

BUCKNER LANE ROAD WIDENING

CONCEPTUAL PLAN PUBLIC COMMENTS AND RESPONSES

Q2: What additional considerations should be given for the design of the road?

No.	Date/Time	Citizen's Comment	City's Response
73	6/8/2020 12:40	Increased noise pollution and heavy congestion in residential areas. Increases speeds & speed monitoring. Area aesthetics	Streetscape aesthetics are a design consideration. The design will attempt to minimize impacts to adjoining property owners where practical to retain the character of the existing streetscape. The City will explore landscape measures along roadway edges and within medians to enhance aesthetics.
72	6/8/2020 10:52	How will construct further impact school traffic? The actual construction itself would be a headache for students and faculty for multiple schools.	Construction will likely impact school traffic during the construction of the northern widening segment. Design considerations and construction management will be important in managing traffic flow during peak periods while maintaining vehicle and pedestrian safety. The overall widening project was divided into two segments (north and south) to reduce the duration of construction work in each segment rather than subjecting the entire corridor to continuous construction for a longer period of time.
70	6/8/2020 10:41	Turn lanes, possible traffic lights at busier intersections to help with flow of traffic-especially near the schools	A traffic study was performed as part of the design for the Buckner Lane widening project. Synchronized traffic signals and dedicated turn lanes have been provided in warranted locations to improve traffic flow throughout the corridor. At each signalized intersection, signaled pedestrian crossings will be provided to enhance pedestrian safety. Traffic signals installed along the Buckner Lane corridor will be synchronized to optimize traffic flow during AM and PM peak periods.
69	6/8/2020 10:00	Overall, positive feedback on the project and design. But, current traffic north of Buckner Rd. backs up every morning. So, how do we accelerate the N. Buckner Ln. work and mitigate traffic issues during construction?	The north segment of the Buckner Lane widening project from Wades Grove to Buckner Road intersection is tentatively scheduled for completion around the same time the Buckner Road Interchange project will be completed. The segment of Buckner Lane north of Buckner Road intersection that is proposed to be relocated and widened simultaneously with the 2660 Buckner Lane development project may tentatively be completed in advance of the Buckner Road interchange project. Traffic management during construction of these important road projects will be a priority to facilitate efficient movement of traffic.
68	6/8/2020 8:56	Sidewalk is a waste of time and money and use of our land. No one uses the sidewalks. There is way too much traffic now on Buckner Lane and we reside on Buckner Lane. This is only going to drastically increase the traffic more lanes just mean more traffic and NOISE in front of our house. We cannot even get out of our driveway now without waiting forever.	The Buckner Lane Widening project is designed to consider all modes of travel. A sidewalk and multiuse trail on planned for each side of Buckner Lane to support pedestrians. Traffic signals are being planned for various intersections along the corridor to manage traffic flow and provide opportunities for turn movements at non-signalized intersections.
67	6/7/2020 22:38	The sovereignty of property.	Thank you for your comment.

66	6/7/2020 18:09	<p>Raised medians are a traffic hazard. If you have grass or trees in median, it will be a maintenance problem. Please consider RV's and someone pulling a trailer having to maneuver around them.</p>	<p>Raised medians are planned for traffic calming and controlled turned movements. Road design will consider various types of vehicles, including trailers.</p>
65	6/7/2020 16:06	<p>When we purchased in 2006, traffic and noise from Buckner Lane were not an issue. Since then, however, two schools and several residential developments have been added - traffic and noise on certain days/times is beyond acceptable levels here even today. We feel that our situation here is tenuous enough, and that any further encroachment would have severe negative impact on the value of our property. Our situation here would become completely untenable. Any additional ROW needed for the completion of this project must be acquired on the structure-free east side of Buckner Lane, rather than impinge any further onto our property.</p>	<p>A key design consideration in the widening project is to minimize the need to acquire right-of-way along the corridor. However, there will be segments of the corridor where additional right-of-way will be required.</p>
64	6/7/2020 13:19	<p>Noise abatement for the many residents near Buckner Lane, especially Wades Grove.</p>	<p>The City will investigate low impact noise abatement options and will work with homeowners associations to encourage planting landscaping buffers along the corridor where sufficient space exists.</p>
63	6/7/2020 12:04	<p>Timeline of construction</p>	<p>A tentative schedule will be provided on the City's website.</p>
62	6/7/2020 8:17	<p>Keeping the wall or other form of protection for the North section as well. We already have cars crashing into our fence and it scares me that it will likely happen more often as more traffic can be on the street at once. The current ditches may help a bit but they are far from enough with the volume of vehicles traveling on Bucker Ln.</p>	<p>The design on the Buckner Lane widening project provides for curb and gutter installation and maintains clear zone safety requirements. Stormwater management will be primarily handled through an underground drainage system.</p>

61 6/7/2020 7:59	<p>I am concerned about the addition and over use of traffic lights. Although the current conditions are outdated, traffic actually flows really well up and down Buckner Lane. If you start putting traffic lights in front of all or most of the neighborhood entrances, that flow will be severely disrupted if traffic is stopped at neighborhood entrances just to let a handful of cars out that would have been just fine to turn out in regular traffic gaps and merge into traffic. I recommend that any planned traffic lights be prepped for a future install rather than placed immediately. Let's see how the widening works out initially without them and then add where necessary after the new traffic patterns are studied.</p>	<p>A traffic study was performed as part of the design for the Buckner Lane widening project. Synchronized traffic signals and dedicated turn lanes have been provided in warranted locations to improve traffic flow throughout the corridor. At each signalized intersection, signaled pedestrian crossings will be provided to enhance pedestrian safety. Traffic signals installed along the Buckner Lane corridor will be synchronized to optimize traffic flow during AM and PM peak periods.</p>
60 6/7/2020 7:56	<p>Please do NOT do the traffic calming features you put on Campbell Station Pkwy. They are ineffective (just ask the residents) and create a hazard that is bound to create a financial impact. A bike/walking provision should be considered as there are currently, and will be more, walking/riding opportunities. Traffic lights must be synchronized. Traffic flow is bad enough. Additional lanes will help on Buckner but that flow still has to go on to Thompson's Station or Duplex. If that transition isn't managed it won't matter if you have more lanes or not.</p>	<p>The traffic calming measures installed along Campbell Station Parkway are not proposed for Buckner Lane. There are no bike lanes proposed along the corridor due to right-of-way requirements. A sidewalk and 10-foot multiuse trail are planned for either side of Buckner Lane. Traffic signals will be synchronized. Buckner Lane is planned for widening from Duplex Road to Thompsons Station Road with the City constructing the widening from Duplex Road to Buckner Road and the developer of 2660 Buckner Lane project constructing the widening/relocation north of Buckner Road to Thompsons Station Road.</p>
59 6/6/2020 23:09	<p>Light pollution, aesthetics, green space and wildlife</p>	<p>Street lighting is planned for the corridor. Lighting design will take into consideration light spillage from the right-of-way in the positioning and placement of light fixtures. Streetscape aesthetics are a design consideration. The design will attempt to minimize impacts to adjoining property owners where practical to retain the character of the existing streetscape. The City will explore landscape measures along roadway edges and within medians to enhance aesthetics.</p>

58 6/6/2020 22:50	<p>We currently have a shoulderless road that services one high school (teen drivers) and middle school directly (school busses full of children), and another middle school indirectly. I'm a couple years away from putting my first driver on, what I consider to be one of the most unforgiving roads I've ever driven on. When cars do off Buckner, they go through houses, fences, flip over (see all public records, but I'm just listing the first hand ones I know of) because you are either on Buckner Rd, or you are careening into ditches. I've checked some out of curiosity, and 6+ feet down is what awaits. This is so overdue to be widened, for safety, and I won't even add comments about the needs for lights, and the intersections at Thompson Station Rd (slip and slide hill) and Duplex (that got the needed light, but then had had so many identity crisis since that it's become a hazard on where to drive and stop). I'm glad to see this will be addressed.</p>	<p>The design of the Buckner Lane widening project provides for curb and gutter installation along the outer edge of the road surface and will meet clear zone safety guidelines. Stormwater will be primarily managed through subsurface drainage systems. Traffic signals will be installed at various intersections where signals are warranted. Street lighting will be provided along the corridor.</p>
57 6/6/2020 21:16	<p>Median and turning lanes on the right side so traffic will flow</p>	<p>Turning lanes are being provided along various segment of the widening project including signalized intersections. Deceleration lanes (right turn lanes) are planned where traffic volumes warrant and where there is sufficient room to accommodate due to right-of-way availability, environmental constraints, and property impacts.</p>

56 6/6/2020 19:59	<p>There are a tremendous amount of proposed traffic signals in very small area which will be an impediment to the smooth flow of traffic. Four lights in under a mile, and three in under a half a mile. I would propose removing the light at Stewart Campbell (entrance to Cherry Grove Addition). The school traffic at Spring Station and Twin Lakes should have priority for safety. These lights also need to be synced to only be on demand from the cross streets onto Buckner Lane. In addition I would propose moving the stoplight at Wades Crossing further south to the intersection of Buckner Lane to where it meets Belcor Drive and Savannah Park. Not only would this continue to provide stoplight access for Wades Grove, but it would provide stoplight access for traffic on Savannah Park. This is especially important in the morning for residents of Spring Hill Place and Savannah Park is also an access point for Allendale Elementary to the west of Spring Hill Place and Benevento.</p>	<p>A traffic study was performed as part of the design for the Buckner Lane widening project. Synchronized traffic signals and dedicated turn lanes have been provided in warranted locations to improve traffic flow throughout the corridor. At each signalized intersection, signaled pedestrian crossings will be provided to enhance pedestrian safety. Traffic signals installed along the Buckner Lane corridor will be synchronized to optimize traffic flow during AM and PM peak periods.</p>
55 6/6/2020 19:51	<p>Turn lanes! Flowers are pretty but people need to get where they are going and turn lanes are a part of that function.</p>	<p>Turn lanes are being provided along various segments of the widening project including at signalized intersections. Deceleration lanes (right turn lanes) are planned where traffic volumes warrant and where there is sufficient room to accommodate due to right-of-way availability, environmental constraints, and property impacts.</p>
54 6/6/2020 15:41	<p>Please prioritize traffic flow efficiency. People are bent out of shape about speed all the time when in reality distracted driving is the danger. If installing traffic lights consider flashing yellow on Buckner and flashing red for the cross streets outside of rush hour times. Please do not use the road curves and concrete inserts for traffic calming. Is unnecessary, will be more dangerous and is bad for tires and suspensions with all the unnecessary weaving. Please keep the multi-use path on the west side as proposed as that side is further developed and ready to best utilize the path when installed. Thank you for considering.</p>	<p>Traffic flow and efficiency are key design considerations in the overall design of the Buckner Lane widening project. A traffic study was performed as part of the design for the Buckner Lane widening project. The intersections identified for traffic signals were those determined in the traffic study to warrant signalization due to traffic patterns. Traffic calming measures within travel lanes are not proposed. The multi-use path is planned for the western side of Buckner Lane along with corresponding pedestrian crossings at signalized intersections.</p>

53	6/6/2020 15:16	Keep the country feel as a primary goal. That stretch of road really encapsulates what Spring Hill is. We need to maintain open field/farm space and feel. It's primarily why my family moved here.	Streetscape aesthetics are a design consideration. The design will attempt to minimize impacts to adjoining property owners where practical to retain the character of the existing streetscape. The City will explore landscape measures along roadway edges and within medians to enhance aesthetics.
52	6/6/2020 14:20	The roundabouts at intersections would be a great ideal.	Due to right-of-way requirements and traffic flow projections, roundabouts were not considered for this widening project.
51	6/6/2020 14:01	Until the I-65 access is completed hopefully use AM/PM lanes like in Lexington KY. Of the 4 lanes, make 3 north bound morning lanes (outward) from 6 am to 9 am. 3 southbound afternoon (inward) from 4 pm to 7 pm.	The installation of the center turn lane as designed eliminates the opportunity for a flexible AM/PM lane option.
50	6/6/2020 12:15	Check out maybe doing a traffic circle at Spring Station Drive/ Buckner Ln or something that will make vehicles slow down for children crossing the road after school. It may also help with congestion. If not a traffic circle, maybe a light with a large crosswalk. I see kids sprint across that road well after the guard has went home. It's a disaster waiting to happen.	Due to right-of-way requirements and traffic flow projections, roundabouts were not considered for this widening project. The intersection of Spring Station and Buckner Lane will have a traffic signal synchronized with traffic signals along the entire corridor. A signaled pedestrian crossing will be incorporated into the design of the signal system at this intersection as well as other signaled intersections along the corridor.
49	6/6/2020 11:38	Lets widen it. No traffic design like Stewart Campbell. Waste 9f good money	The Buckner Lane widening project is a top priority transportation project for the City. The design considerations of the Buckner Lane widening project have been made to specifically address the needs of this corridor.

48 6/6/2020 10:08	<p>1)The design should include a traffic signal or accommodations for the residents of Cameron Farms and other neighborhoods bordering the road expansion. Especially Cameron Farms though as its been used for years as a "cut through" neighborhood and traffic backs up every single morning as a result.</p> <p>2. The design should include the current two lanes but expand on the east side only of Buckner to retain the current spacing, ditch and burms between Cameron Farms homes and Buckner</p> <p>3. The design should include bike lanes, sidewalks and a shoulder</p> <p>4. The design should include green space and trails just east of Buckner on the farm area directly across from Cameron Farms with a cross-walk for pedestrians to access the green space.</p> <p>4. The design should include a traffic signal, sidewalks and a bike lane that approach the intersection of Buckner and Buckner to plan for pedestrian and bike access to the shopping area that will eventually be developed.</p>	<p>We appreciate your comments! This forum is to address comments concerning the Buckner Lane widening project from Duplex Road to Buckner Lane. Please send comments concerning adjacent projects to cdownham@springhilltn.org.</p>
47 6/6/2020 9:55	<p>That is enhances traffic flow vs widens for a lane never used.</p>	<p>The City as part of its due diligence performed various traffic studies associated with this and other nearby major road improvement projects. The 5-lane cross-section proposed for Buckner Lane is justified based upon current and projected traffic volumes at full build-out.</p>
46 6/6/2020 9:36	<p>Would love to see sidewalks on both sides of the road from Duplex to Thompson Station Road, and that are wide enough to accommodate foot and bicycle traffic, particularly near the entrances to the high school.</p>	<p>A 5' sidewalk and 10' multiuse trail are planned for each side of Buckner Lane from Duplex Road to Thompsons Station Road to support pedestrians. Signaled intersections are proposed at Spring Station and Twin Lakes for pedestrian access to school facilities. At each signalized intersection, signaled pedestrian crossings will be provided to enhance pedestrian crossing safety at these intesections.</p>
45 6/6/2020 8:45	<p>Please prioritize this project. It takes 30 minutes to travel 2 miles in the mornings.</p>	<p>The Buckner Lane widening project is a top priority transportation project for the City.</p>
44 6/6/2020 8:20	<p>Safety, with 10k plus and growing vehicles a day on the road there should be no walking or biking on the road. This is a major corridor and ti dangerous for walking or biking.</p>	<p>A sidewalk and multiuse trail are planned for each side of Buckner Lane from Duplex Road to Thompsons Station Road to support pedestrians. A planting strip is provided between the curb and sidewalk and trail for additional separation. Traffic signals are being planned for various intersections along the corridor to manage traffic flow and provide opportunities for turn movements at non-signalized intersections.</p>

43	6/5/2020 22:30	Where road ends on Thompson's Station is at bottom of a hill. Should be at the top as to adequately see traffic both directions	The developer of 2660 Buckner Lane project is proposing to relocate Buckner Lane further to east from its current location using similar road cross-section to the widening taking place south of Buckner Road intersection. Sight distance is a key design consideration for intersections including Buckner Lane and Thompsons Station Road.
42	6/5/2020 22:03	Make sure that, when widened, to extend towards summit high school and not toward residential communities	A key design consideration in the widening project is to minimize the need to acquire right-of-way along the corridor. However, there will be segments of the corridor where where impacts are unavoidable and those, additional right-of-way and easements will be required.
41	6/5/2020 21:33	At least 5 lane's	The planned road cross-section is a five-lane road with two travel lanes in either direction and a center turn lane in select segments of the road corridor.
40	6/5/2020 18:37	My backyard faces Buckner Lane so what can I expect as far as noise and destruction of my yard? I've seen what happen to homeowners on Duplex and it wasn't pretty.	A key design consideration in the widening project is to minimize the need to acquire right-of-way and construction and related easements along the corridor. However, there will be segments of the corridor where additional right-of-way and/or construction and related easements will be required. Exhibits will be available at the next public engagement for property owners to view anticipated right-of-way and easement acquisitions.
39	6/5/2020 18:37	We need to be able to exit Cherry Grove addition with a traffic light. Tons of people come through our subdivision to go to summit and spring station every school morning. With traffic backups on both Bucker and Stewart Campbell (in Cherry Grove) there will be no way to get out of our subdivision. This NEEDS to be planned out. Thank you.	Traffic signals are proposed to be installed at the intersections of Buckner Lane/Buckner Road and Stewart Campbell/Buckner Lane to manage traffic from Cherry Grove and nearby neighborhoods. Signalized intersections along the corridor will be synchronized to further coordinate traffic movement.
38	6/5/2020 18:30	Appreciate the consideration you've given to reduce road noise. Hope to see the same for the further Buckner realignment & I-65 interchange	The City will investigate low impact noise abatement options and will work with homeowners' associations to encourage planting landscaping buffers along the corridor where sufficient space exists.
37	6/5/2020 17:30	Exiting from our subdivision (Spring Hill Place) is challenging enough with 2 lanes especially during rush hour. With 5 lanes it maybe impossible to turn left. Any thoughts on installing traffic signals?	Turn movement safety is an important design consideration in the overall design of the Buckner Lane widening project. A traffic study was performed as part of the design for the Buckner Lane widening project. The intersections identified for traffic signals as depicted on the conceptual plan were those determined in the traffic study to warrant signalization due to traffic patterns. There are no additional traffic signals planned along the corridor at this time. The traffic signals installed along the corridor will be synchronized to provide for safe and efficient movement of traffic along the corridor including turn movements onto Buckner Lane from adjoining neighborhoods.

36	6/5/2020 17:17	take land required from east side of Buckner Lane, away from residences. Also include noise walls between road and developments.	A key design consideration in the widening project is to minimize the need to acquire right-of-way along the corridor. However, there will be segments of the corridor where additional right-of-way will be required. The City will explore opportunities to reduce required right-of-way where practical. There will not be sufficient space available for consideration of erecting noise walls. The City will investigate low impact noise abatement options and will work with homeowners associations to encourage planting landscaping buffers along the corridor where sufficient space exists.
35	6/5/2020 16:44	Sidewalks from duplex to Summit	A sidewalk and multiuse trail on planned for each side of Buckner Lane from Duplex Road to Thompsons Station Road to support pedestrians. At each signalized intersection, signaled pedestrian crossings will be provided to enhance pedestrian safety. Traffic signals are being planned for various intersections along the corridor to manage traffic flow and provide opportunities for turn movements at non-signalized intersections.
34	6/5/2020 16:42	Please ensure that it shows the character of our beautiful community and doesn't seem too modern and destroys the scenic drive we enjoy now.	Streetscape aesthetics are a design consideration. The design will attempt to minimize impacts to adjoining property owners where practical to retain the character of the existing streetscape. The City will explore landscape measures along roadway edges and within medians to enhance aesthetics.
33	6/5/2020 10:41	The connection to I-65 appears to force vehicles to turn either north or south when they reach Buckner Lane. This will cause a significant increase in traffic near neighborhoods along Buckner Lane. Vehicles need a more direct route from I-65 to Main Street (31). Is the goal if the I-65 interchange to allow easier access to Spring Hill and its local businesses (most of which are on Main Street)?	The City's adopted Major Thoroughfare Plan provides for the widening of Buckner Road from Buckner Lane to US-31/Main Street. This is a high priority road project for the City. The City is considering the funding of a short-segment widening project within existing right-of-way on Buckner Road as it approaches Buckner Lane as an interim widening measure in advance of the longer term future widening of the entire corridor. The City will be moving forward with NEPA/Preliminary Engineer for the entire corridor in order to qualify for the use of state and/or federal funding for the project.
32	6/5/2020 9:18	Add trees to the median between lanes. A lot of people moved here to get away from the overcrowded suburbs. The country feel is quickly getting paved over. Give us some trees on Buckner so we can retain some semblance of the country life that made Spring Hill attractive.	Streetscape aesthetics are a design consideration. The design will attempt to minimize impacts to adjoining property owners where practical to retain the character of the existing streetscape. The City will explore landscape measures along roadway edges and within medians to enhance aesthetics. The City will also work with homeowner associations and property owners for opportunities to plant buffering and screening plant materials to further enhance aesthetics along the corridor.

31 6/4/2020 14:25	<p>Burtonwood entrance at Buckner is one of the busiest intersections. It's been torn up for several years now and is STILL a freaking mess! It was JUST paved and a sidewalk put in. The opening is TOO SMALL! It's possibly the smallest opening to a subdivision in all of Spring Hill. Tiny subdivisions were given better openings that us and we have Semis and dump trucks pulling through not to mention school busses. There is no way a school bus can make the necessary turn if a car is sitting waiting for the light. And now you want us to pay more tax money and trust you to rio it all up again and try to widen it??? Wasn't that the whole point of what we've been doing for the last 2 years? This intersection is DANGEROUS! And kids drive it to school.</p>	<p>The preliminary design proposes the widening and inclusion of a center turn lane to address planned traffic movement through the intersection. Alteration of the existing intersection will be minimized where practical to avoid disturbance and impact to affected property owners.</p>
30 6/3/2020 16:27	<p>Main concerns really are the 4 lights. There are 3 within seconds of each other. 2 are in a school zone. Travel time is going to be ridiculous to get to Duplex. There is only 1 light in the school zone near SHES and only 1 light in the school zone at Heritage. This is helpful and should be there, but traffic is slowed down because of the lights when the school zone light is on. If there needs to be a light, it should be only at the entrance to Cherry Grove which is right in the middle of the other two lights and right at the crosswalk for the kids. If the crossing guards do their jobs, then the other two lights do not need to be there and it will not clog up traffic. I turn out of Cherry Grove daily and this will be a nightmare during school hours.</p>	<p>Turn movemenet safety is an important design consideration in the overall design of the Buckner Lane widening project. A traffic study was performed as part of the design for the Buckner Lane widening project. The intersections identified for traffic signals as depicted on the conceptual plan were those determined in the traffic study to warrant signalization due to traffic patterns. There are no additional traffic signals planned along the corridor at this time. The traffic signals installed along the corridor will be synchronized to provide for safe and efficient movement of traffic along the corridor including turn movements onto Buckner Lane from adjoining neighborhoods.</p>
29 6/3/2020 11:50	<p>Temporary traffic flow to avoid neighborhood congestion</p>	<p>Congestion mitigation will be an important design and construction consideration to ensure traffic flow. The City is working to stage where practical that two travel lanes will be open during construction activities.</p>

28 6/2/2020 22:50	<p>Just please take into consideration that automobile traffic should be of the highest priority over having both a bike path and a sidewalk. Please be forward thinking and don't do the same thing you did with Duplex. There was no need to take up valuable automobile lanes with having both a sidewalk and bike path on Duplex. Main Street should have been the historical experience you should have pulled from to know the inadequacy of just having a turn lane and still only single lanes each way.... That thought process is very short sighted. I see that with Buckner lane the plan is to have 2 lanes each way with turn lanes, I urge you to stick to that plan and make sure it goes the entire length of Buckner lane.</p>	<p>The planned road cross-section is a 5-lane road with two travel lanes in either direction and a center turn lane in select segments of the road corridor. A sidewalk and multiuse trail on planned for each side of Buckner Lane from Duplex Road to Thompsons Station Road to support pedestrians.</p>
27 6/2/2020 14:55	<p>Stay within budget.</p>	<p>While economic considerations can't be the basis of the design process, the City is dedicated to providing infrastructure that meets the needs of the community while being fiscally responsible.</p>
26 6/2/2020 12:09	<p>Make sure there are plenty of traffic lights. It can be difficult turning onto the main road from surrounding neighborhoods with moderate-heavy traffic.</p>	<p>A traffic study was performed as part of the design for the Buckner Lane widening project. The intersections identified for traffic signals were those determined in the traffic study to warrant signalization due to traffic patterns. Traffic signals installed along the Buckner Lane corridor will be synchronized to optimize traffic flow during AM and PM peak periods.</p>
25 6/1/2020 6:35	<p>Minimize impact as much as possible to neighborhoods along the road.</p>	<p>A key design consideration is minimizing impacts upon adjoining properties and neighborhoods. The design will attempt to minimize impacts to adjoining property owners where practical to retain the character of the existing streetscape. The City will explore landscape measures along roadway edges and within medians to enhance aesthetics.</p>
24 5/31/2020 17:44	<p>Timing of lights near high school, turn arrows at all lights, pedestrian controlled crosswalks, flashing yellow lights at popular intersections where lights are not currently proposed.</p>	<p>A traffic study was performed as part of the design for the Buckner Lane widening project. Synchronized traffic signals and dedicated turn lanes have been provided in warranted locations to improve traffic flow throughout the corridor. At each signalized intersection, signaled pedestrian crossings will be provided to enhance pedestrian safety. Traffic signals installed along the Buckner Lane corridor will be synchronized to optimize traffic flow during AM and PM peak periods.</p>
23 5/30/2020 21:23	<p>Have there been any study as to noise levels due to increased traffic?</p>	<p>A noise study has not been performed for the widening project. The City will explore alternative noise abatement options and will work with homeowner associations to identify and encourage opportunities for additional landscape buffers to be planted along the corridor where space permits.</p>

22	5/30/2020 7:51	<p>I would like someone to explain why the intersection of Buckner and duplex has undergone seemingly 2 contractions with the installment of traffic lights and such. After the first installment everyone knew it would all be torn up for forthcoming construction. After the 2nd construction the entrance on Burtonwood side is smaller with what seems to be permanent installation of sidewalks and lights. With the future plans showing 5 lanes on the North of the intersection and 3 on the south side - I ask why does this have to happen 3 times to get it right? The entrance to Burtonwood is clearly smaller than it uses to be and now it clearly looks (from the plans) that it will have to be all dig up again.</p>	<p>Currently, the Buckner Lane widening project will not impact the majority of the Duplex Road intersection. A dedicated left-turn lane has been included on Buckner Lane south of Duplex Road to meet the traffic needs based on the current traffic analysis.</p>
21	5/29/2020 20:31	<p>Will houses along Buckner RD be removed for the widening project? Will noise/retention walls be installed along Buckner RD for the residents ? Water run off flows from Cherry Grove (Adelaide Drive) into Ashton Woods creek /development. Will proper drainage be installed along Buckner RD so my property does not flood?</p>	<p>The City does not anticipate at this point in the design process the need to remove dwellings along Buckner Lane in order to accommodate the widening project. There is not sufficient space available within current and anticipated right-of-way needed for the widening project to accommodate the installation of noise barriers. However, there may be segments of the road where retaining walls will be utilized to manage grade differences between the proposed roadway and adjoining residential areas. Stormwater will be managed through subsurface stormwater structures designed and constructed along the widening project.</p>
20	5/29/2020 18:59	<p>Addition of trees along the corridor</p>	<p>The City will investigate low impact noise abatement options and will work with homeowners associations to encourage planting landscaping buffers along the corridor where sufficient space exists. The City will also explore landscape measures within the medians to improve aesthetics along the corridor.</p>
19	5/29/2020 16:56	<p>Adding an interchange at Duplex Rd and I-65.</p>	<p>The proximity of the Duplex Road crossing over I-65 to the Saturn Parkway interchange significantly limits and likely prohibits the ability to construct an interchange at that location.</p>

18 5/29/2020 12:29	<p>I submitted a comment card at a previous event so apologies if this is redundant! As a cyclist, I'd rather see bike lanes on the road in place of the multipurpose trail. I'm assuming you guys have done the math and studies on this but I just wanted offer my perspective. I'm a triathlete and thus do a lot of road cycling. Sidewalks and multi-use paths tend to get used by families and children. They also tend to be hillier and have more curves to them. As a result, road cyclists like me will ride in the road itself. If you build a bike lane like the one on 31 from Bucker to 840, we will use that. But if the goal of the multi-use path is to get cyclists like me to use that instead of a bike lane, because of the reasons outlined above, most will not use it and we'll be in the road like we are now. I'm all too aware that there are some drivers who don't like to share the road... thus I'm as big a fan as there is of bike lanes whenever possible!</p>	<p>Thank you for your comments. The roadway design is based on the needs of the majority of users. Due to the proximity of several residential neighborhoods, the goal is to accommodate families, walkers, kids, etc.</p>
17 5/29/2020 9:26	<p>Should the intersection of Bucker and Buckner be shaved for better visibility?</p>	<p>Sight distance design consideration is a key element in the design process. Based upon existing conditions, it is anticipated that adjustments in existing grades/elevations will be necessary to provide improved sight distance approaching the intersection.</p>
16 5/29/2020 9:04	<p>Keep the sidewalks and multi use path on either side of the road. Please ensure that there are nice street lights and also make this a tree lined street with trees in the middle of the road inside of grass median. Aesthetics are extremely important so our property values keep rising.</p>	<p>The widening project includes the planning for a sidewalk on the east side and a multiuse trail on the west side of the corridor from Duplex Road to Thompsons Station Road along with pedestrian signaled crossings at intersections where traffic signals are depicted on the conceptual plan. Street lighting will be provided along the entire corridor including intersections. Streetscape aesthetics are a design consideration. The design will attempt to minimize impacts to adjoining property owners where practical to retain the character of the existing streetscape. The City will explore landscape measures along roadway edges and within medians to enhance aesthetics.</p>

15	5/29/2020 8:49	<p>If you're going to widen the road, it doesn't make sense to stop widening it at Buckner, and not continue on to Thomsons station Rd. This whole plan in general is a farce. The communities in that area were not made to have the roads fixed after they have been established almost 20 yrs ago. I would not consider buying or keeping my property near that area because of the increase in traffic bc of the proposed access to 65, and widening of roads near there. Not to mention the lack of regard for wildlife and beautiful landscape</p>	<p>Buckner Lane from Duplex Road to Thompsons Station Road is classified as an arterial street. The Bucker Lane project will widening the existing corridor from Duplex Road to Buckner Road. As a separate project Buckner Lane will be widened/relocation from Buckner Road to Thompson Station Road. The cross-section of the road will be 5-lane with two travel lanes in either direction along with a dedicated center turn lane positioned at various segments along the corridor.</p>
14	5/29/2020 7:37	<p>A. I am not understanding the purpose of restructuring the existing Buckner into a cruelest for the future Buckner. B. I really wish you would consider completing New Port Royal to Thompson's Station Rd before starting Buckner. It is already a nightmare at the Buckner Buckner intersection when taking kids to school. Opening New Port will allow a more direct route to the school and help to alleviate excessive traffic during the Buckner projects.</p>	<p>The construction of the Buckner Lane widening project is necessary to support existing and future traffic patterns with the construction of the Buckner Road interchange project. Conceptual plans for the extension of New Port Royal Road were approved by the City in association with a multifamily development project; however, the City does not control when the developer will move forward with construction of the multifamily project and the extension of New Port Royal Road. The City concurs the extension of New Port Royal Road is an important road improvement project that will improve traffic circulation.</p>
13	5/28/2020 23:23	<p>Have a very long turn lane for traffic going into SSMS and Summit. Keep speed at 40 mph</p>	<p>Spring Station, Stewart Campbell, and Twin Lakes are planned with dedicated turn lanes and the installation of traffic signals that will be synchronized to optimize traffic flow during AM and PM peak periods.</p>
12	5/28/2020 14:07	<p>No stop light at Cherry Grove entrance. That will make Stewart Campbell even more of a cut through with people going 45 MPH on a daily basis through the neighborhood. I live on Stewart Campbell. If we can get out of Cherry Grove right now without Stop lights, we will be able to when there are ones at both entrances of the High School</p>	<p>Spring Station, Stewart Campbell, and Twin Lakes are planned for the installation of traffic signals that will be synchronized to optimize traffic flow during AM and PM peak periods.</p>
11	5/28/2020 13:23	<p>Consider under-bridge walkways from Cherry Grove Addition subdivision to Spring Station/ Summit High School. We live in Cherry Groove (Fitzroy Cir) and have elementary, middle, and high school children that are walkers. The under-bridge walk pathway would minimize risk to a pedestrian being struck by a vehicle when crossing the road. Thanks for considering!</p>	<p>A 5-foot sidewalk on the east side and a 10-foot wide multiuse trail on the west side are planned for the entire length of the corridor from Duplex Road to Thompsons Station Road. Signaled intersections are proposed at Spring Station and Twin Lakes for pedestrian access to school facilities. At each signaled intersection, signaled pedestrian crossings will be provided to enhance pedestrian crossing safety at these intesections. The City will evaluate feasibility of under-bridge walkway.</p>

10 5/28/2020
12:03

This design is a step in the right direction. However, the median design needs improvement. As a resident of Spring Hill, I would recommend the following: Use the median to divide the road from end to end. There's no need to cross the center of the road without a dedicated left turn lane. As we can see on 31, the double yellow lines do not stop people from turning where they shouldn't (many accidents at the Sonic entrance). The same applies to the yellow line at the right turn only entrance to the Shell station on Port Royal, people enter the Shell station from the left turn lane to Reserve instead of taking the left to Reserve and then the left to the station. Buckner lane needs to be designed in way to encourage people to use the roadway safely. Along with dedicated left turn lanes, there should be dedicated right turn lanes, especially at the intersections with traffic lights. To enhance traffic calming, the road needs landscaping. Adding trees to the medians and the grass areas on the sides of the road should help with traffic calming and improve the look of the area. Adding just a grassy median is more likely to provide a false sense of safety that would encourage speeding. In looking at intersection designs, I see that Buckner Road and Buckner Lane have dedicated turn lanes. The intersections with traffic lights for the other roads need the same treatment. The sidewalk and road design needs to take into account the ability of the residents to walk to school if they would like. This means wide, visible crosswalks, possibly raised onto a speed table at the intersections that lead to the schools.

Access management has been considered as part of the design process. Raised medians have been placed to limit turning movement conflict points at locations where feasible. Turn lanes are being provided along various segments of the widening project including signalized intersections. Deceleration lanes (right turn lanes) are planned where traffic volumes warrant and where there is sufficient room to accommodate due to right-of-way availability, environmental constraints, and property impacts. The City will explore landscape measures along roadway edges and within medians to enhance aesthetics. At each signalized intersection, high visibility markings and signaled pedestrian crossings will be provided to enhance pedestrian crossing safety at these intersections.

9 5/28/2020
11:59

Preventing people from "cutting through" surrounding neighborhoods to bypass any intersections. Perhaps speed bumps in neighborhoods where the speed limit is 20 MPH.

Adjoining neighborhoods may submit requests for traffic calming measures to the City.

8	5/28/2020 11:51	aesthetic considerations for roadway using landscaping and materials to ensure the areas are enhanced positively. A safe school crossing or possibly an elevated crosswalk from Cherry Grove to The Middle School / High School pathways.	Design aesthetics are a design consideration. The design will attempt to minimize impacts to adjoining property owners where practical to retain the character of the existing streetscape. A sidewalk on the east side and a 10-foot wide multiuse trail on the west side are planned for the entire length of the corridor from Duplex Road to Thompsons Station Road. Signalized intersections are proposed at Spring Station and Twin Lakes for pedestrian access to school facilities. At each signalized intersection, signalized pedestrian crossings will be provided to enhance pedestrian crossing safety at these intersections.
7	5/28/2020 11:45	Safety for school and neighborhoods. Any way to slow people down from straight stretch of road	The design of the widening project includes several measures that include slight offsets in alignment, the use of raised medians, and signalized intersections to manage traffic flow along the corridor.
6	5/28/2020 10:59	Can the Buckner Road interchange be built before the Buckner Lane North work? Buckner Lane North is a major thoroughfare for both school and work traffic north of Spring Hill. Having the interchange ready first can divert traffic away from the construction areas. Or at least begin the project in the areas of Alexander Farm since it will not impact traffic during construction, then divert traffic there. For example, build out Buckner Road interchange, and either build the north section to Thompsons Station Road if I-65 can't be done at that time. With that at least Buckner Road can still be used to access multiple ways out of Spring Hill with minimal construction traffic	The north segment of the Buckner Lane widening project from Wades Grove to Buckner Road intersection is tentatively scheduled for completion around the same time the Buckner Road Interchange project will be completed. The segment of Buckner Lane north of Buckner Road intersection that is proposed to be relocated and widened simultaneously with the 2660 Buckner Lane development project may tentatively be completed in advance of the Buckner Road interchange project.
5	5/28/2020 10:42	Concerned about people entering and exiting the school	Spring Station, Stewart Campbell, and Twin Lakes are planned for the installation of traffic signals that will be synchronized to optimize traffic flow during AM and PM peak periods.
4	5/28/2020 10:40	I'm all for widening our roads. I really wish the city would not put in those huge bike lanes. They are so wide that there could be an additional lane in its place. Sidewalks are great but I hate the bike lane's size! The city is already trying to find room as it is to widen the roads and they don't help.	Buckner Lane from Duplex Road to Thompsons Station Road is classified as an arterial street. The Buckner Lane project will widen the existing corridor from Duplex Road to Buckner Road. As a separate project Buckner Lane will be widened/relocated from Buckner Road to Thompsons Station Road. The cross-section of the road will be 5-lane with two travel lanes in either direction along with a dedicated center turn lane positioned at various segments along the corridor. There are no dedicated bike lanes proposed along the Buckner Lane corridor. A sidewalk and multiuse trail are planned for each side of Buckner Lane from Duplex Road to Thompsons Station Road to support pedestrians.

3	5/28/2020 10:24	I think this is planned but no ditches for drainage - underground drainage. Ample turn lanes going into subdivision and coming out of them. And then at lights, have a right, left, and straight lane. Frustrating when left lane is combined with going straight because then traffic is held up waiting for people to turn left. Make turn lane long as many will be turning right and left so we don't want that backing up holding up traffic.	The Buckner Lane widening project is designed as a 5-lane roadway with two travel lanes in either direction along with a dedicated center turn lane at select segments along the corridor. Synchronized traffic signals and dedicated turn lanes have been provided in warranted locations to improve traffic flow throughout the corridor. The majority of the stormwater will be managed utilizing a underground drainage system. Ditches are expected, where required, along the corridor.
2	5/28/2020 10:22	Very high visibility cross walk for students to safely cross to/from SHS and SSMS plus use by other citizens during no school parts of the day. The current crosswalk is dangerous	A sidewalk on the east side and a 10-foot wide multiuse trail on the west side are planned for the entire length of the corridor from Duplex Road to Thompsons Station Road. Signaled intersections are proposed at Spring Station and Twin Lakes for pedestrian access to school facilities. At each signalized intersection, signaled pedestrian crossings will be provided to enhance pedestrian crossing safety at these intesections.
1	5/28/2020 10:09	A traffic-light on the intersection of Buckner lane and Belcore dr (wades Grove entrance)	A traffic study was performed as part of the design for the Buckner Lane widening project. The intersections identified for traffic signals on the Conceptual Plan were those determined in the traffic study to warrant signalization due to traffic patterns. Traffic signals installed along the Buckner Lane corridor will be synchronized to optimize traffic flow during AM and PM peak periods.
33	6/7/2020 22:38	I have a privacy fence and just installed raised vegetable gardens near the fence. If you expect to utilize eminent domain to reappropriate sections of my land, you will be met with as much opposition as humanly possible. This is my land and you will not take it from me without full compensation for the future fair market value and the cost to move my fence and my raised vegetable gardens. You will incur all costs and pay directly to me in cash based on estimates of my choosing. If these terms are unacceptable to you, then you will not be moving forward.	A key design consideration in the widening project is to minimize the need to acquire right-of-way and construction and related easements along the corridor. However, there will be segments of the corridor where impacts will be unavoidable and therefore where additional right-of-way and/or construction and related easements will be required. Should right-of-way and/or easement acquisition be required, the City will follow recognized and prescribed practices for acquisition.
32	6/7/2020 18:09	Multi use trail doesn't need to be as wide as planned. It will get very little use.	The width of the multiuse trail is the minimum provided in the City's design standards and also in consideration of existing right-of-way constraints along the corridor.

31	6/6/2020 21:16	Build it like Carothers in Franklin over by Nissan headquarters..... not like Duplex	Streetscape aesthetics are a design consideration. The design will attempt to minimize impacts to adjoining property owners where practical to retain the character of the existing streetscape. The City will explore landscape measures along roadway edges and within medians to enhance aesthetics. The City will also work with homeowner associations and property owners for opportunities to plant buffering and screening plant materials to further enhance aesthetics along the corridor.
30	6/6/2020 20:12	I am glad to see the multi-use path and sidewalk included. What is the reason for the future Buckner Lane realignment? Will traffic going to Spring Station and Summit schools be delayed in the mornings?	The segment of the Buckner Lane widening project north of the intersection of Buckner Road is part of a large-scale mixed use development where the developer at their expense will realign Buckner Lane to address land use raised during the entitlement process. The road will be designed to comparable cross-sections as the remainder of the corridor. The City will work with the design consultant and contractor to identify opportunities to reduce and minimize traffic congestion during AM and PM peak periods while the north segment is under construction by the developer.
29	6/6/2020 15:18	Would love it if the time line were a little faster. I would also love it if the construction were given "essential" status, so that if we have another wave of COVID, construction could continue.	The Buckner Lane widening project is a high priority transportation project for the City. The northern segment of Buckner Lane is being advanced to coincide with the construction and opening of the Buckner Road interchange project. Periodic schedule updates will be provided on the City's website for both projects.
28	6/6/2020 14:20	Cameron farms should be able to use Thompson's Station Road and should stay open to the area.	There are no plans to remove or restrict access from Cameron Farms onto Thompson's Station Road.

27 6/6/2020 10:08	<p>I am just an observer of the road expansion on Duplex but I have to say that the Duplex expansion project has taken WAY too long... more than 3 years? Specifically, the single intersection of Duplex and Buckner has been like driving through a construction site and unfinished the entire time. I really, really hope that the execution of this new road expansion can be more efficient and please consider hiring a different contractor than the one used on Duplex. Springhill and Thompson Station are wonderful places to live but it has been my observation that home developers have overrun our community leaving very little green space. We greatly need more parks, connecting trails and green space designed into the remaining community development plans. My fear is that if we don't preserve and integrate the remaining larger spaces of our lands that our property values will eventually become effected and all we'll become is a "bedroom community". Please include green space and trails into the plan if at all possible.</p>	<p>The City will undertake a competitive bid process for the selection of a contractor to perform the construction work on the Buckner Lane widening project. The comments regarding parks and open spaces have been shared with the City's Parks and Recreation Department. The City recently completed an update the City's Parks, Recreation and Greenway Plan that reflects significant future needs for parks and open space throughout the community.</p>
26 6/6/2020 9:36	Long overdue. Can't wait!!!	Thank you for your comment!
25 6/5/2020 18:37	<p>If a traffic light for Cherry Grove cannot happen, there has to be some form of traffic control during construction. Traffic is awful on Stewart Campbell in Cherry Grove every school morning</p>	<p>Congestion mitigation will be an important design and construction consideration to ensure traffic flow. The City is working to stage where practical that two travel lanes will be open during construction activities.</p>
24 6/5/2020 18:30	<p>Also appreciate the ability o participate electronically. We are not usually able to due to the meetings times & work schedules</p>	<p>The City will consider similar virtual public input steps in the future as the design progresses. If public meetings resume, the City will still post presentation materials on the City's website along with providing comment cards for continued public input.</p>
23 6/5/2020 17:30	<p>Also what consideration is being given to high school traffic both in the mornings and afternoons. Currently in the morning Bucker is practically shut down with kid driving to school.</p>	<p>A traffic study was performed as part of the design for the Buckner Lane widening project. The intersections identified for traffic signals and dedicated turn lanes on the Conceptual Plan were those determined in the traffic study to warrant signalization due to traffic patterns. Traffic signals installed along the Buckner Lane corridor will be synchronized to optimize traffic flow during AM and PM peak periods.</p>
22 6/5/2020 16:42	<p>I'm so excited for this as congestion can be terrible on the 65 at times.</p>	Thank you for your comment!

21 6/5/2020 10:41	Suggest exploring expanding Buckner Road or create another larger road to get to Main Street.	The City's adopted Major Thoroughfare Plan provides for the widening of Buckner Road from Buckner Lane to US-31/Main Street. This is a high priority road project for the City. The City is considering the funding of a short-segment widening project within existing right-of-way on Buckner Road as it approaches Buckner Lane as an interim widening measure in advance of the longer term future widening of the entire corridor. The City will be moving forward with NEPA/Preliminary Engineer for the entire corridor in order to qualify for the use of state and/or federal funding for the project.
20 6/5/2020 9:18	I'm a native Tennessean who lived on Buckner Lane in the 1980's before Saturn.	Thank you for your comment!
19 6/4/2020 14:25	Let's also talk about the sidewalks and street lights. Currently there is more room on the combined sidewalks on the two corners than there is on the road! They cut up so much of the land around our entrance to put in sidewalks and make the road SMALLER. The stop lights are massive and currently do not include turn lights!!! Why the heck would you SPEND TAX MONEY ON A ROAD THAT YOU ARE JUST GOING TO RIP UP??? If I ran my work the way you are running the road construction, I would get fired for poor planning, poor time management, and over spending when it wasn't necessary. The city knew Buckner was going to 5 lanes. That's why on the north side of duplex you made it SUPER BIG. But for the people who live in Burtonwood, you gave us the worst entrance and most dangerously small opening to any subdivision possible after 2 years of road work only to rip it all up and start over. Seriously. And you wonder why the city has such horrible traffic and no money? Because no one actually plans in advance.	The preliminary design proposes the widening and inclusion of a center turn lane to address planned traffic movement through the intersection. Alteration of the existing intersection will be minimized where practical to avoid disturbance and impact to affected property owners.

18 6/3/2020 16:27	<p>The other concern I have are the medians. I do think medians are a great idea as long as they are nicely landscaped and well maintained. The city has proven to not do a very good job with landscaping on Buckner Road by the Shell station. That entire strip of land that runs up the fences of the neighborhood is rarely mowed and never trimmed along the fence line. It's the first thing people see when coming here and it's an eye sore. Has the turn into Buckner Road been discussed? How are people being funneled through here with the expansion of Buckner Lane? My husband was at a meeting and it was said that Buckner Road would be expanded to a 5 lane for several feet to accommodate the Buckner Ln expansion. I know that Buckner Road will be expanded entirely eventually but just have concerns about the first expansion impacting the entrance to our neighborhood (Aston Woods).</p>	<p>The City will be exploring landscape measures within the medians along with landscape treatments along the perimeter where space is available. The City will also be working with homeowners associations and property owners to identify opportunities for additional landscape measures. The intersection of Buckner Lane and Buckner Road has been fully analyzed and a design finalized for its configuration. Buckner Road is planned for a widening as one of the City's high priority road improvement projects. A small transition project is planned just west of the intersection of Buckner Lane and Buckner Road to properly transition Buckner Road into the newly expanded intersection as an interim step toward a future widening of the entire Buckner Road corridor.</p>
17 6/2/2020 22:50	<p>If it could be done...I'd petition to have the bike path and sidewalk removed from Duplex and have another lane each direction put in its place....Spring Hill needs more adequate main thoroughfares!!!!</p>	<p>Buckner Lane is being planned and designed to accommodate all modes of travel. Synchronized traffic signals and dedicated turn lanes have been provided in warranted locations to improve traffic flow throughout the corridor. Deceleration lanes may be provided at select intersections where warranted and sufficient right-of-way exists. In addition, a sidewalk is planned for the east side and a 10-foot wide multi-use trail on the west side for the entire length of the road corridor.</p>
16 6/2/2020 15:09	<p>Just wanted to say that I like the idea of sidewalks and grass medians. Last thing we want is for it to look like solid concrete. As much grass and sidewalks as possible. Want it to look rich looking and classy.</p>	<p>A 5-foot sidewalk on the east side and a 10-foot wide multiuse trail on the west side are planned for the entire length of the corridor from Duplex Road to Thompsons Station Road. Streetscape aesthetics are a design consideration. The design will attempt to minimize impacts to adjoining property owners where practical to retain the character of the existing streetscape. The City will explore landscape measures along roadway edges and within medians to enhance aesthetics. The City will also explore noise reduction options and will work with homeowner associations and property owners to identify opportunities to encourage the planting buffering and screening plant materials to further enhance aesthetics along the corridor.</p>
15 6/2/2020 12:09	<p>Can't wait for this to be completed!</p>	<p>Thank you for your comment!</p>
14 6/1/2020 6:35	<p>I just purchase a home right off of the road and am very concerned about the impact to homeowners and property value.</p>	<p>A key design consideration in the widening project is to minimize the impacts to the adjacent property owners. However, there will be segments of the corridor where impacts are unavoidable. Exhibits will be available at the next public engagement for property owners to view anticipated right-of-way and easement acquisitions.</p>

13	5/31/2020 17:44	What will happen to the current Buckner Lane south of its intersection with Buckner Road? I live in Cameron Farms and would like to know how the current Buckner Lane entrance will be impacted.	The developer of 2660 Buckner Lane project is proposing to relocate Buckner Lane further to east from its current location using similar road cross-section to the widening taking place south of Buckner Road intersection. The City will make design plans for the section of Buckner Lane from Buckner Road to Thompson Station Road available once they are completed.
12	5/30/2020 7:51	This seems like an awful waste of money to have to keep having construction over and over. Why not do it right the first time.	The plans being prepared for the Buckner Lane widening project are based upon long-term traffic projections and therefore should meet long-term traffic demand.
11	5/29/2020 18:59	Other than handling more traffic the sidewalk and multi use trail is by far the most important improvement especially given the same treatment on Duplex.	A sidewalk on the east side and a 10-foot wide multiuse trail on the west side are planned for the entire length of the corridor from Duplex Road to Thompsons Station Road. Signaled intersections are proposed at Spring Station and Twin Lakes for pedestrian access to school facilities. At each signalized intersection, signaled pedestrian crossings will be provided to enhance pedestrian crossing safety at these intesections.
10	5/29/2020 16:56	Hwy 31 from I-840 to Kedron Rd should be widen instead of Buckner Ln. A nice looking 5 lane road is beautiful and would serve a better purpose on Hwy 31.	The City has gone through a planning process to identify and prioritize projects to meet the infrastructure needs associated with the growth in our area. As shown in the City's Major Thoroughfare Plan, the Buckner Lane widening project is a high priority project for the City. The City will continue to identify and priotize projects to meet the growing needs of the community.
9	5/29/2020 12:29	My answer to question 2 about the bike vs multi use path is the definition of nitpicking. As a whole, I'm very excited about this project, can't wait to see dirt moving, and I think it'll be fantastic for this rapidly growing area of middle Tennessee. Thank you so much for all your hard work!	Thank you for the comment!
8	5/29/2020 9:26	The multi use pathway already under construction on Duplex DOES NOT look attractive at all. I understand that a wider path is a useful addition but using the same material as the roadway is NOT aesthetically pleasing. It looks half assed to be honest; like the city ran out of money for concrete or like there is a "nice" side of the street and a "seedy" side of the street. Also, as hot as our summers get, will the multi use path get less usage because of the heat it will attract as planned?	Streetscape aesthetics are a design consideration. The design will attempt to minimize impacts to adjoining property owners where practical to retain the character of the existing streetscape. The City will explore landscape measures along roadway edges and within medians to enhance aesthetics. The City will explore different types of materials for use on the pedestrian surfaces.

7	5/29/2020 7:23	Buckner Lane needs to be a 5 lane or a divided 4 lane with turn lanes. Deceleration lanes for right hand turns are a must. This road (along with Buckner Rd) will become the main entry points to the City once the new interchange is built and the City has an opportunity to "do it right" by making it easy and efficient (fast) to navigate. I hope the speed limits on both Buckner Lane and Buckner Rd are increased once widened to promote usage over neighborhood thruways. This should turn out very nice for the City!	Buckner Lane is being planned and designed as a 5-lane arterial street consisting of two travel lanes in each direction and a center turn lane. Raised medians will be utilized along portions of the roadway. Deceleration lanes (right turn lanes) are planned where traffic volumes warrant and where there is sufficient room to accommodate (right-of-way, environmental constraints, and property impacts)
6	5/28/2020 23:23	Give a huge incentive for construction to be done in a timely manner. More if completed early. There is NO reason for Duplex not to be done already! It's like they are being paid by the hour!	The City will undertake a competitive bid process for the selection of a contractor to perform the construction work on the Buckner Lane widening project. Weather was a significant contributing factor in delays incurred in the completion of the Duplex Road project that is being managed by TDOT. TDOT provided an extension to the initial contract completion date due in large part to weather and resulting work site impacts.
5	5/28/2020 14:07	Please don't choose Eutah again. My brother is an engineer in Illinois and laughs at how terrible of a job they have done on Duplex. His company could have finished that job in 14-18 months. Couldn't believe it is still not done when he came and visited.	The City will undertake a competitive bid process for the selection of a contractor to perform the construction work on the Buckner Lane widening project. Weather was a significant contributing factor in delays incurred in the completion of the Duplex Road project that is being managed by TDOT. TDOT provided an extension to the initial contract completion date due in large part to weather and resulting work site impacts.
4	5/28/2020 11:59	Overall, I think the project is good. I would want to see as many trees as possible along the sides to help with the aesthetics and possibly noise.	Streetscape aesthetics are a design consideration. The design will attempt to minimize impacts to adjoining property owners where practical to retain the character of the existing streetscape. The City will explore landscape measures along roadway edges and within medians to enhance aesthetics. The City will also work with homeowner associations and property owners for opportunities to plant buffering and screening plant materials to further enhance aesthetics along the corridor.
3	5/28/2020 10:42	Love it	Thank you for your comment!
2	5/28/2020 10:24	Make it attractive looking as it is going to be the gateway to Spring Hill - reference Franklin road design (eg Cool Springs boulevard and McEwen, Carothers parkway - grass and trees in the middle). Ample distance between roads and sidewalk for safety. Don't cut corners and Do it right now, so we aren't saying we should have done more because we grew more than expected	Streetscape aesthetics are a design consideration. The design will attempt to minimize impacts to adjoining property owners where practical to retain the character of the existing streetscape. The City will explore landscape measures along roadway edges and within medians to enhance aesthetics. The City will also work with homeowner associations and property owners for opportunities to plant buffering and screening plant materials to further enhance aesthetics along the corridor.

1 5/28/2020
10:22

Lower the speed limit all along
Buckner.

The Buckner Lane widening project is being designed for a posted 40MPH which is the current speed limit for the corridor. The corridor will include signalized intersections that will improve safety for crossing traffic movements. The design of the corridor also provides design considerations that will improve sight distance and other design elements to improve traffic safety.