

Tennessee Infrastructure In The News

March 4, 2010

A daily roundup of recent news stories and opinion pieces about Tennessee transportation, water and flood control infrastructure

For the full story, click the headline or use the link.

[Barnes Calls For Notice On Fluoride Removal \(Leaf Chronicle\)](#)

Bill proposed in response to Leaf-Chronicle report in 2007 Sen. Tim Barnes wants Tennesseans to know when an additive meant to reduce tooth decay is removed from their water supply. Barnes, who represents the 22nd District that includes Montgomery and Cheatham counties, is sponsoring a bill that would require a utility district to notify customers if it stops adding fluoride to the water. Barnes is taking action because of a local case where the Cunningham Utility District discontinued adding fluoride at the East Montgomery Water Treatment Plant in 2006. Customers did not learn about it until 2007 following a Leaf-Chronicle investigation."

<http://www.theleafchronicle.com/article/20100303/NEWS01/3030319/1002/Barnes-calls-for-notice-on-fluoride-removal>

[1 Lane Of US 441 Reopened In Smokes At Rockslide \(Associated Press\)](#)

One southbound lane of The Spur has been reopened between Pigeon Forge and Gatlinburg. Both southbound lanes were closed after a rockslide Jan. 25 on that section of U.S. 441 in the Smoky Mountains. The Tennessee Department of Transportation says the contractor got debris cleared and a retaining wall built nearly two weeks ahead of schedule, allowing the department to reopen one southbound lane Monday afternoon. The second phase of the project is under way. It includes installation of a stained rock facade, and restriping and repair of the damaged area of pavement. Both southbound lanes will now be open on weekends and the project is scheduled for completion by April 30.

<http://content.usatoday.net/dist/custom/gci/InsidePage.aspx?cld=tennessean&sParam=32929455.story>

-Opinion-

[Moving Products and People in Tennessee \(Dyersburg State Gazette\)](#)

Most people think of our transportation network as a way to get from point A to point B, but each year 147 million tons of freight traverses our state via trucks, rail cars and barges. In fact, nearly half of Tennessee's Gross Domestic Product comes from the movement of goods and more than half of statewide employment is in goods-dependent industries. The ability to efficiently move freight on the state's transportation network is as essential to our economy as a well-trained work force. As Tennessee's population and economy grow, we must be prepared to address the strains this growth will place on our transportation system. In the next 25 years freight movement in Tennessee is projected to increase by thirty percent. To accommodate this growth we need to think nationally, regionally and on a multi-modal level (looking at multiple modes of transportation). By linking trucks, rail and waterway transport, freight can be moved more efficiently to, through and from Tennessee.

<http://www.stategazette.com/blogs/1450/entry/33523/>

Region Looks At Mass Transit (Tennessean)

Start discussion now to meet future needs: Mayor Karl Dean must have caught a lot of Nashville-area residents off-guard last month when, on the heels of approval of the \$585 million Music City Center project, he revealed he would push for a multibillion-dollar mass-transit system for Middle Tennessee. It's not yet determined what shape the system will take. One example the mayor has cited is the city of Denver, which built a light-rail system in 2004 funded by a sales tax and costing \$6.5 billion. And rail would most likely be the main component of a Middle Tennessee system, plus additional bus and shuttle routes to get rail users from their homes or car parks to the rail station. Dean and other city and county mayors have discussed alternatives to the region's car culture in recent years, but given the condition of the state and local economy, the double-takes are understandable.

<http://www.tennessean.com/article/20100303/OPINION01/3030350/1007/OPINION>

Effort Is Crucial For Growing City (Tennessean)

Once or twice a week, when it works with my schedule, I ride the bus to work. It's a great way to start the morning. The buses are clean, the people are friendly, the bus drivers are courteous. For me, riding the bus is convenient. I live near a major corridor that has a bus route, and I work downtown. But that's not the case for a lot of people in Nashville. While we have a great bus system, it's relatively small in scale. And if riding mass transit isn't convenient, if it isn't prevalent, people won't use it. Over the next two decades Middle Tennessee is expected to grow by 1 million people. That's a good thing — it's a testament to our region's appeal. But it also means more people on the road and more traffic. And as our economy recovers, we all know the cost of fuel is going back up. Consider how much time you spend commuting and how much of your budget goes to gas — both of those are going to increase in years to come. When you look at cities Nashville is often compared to — places like Charlotte, Minneapolis, Austin and Denver — all of them are well down the road in planning or implementing regional mass transit on a large scale.

<http://www.tennessean.com/article/20100303/OPINION01/3030348/1007>

Job Creation Hinges On Transportation (Tennessean)

When you hear people in the Nashville region say, "We don't want to be another Atlanta," you can be sure they are talking about traffic. You don't have to drive five minutes in Atlanta (or Los Angeles or Detroit or most any large U.S. city these days, for that matter) to see what the words "congestion" and "gridlock" are all about. Bumper-to-bumper vehicles covering miles of pavement, turning streets and highways into rush-hour parking lots. The good news for Middle Tennessee is that we don't have to have that kind of future. Even with our regional population of over 1 million, we can make a different choice. Good leadership and smart thinking can give us a different future. Three recent developments make it so: • Mayor Karl Dean in Nashville, Mayor Jo Ann Graves in Gallatin, and their fellow mayors and county executives in the region have formed the Middle Tennessee Mayors Caucus to work in collaboration on the transportation needs we will face over the next 25 years. The mayors are committed to cooperating, not competing, in making policy choices that make sense for our growing region.

<http://www.tennessean.com/article/20100303/OPINION01/3030347/1007>

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