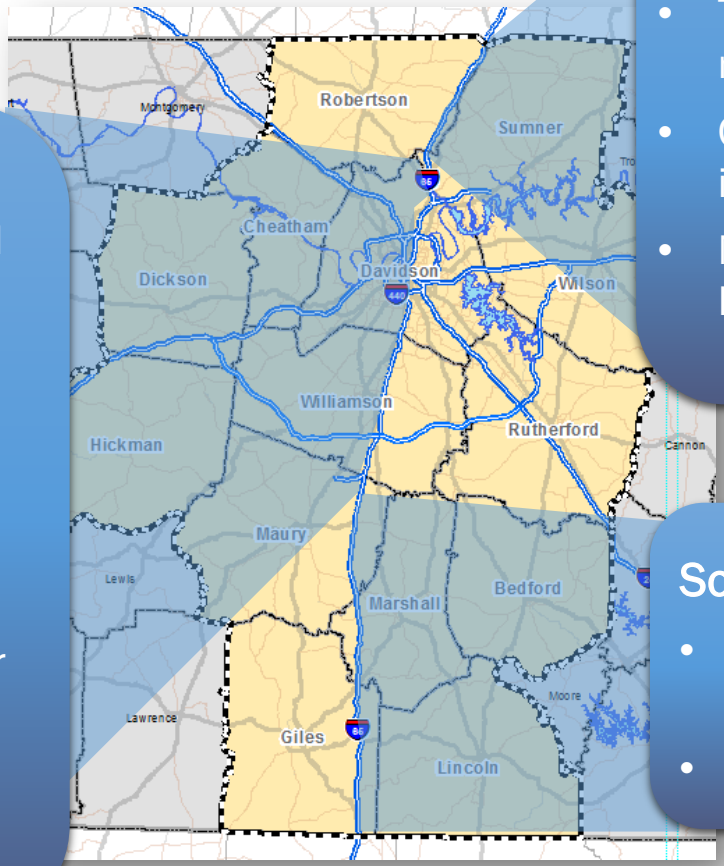
Resurface every 10 years = $402 million

Resurface every 7 years = $575 million

Summary of Issues, Opportunities & Challenges

North

- Truck traffic/freight movement
- Continuity with I-65 widening in Kentucky
- North Gateway at SR 109 in Portland



Middle

- Significant population and employment growth
- Growing commute times, capacity constraints and spillover
- Long-term transit solution
- Growing reverse commute
- Freight diversion (Radnor Yard)

South

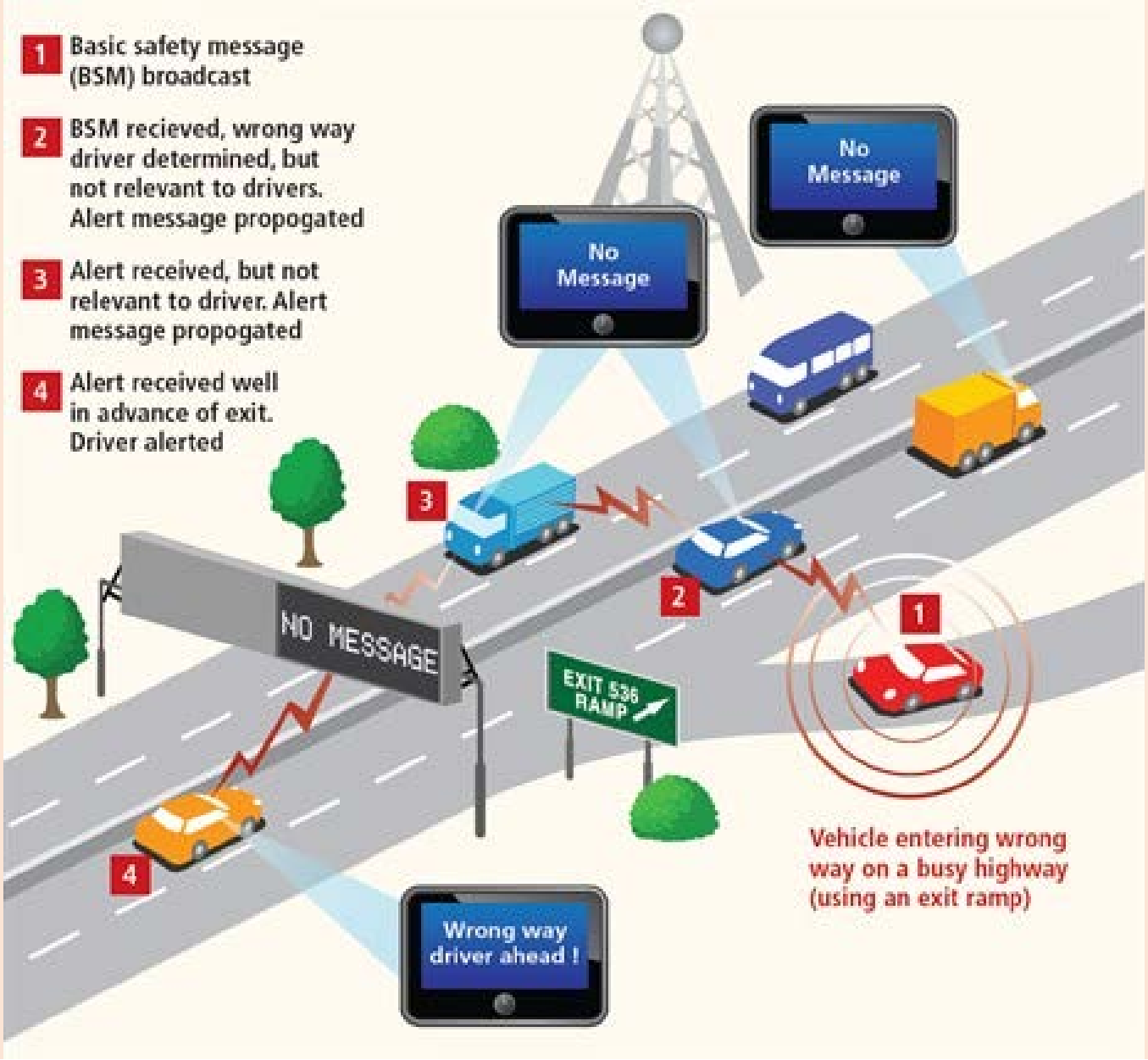
- Economic development and job access
- Growth in Spring Hill

How will we…

- Ensure safety
- Provide mobility
- Support economic growth
- Accommodate growing demand

Corridor of the Future

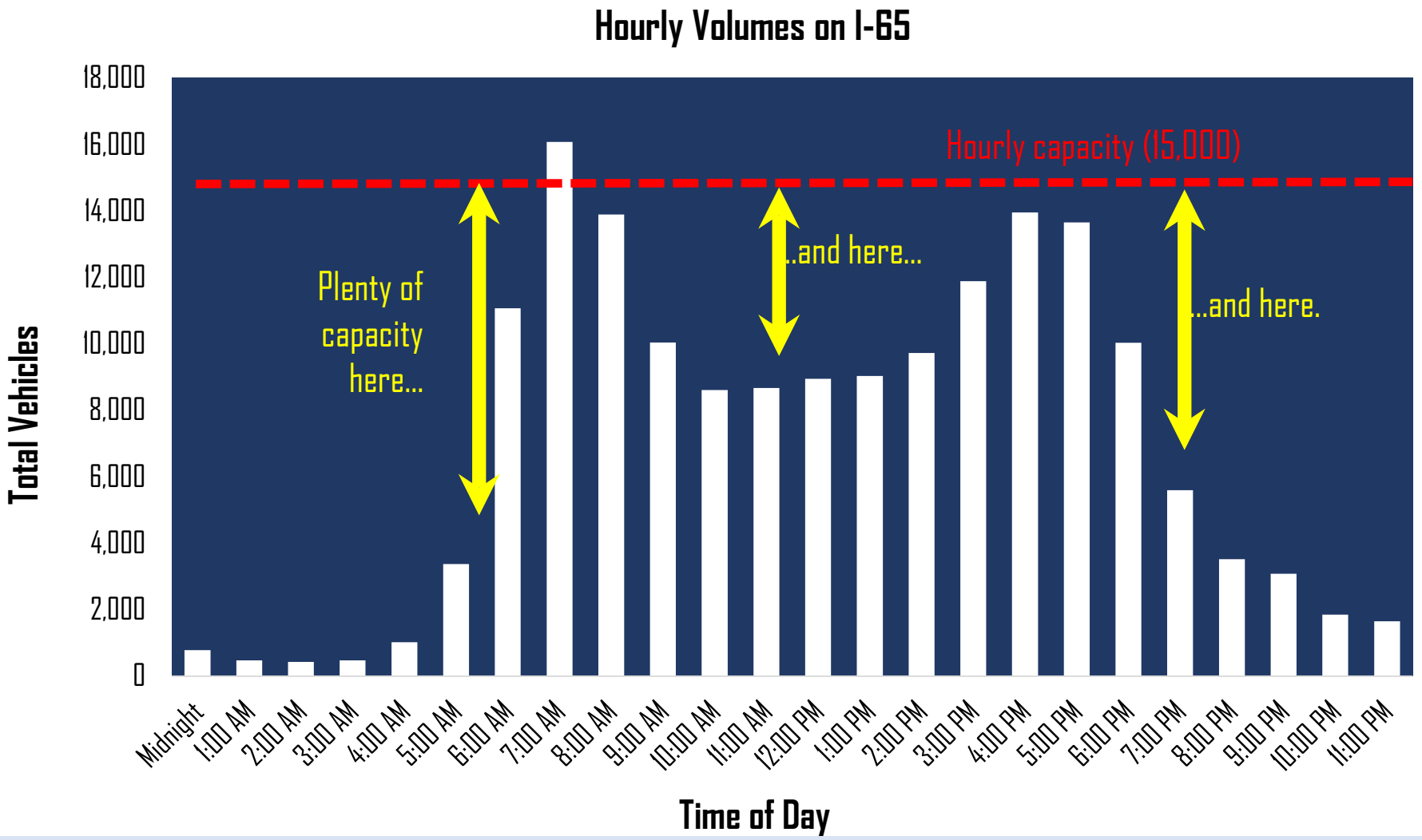
CORRIDOR STUDY



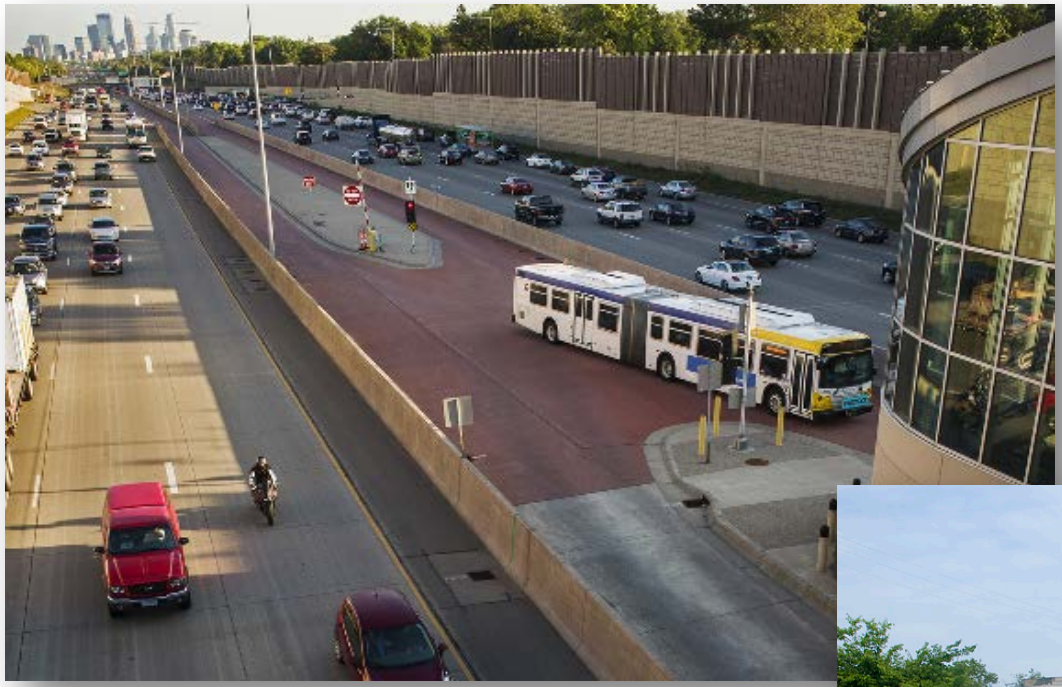
ITS International

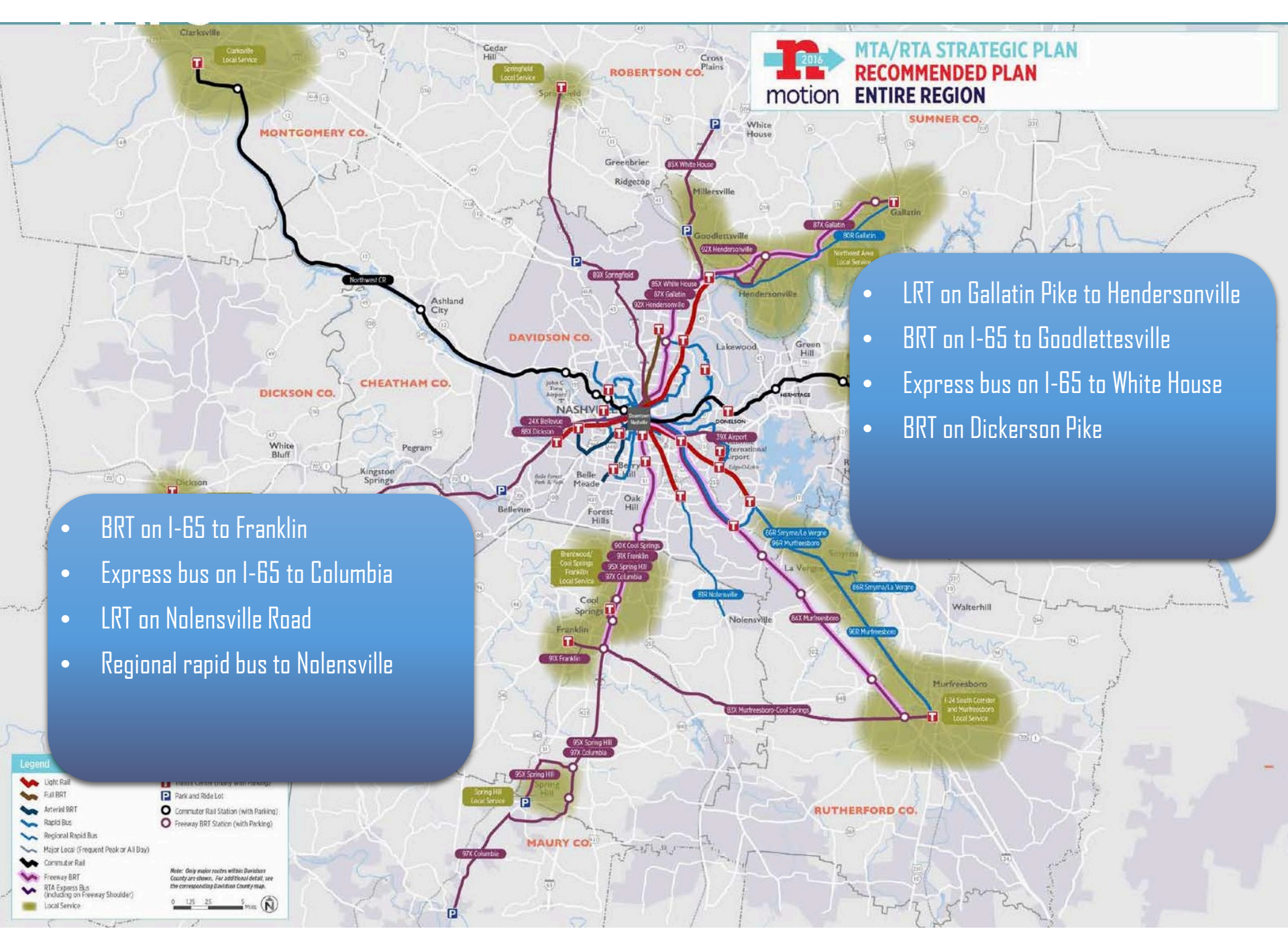
Transportation Demand Management

What Capacity Problem?



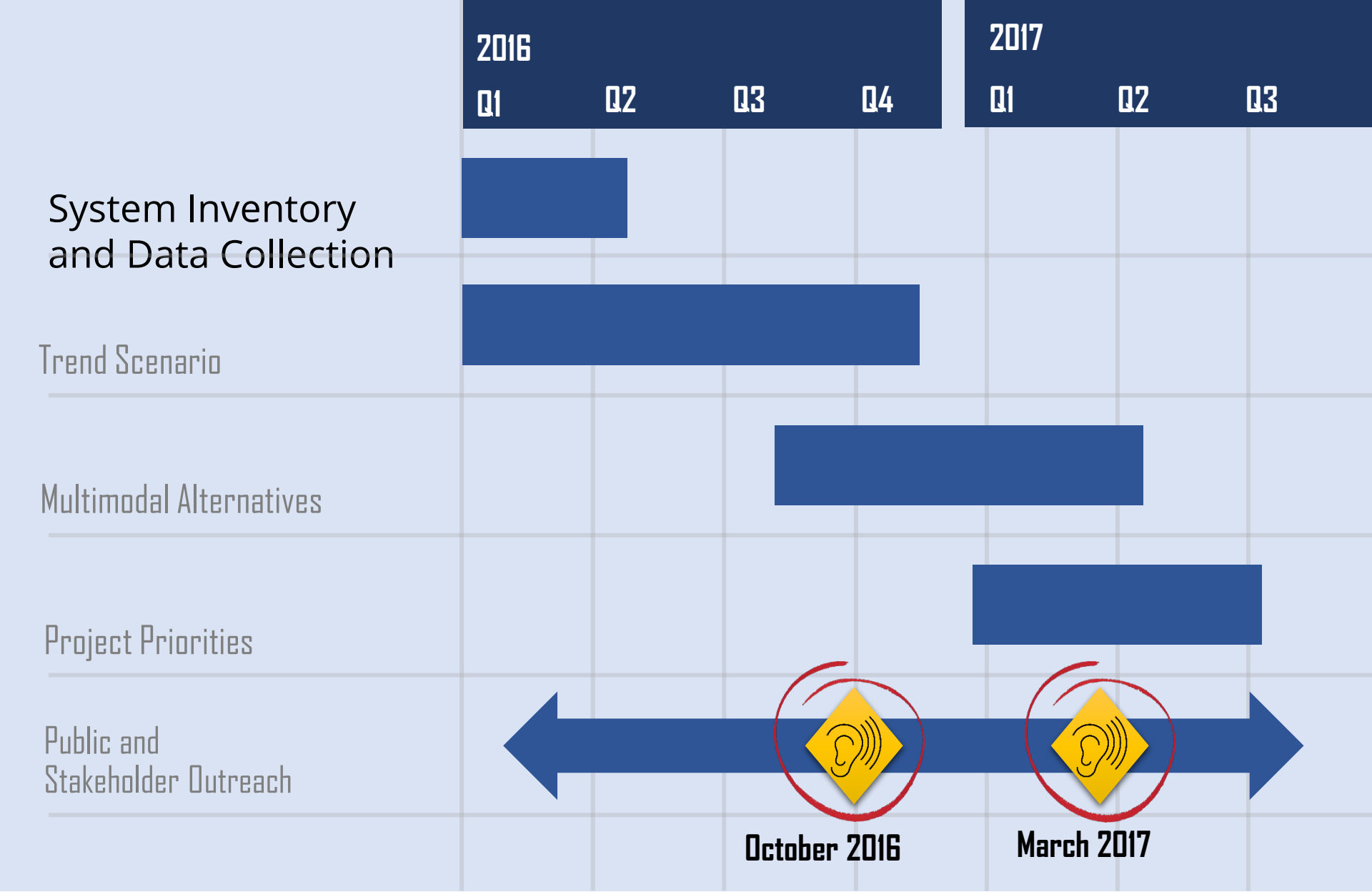
Transit Expansion





- LRT on Gallatin Pike to Hendersonville
- BRT on I-65 to Goodlettesville
- Express bus on I-65 to White House
- BRT on Dickerson Pike

- BRT on I-65 to Franklin
- Express bus on I-65 to Columbia
- LRT on Nolensville Road
- Regional rapid bus to Nolensville


2016
Q1
Q2
Q3
Q4
2017
Q1
Q2
Q3
System Inventory and Data Collection
Trend Scenario
Multimodal Alternatives
Project Priorities
Public and Stakeholder Outreach
October 2016
March 2017

Interactive Session

Thank You!

http://www.tn.gov/tdot/article/i65study