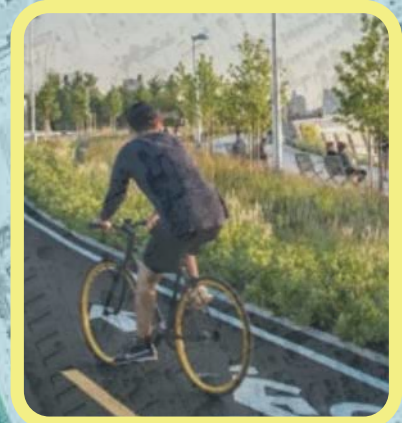
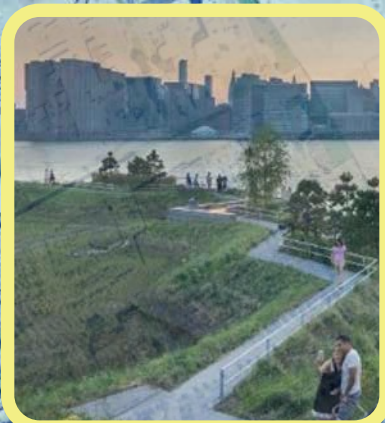
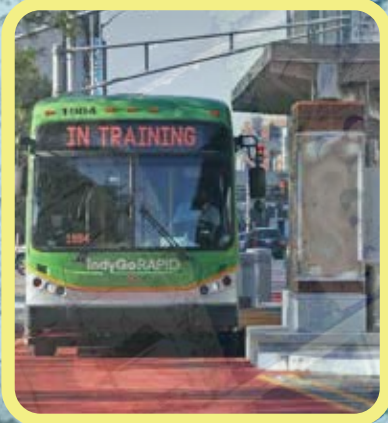


imagine eastbank

MULTIMODAL SURVEY RESULTS

SEPTEMBER 21, 2021 - OCTOBER 31, 2021



DECEMBER 2021

METRO NASHVILLE PLANNING DEPARTMENT
eastbankstudy.nashville.gov

SURVEY OVERVIEW

Creating a robust multimodal network is foundational to supporting connectivity and complete streets within the East Bank. It allows community members to combine multiple forms of transportation such as walking, biking, driving, and public transit in order to easily reach their destination. Planning staff created an online survey to understand community priorities for an East Bank multimodal network.

Staff launched the survey via Survey Monkey on September 21, 2021 and accepted responses until October 31, 2021 at eastbankstudy.nashville.gov. 532 people participated in the survey producing over 500 individual comments. In addition, 282 people said they were interested in future participation in the East Bank planning study.

Participants

Of the 477 participants that listed their neighborhood, 474 (99%) lived in Metro Nashville. The top five respondent-identified neighborhoods were in East Nashville near the study area, indicating heavy participation by neighboring communities.

A majority of respondents (52%) were between 26-40, while few respondents (5%) were over 70 years old or younger than 25. Respondents were overwhelmingly white, non-Hispanic (82%) and only 8% identified as black, African-American, Asian, more than one race, Hispanic, Latino or of Spanish origin. Respondents were also slightly majority male (52%). It should be noted that the demographic characteristics of the multimodal survey participants virtually mirrored those of the Planning & Design Principles Survey conducted in July 2021.

Key Takeaways

The multimodal survey focused on identifying how community members envision future connectivity within the East Bank. Staff compiled the survey results and presented these findings at the November 30th East Bank Study Update meeting. The results are included in full in this report.

The survey asked respondents about mobility preferences for a multimodal network in the East Bank. Overwhelmingly, participants (75%) ranked walking and biking infrastructure including sidewalks, greenways, bike lanes, and crosswalks as their first priority for work

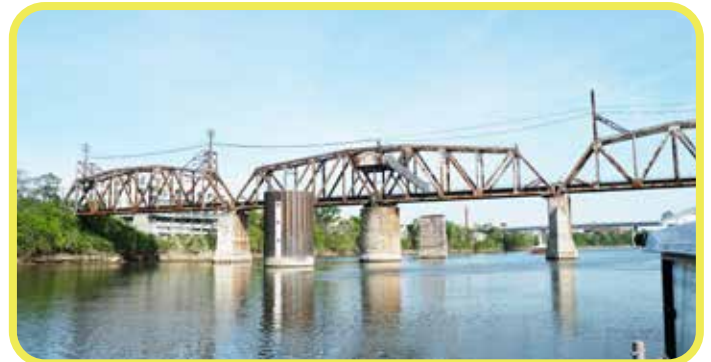
on the East Bank's multimodal network. Next, respondents were shown a broad concept of a new north-south spine street and asked about their preferences for what the design of the street should make possible. The results show that respondents want to see a spine street that focuses on walkers and bikers as well public transit.

82% of participants supported new street connections, which would help make areas more walkable.

Staff also inquired about respondent's current interactions with the East Bank Study area. 73% of participants walk or bike in the study area. Of those respondents, 38% often walk or bike and 35% sometimes walk or bike. When walking or biking in the area, 82% of respondents felt uncomfortable.

Finally, the survey asked participants to rank the topics that the East Bank study should address next. Priority topics included greenways, parks, and spaces for play; affordability of housing; environmental sustainability and resiliency; and compatibility of new development with surrounding neighborhoods.

The following is a summary of the survey results by question.



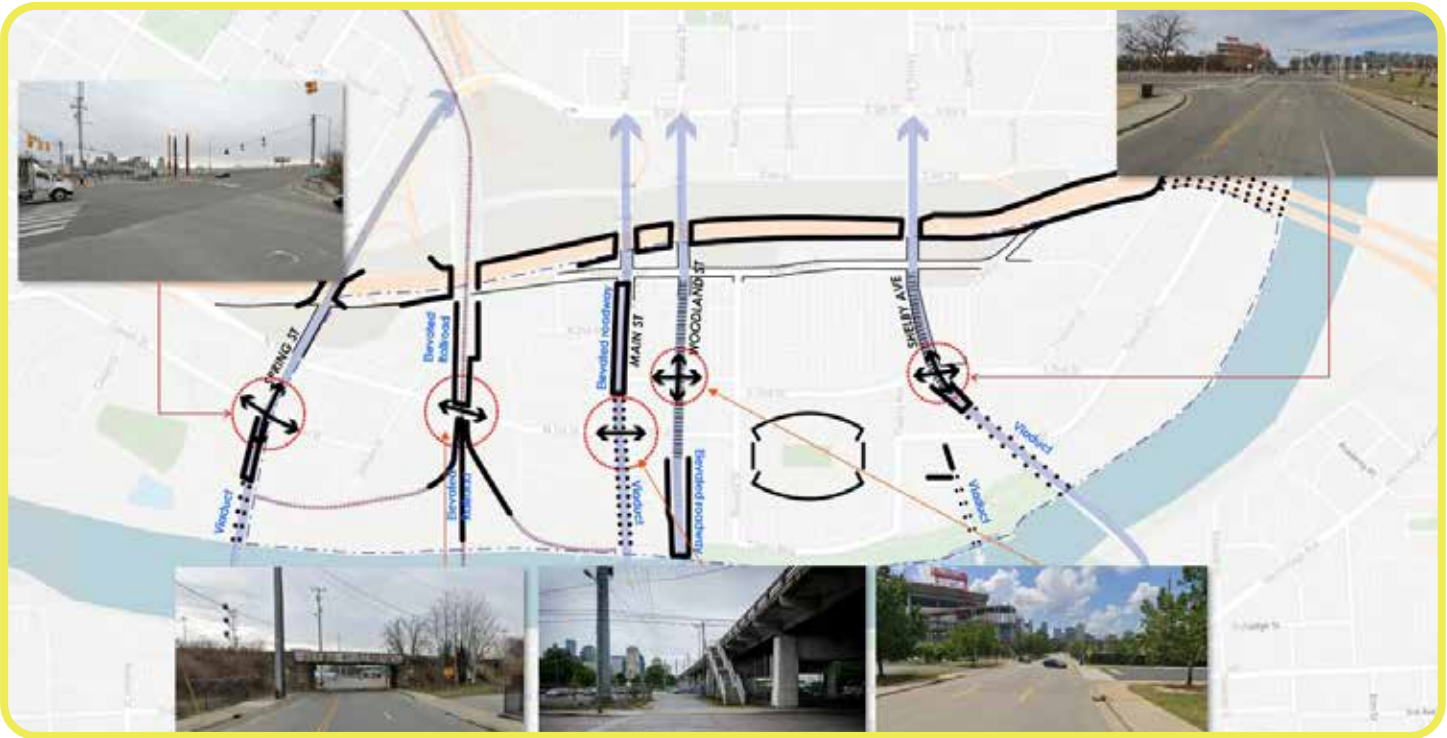
Railroad Bridge on the East Bank over the Cumberland River



Cumberland Park, East Bank

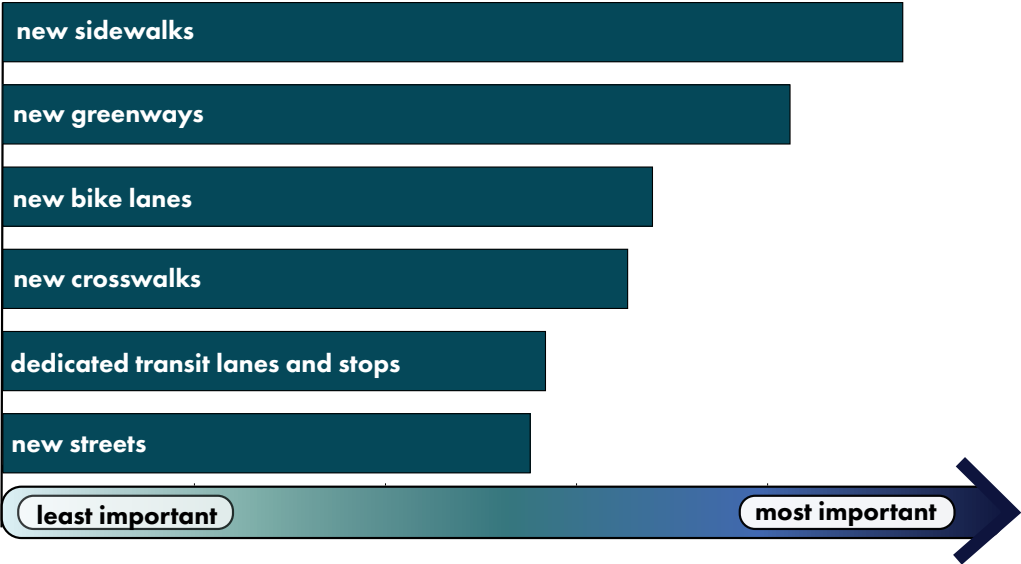
RESULTS

Q1: WHAT ARE YOUR MOBILITY PRIORITIES FOR WORK ON THE EAST BANK?



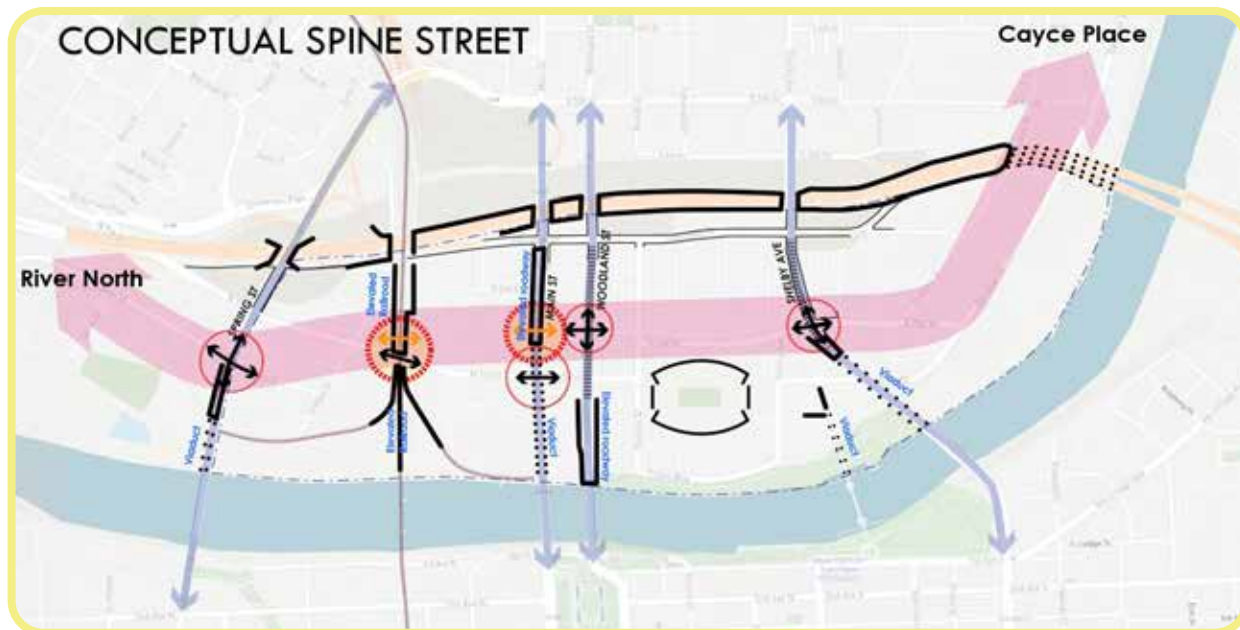
Current mobility conditions + obstacles on the East Bank

A critical goal of the East Bank study is to lay out a multimodal network that works for everyone. The image above illustrates current obstacles - infrastructure, bridges, interstate, and railroad - to a multimodal network. In order to understand the community's priorities for a multimodal network, the Planning Department asked respondents to rank their preferences from a set of options.



4 Example of landscaping buffer and dedicated space for pedestrians and cyclists along a waterfront

Q2: WHAT WOULD YOU MOST PREFER THE DESIGN OF A NEW NORTH-SOUTH SPINE TO MAKE POSSIBLE?



Conceptual spine street included in multimodal survey

In July, the concept, shown above, of a new north-south spine street through the study area was publicly released. As the previous question illustrated, there are currently 0 contiguous north-south street connections on the East Bank. In this survey, the Planning Department asked community members to rank their design preferences for the spine street.

provide more spaces to walk and bike

provide landscaping that buffers the pedestrian and cyclist from the road

provide dedicated transit lanes

provide landscaping that helps manage stormwater and flooding

slow the speed of cars

make it easier to get through the area by car

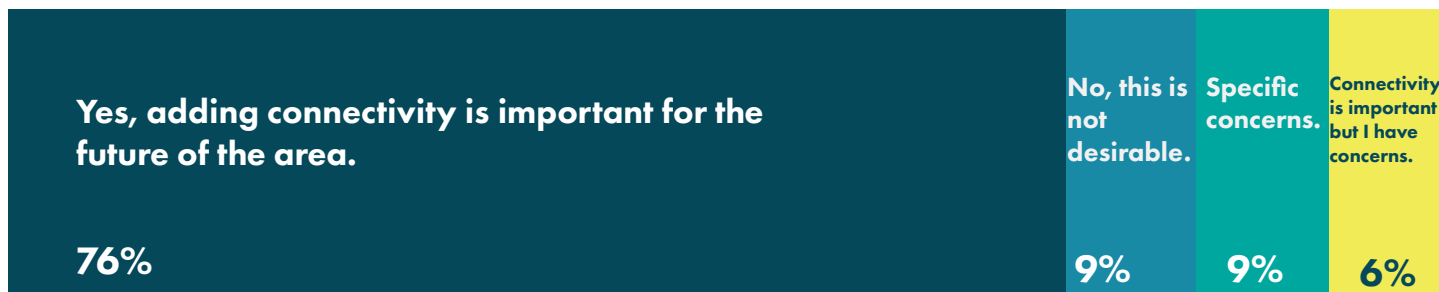
least important

most important



Q3: IS IT IMPORTANT TO BUILD NEW STREET CONNECTIONS ON THE EAST BANK?

Question 3 poses that one way to ease traffic and make areas more walkable is to increase the connectivity of streets. To gauge community opinion on new street connections, the survey asked if respondents think it is important to build new street connections on the East Bank. The overwhelming majority (76%) of respondents believe that new street connections are important to the future of the area.



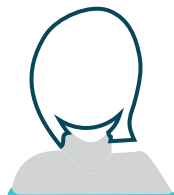
Question 3 also asked participants who responded “I have specific concerns” or “connectivity is important but I have concerns” to provide their concerns on adding street connections. 48 participants responded. Almost half (23/48) of these comments mentioned that any new or existing street connections need to include enhanced walking and/or biking infrastructure as the primary priority. Additional takeaways from this question included traffic worries, public transit support, and flooding concerns.

SELECTED RESPONSES



“Connectivity is important but they should promote ease of alternative forms of transit to reduce the reliance of vehicles. It needs to be done in a manner, which fully supports alternative modes of transit by making safety and walking/biking efficiency top priorities.”

“My concerns are that we will add more road space and leave it at that, which will exacerbate the problems rather than fix them. Connectivity is good, but only if it includes dedicated spaces for transit, biking, and walking.”

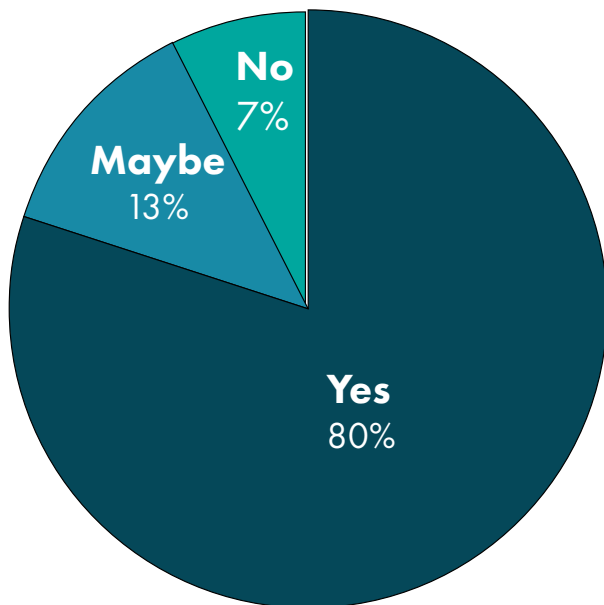


“Increased traffic making access to downtown and the city less accessible due to crowds and traffic.”

“Prioritize walkability while increasing connectivity”

Q4: DO YOU SUPPORT TRANSIT-ORIENTED DEVELOPMENT AROUND A NEW NORTH SOUTH SPINE STREET ON THE EAST BANK?

Transit works best when there is ample housing and destinations within walking distance (1/4 of a mile). This is often referred to as transit-oriented development. To understand the community's interest in this concept, question 4 asked participants if they support transit-oriented development in the East Bank. 80% of respondents supported the concept.



Question 4 also asked those who selected "maybe" to specify their concerns. 83 community members responded. While comments varied significantly, certain concerns emerged including affordable housing (14), traffic (15), public transit opportunities (10), crime (5), flooding (5), and displacement (5).

SELECTED RESPONSE

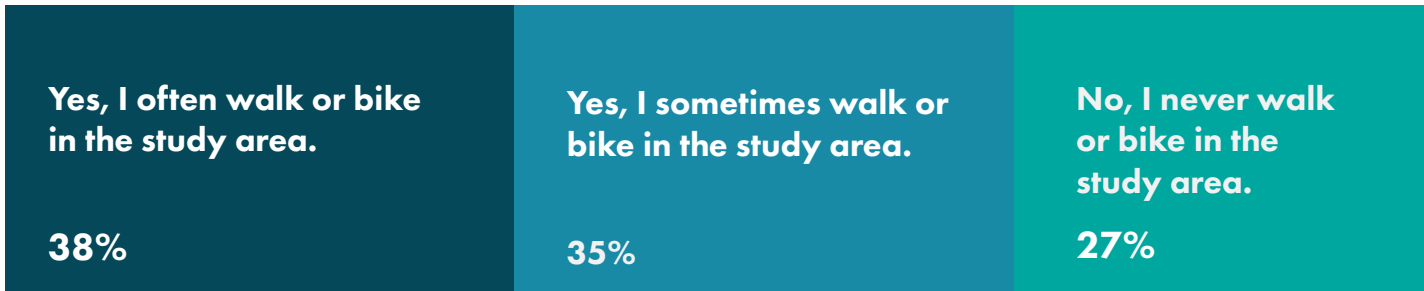
"Take every available measure to accomplish this while maintaining/increasing affordability."



Example of dedicated transit lanes

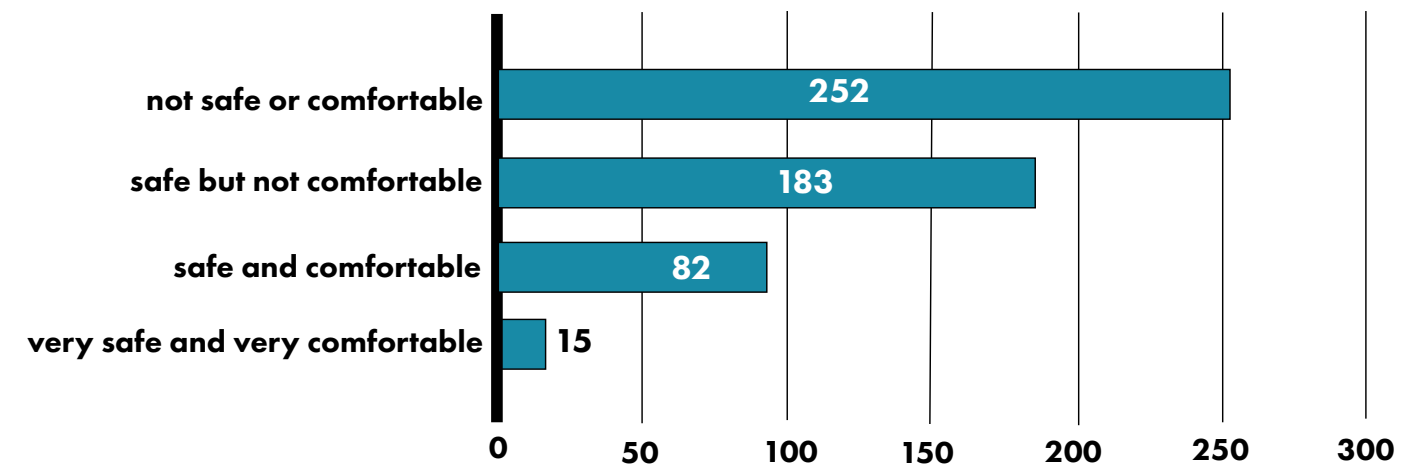
Q5: DO YOU WALK OR BIKE IN THE EAST BANK STUDY AREA FOR LEISURE?

Question 5 asked respondents if they walk or bike in the area for leisure. 73% of respondents walk or bike in the area at least occasionally, while 27% never walk or bike in the area.



Q6: HOW SAFE OR COMFORTABLE DO YOU FEEL WHEN WALKING OR BIKING IN THE EAST BANK STUDY AREA?

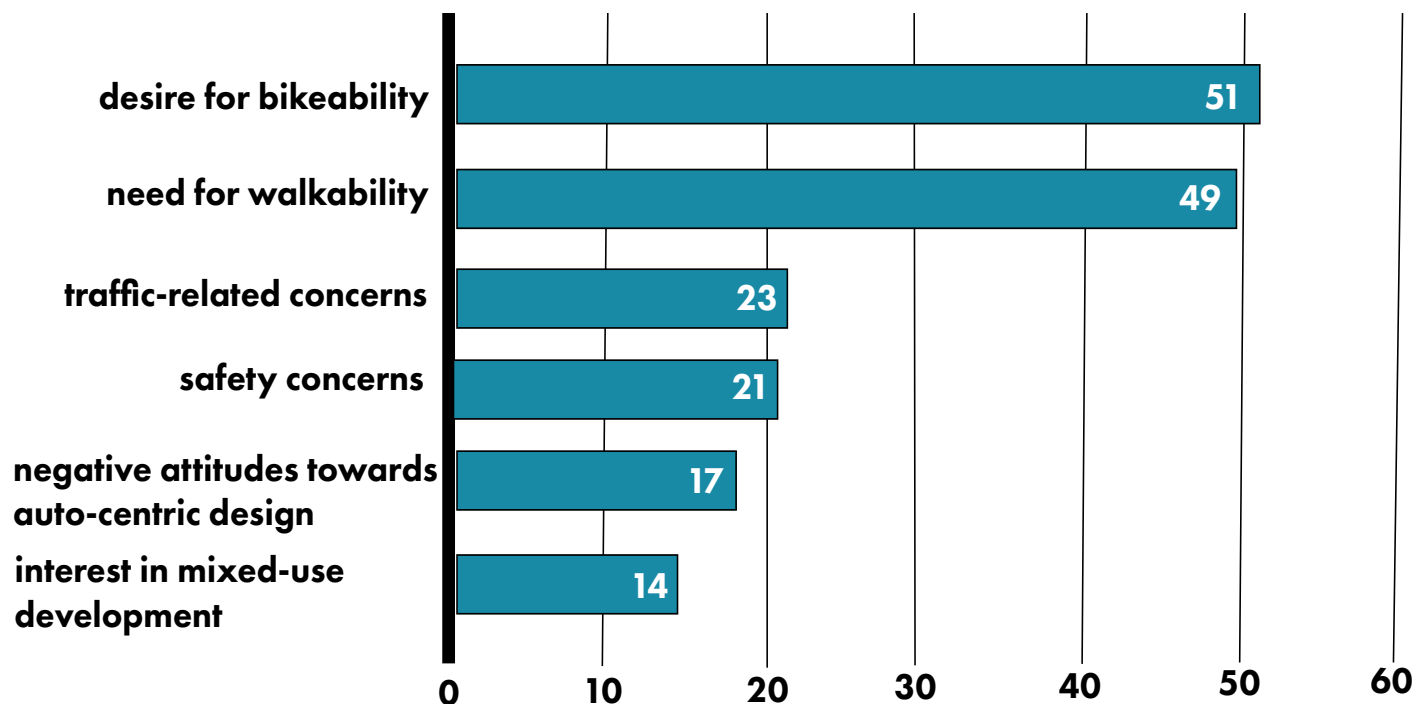
The intention behind question 6 is to understand community member’s comfort level when walking or biking in the East Bank area. 82% of respondents feel at least uncomfortable in the area.



Looking south on 2nd Street in the East Bank

Q7: IS THERE ANYTHING ELSE ABOUT MOBILITY IN THE STUDY AREA THAT THE PROJECT TEAM SHOULD KNOW?

There were 274 responses to this open-ended question. From these community comments, six primary themes emerged. The numbers shown below represent the number of responses that contain a certain theme. One response can contain multiple themes - such as support for walkability and bikeability. 37 responses could not be categorized, and 62 comments did not have any additional content.



Other themes include public transit (13), need for parking (5), accessibility for all (5), desire for open space (9), support for connectivity (7), concern for crime (8), and interest in greenways (11). Please note that themes with fewer than 5 associated responses were not included in this analysis.

SELECTED RESPONSES



"Need a contiguous trail system that will make it possible to walk or bike to public spaces, work, and home."

"Efforts to increase the walkability of the area and connect the downtown to the local neighborhoods while discouraging excess vehicular traffic are my priorities as an East Nashville resident."

"The project team should consider if a major transit hub is needed on the East Bank - to serve the East Bank, but potentially also as an aid to more land-locked downtown."



"Connections and continuity to downtown is paramount to the success of the whole district."

Q8: WHAT TOPICS ARE MOST IMPORTANT FOR THIS STUDY TO ADDRESS NEXT?



Q9: WHAT DID WE MISS FROM THE LIST ABOVE?

The planning team wanted to understand participants' interests beyond the topics provided above. In total, respondents submitted 256 comments. Of those 256 comments, 74 did not have any additional information (i.e. "none" or "nothing"), and 50 responses could not be categorized. Moreover, many of the comments directly related to multimodal topics - such as walking and biking infrastructure, public transit, and traffic. Several comments also reemphasized the importance of the topics above such as affordable housing availability, access to the river, and design/architectural preferences. Overall, this question generated responses with specific ideas that fit within the topics list in question 8.

SELECTED RESPONSES

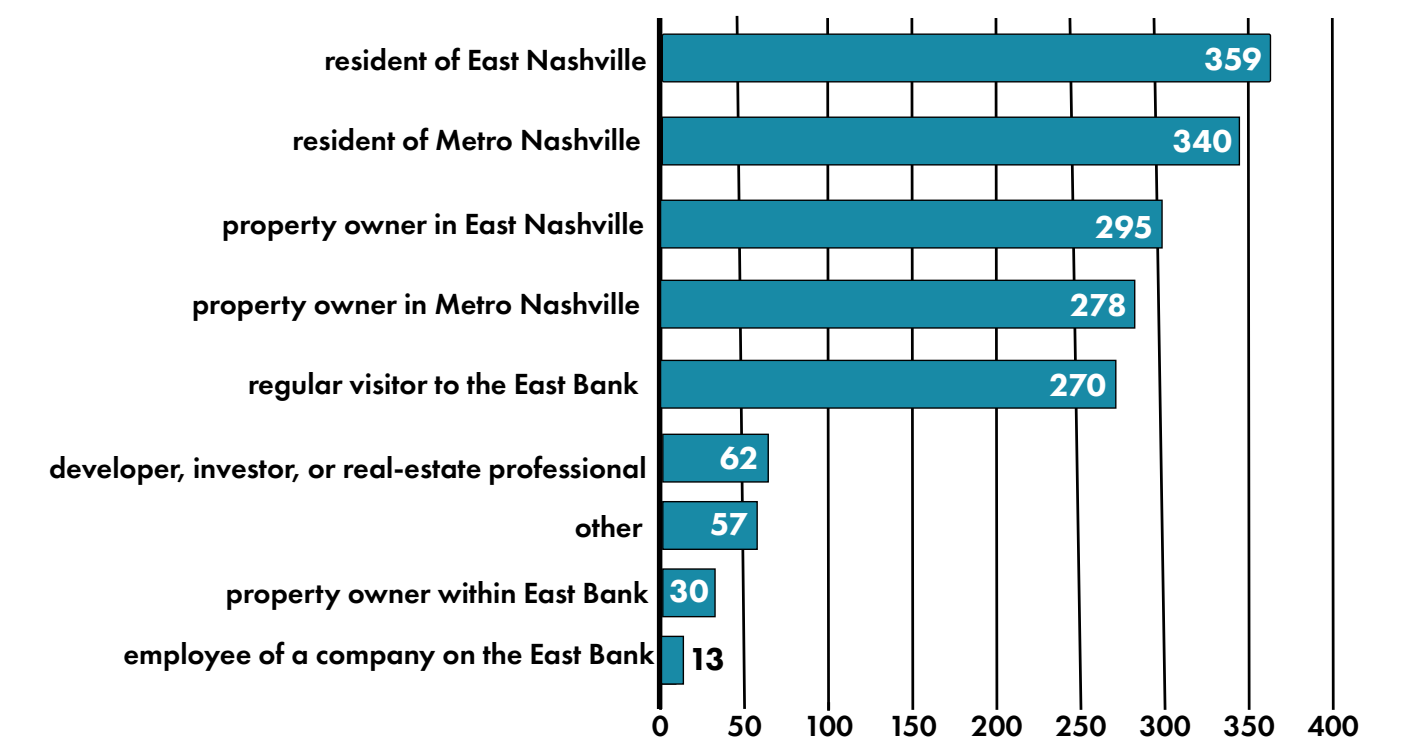
"I'd like to see a way to bring the community together through arts and music in the space. If Broadway is focused on celebrating the artistry and creativity of Nashville for tourists - let's celebrate the artistry and creativity across the river for residents."



"Traffic calming, safety, access to river and greenway for all."

"River activation and usage as mobility."

Q10: WHAT IS YOUR INTEREST IN THE STUDY AREA? (SELECT ALL THAT APPLY)



Q11: IN WHICH NEIGHBORHOOD DO YOU LIVE?

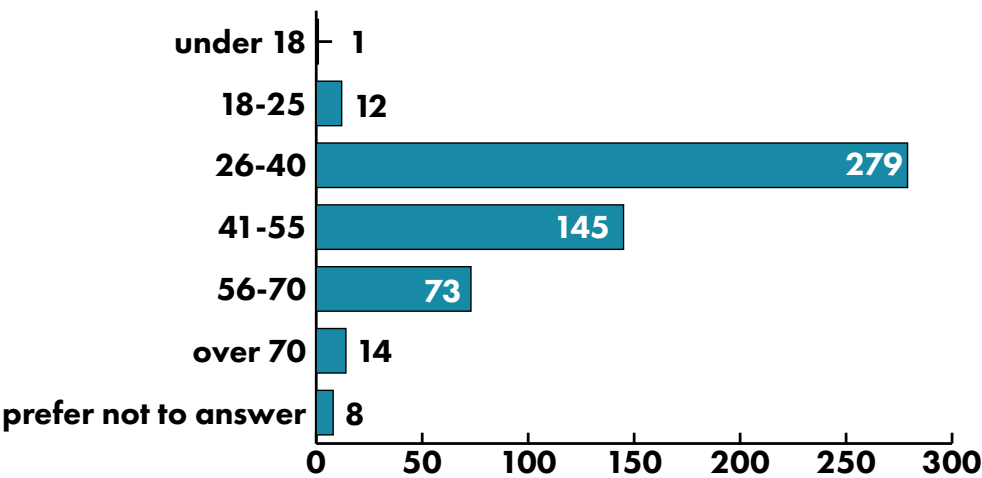
477 out of 532 total participants responded to question 11. Of those 477 responses, 334 (70%) answered that they lived within an East Nashville neighborhood. The top five neighborhoods represented are listed below. Please note that of those 334 some respondents wrote East Nashville, while others specified their neighborhood. Overall, the top five responses fell within the East Nashville area.



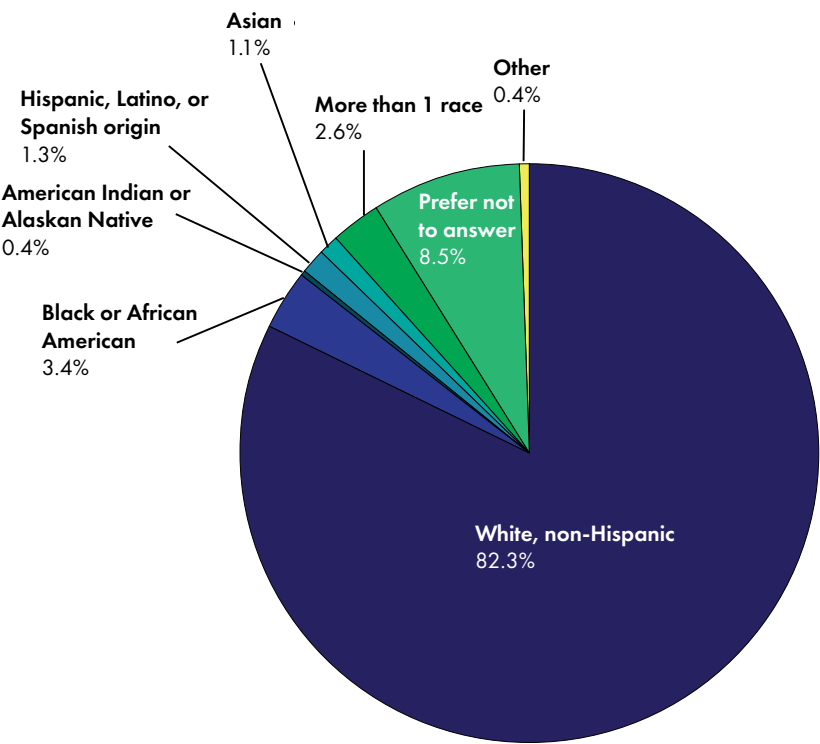
Map of neighborhoods around East Bank

East Nashville	Lockeland Springs	Inglewood	Cleveland Park	Edgefield
76 respondents	40 respondents	35 respondents	32 respondents	29 respondents

Q12: WHAT IS YOUR AGE?



Q13: WHICH OF THE FOLLOWING BEST DESCRIBES YOUR RACIAL OR ETHNIC IDENTITY?



Q14: WHICH OF THE FOLLOWING BEST DESCRIBES YOUR GENDER?



APPENDIX A - SURVEY COMMENTS

All comments are included in this appendix except for those that did not contain any additional information, i.e. "nothing" or "none."

Q3: Comments

1. This is a residential neighborhood. Safe walkability, bike lanes, crosswalks, and traffic calming are critical. We also need more green space, and transit lanes. Cars are the LAST priority.
2. Keep the east side weird. Get here on foot or bike.
3. I don't understand this. 5th & Broad is walkable because there are no cars, not because of "connectivity." Just ban cars.
4. Make connectivity for pedestrians, people on bikes and transit. NOT FOR CARS!
5. I like connectivity because I want the improvements to extend to Dickerson Pike to truly truly improve the area.
6. Connectivity is important, but enhancing the walkability/bikeability/transit ease of the existing road infrastructure is the best way to accomplish this. I've never thought, "I wish there was a road here," but constantly think, "I wish this road didn't feel so unsafe for anyone not in a car."
7. Safety in this corridor is a necessary priority. Clean streets, sidewalks, green buffers, lighting!!!
8. Connectivity is important but they should promote ease of alternative forms of transit to reduce the reliance of vehicles. It needs to be done in a manner which fully supports alternative modes of transit by making safety and waking/biking efficiency top priorities.
9. Drag racing, too many stop lights, another over used street.
10. As long as we have a way to get out and into the neighborhood easily connectivity can happen.
11. Connectivity is important, but this area has been chopped up by the development of the interstate system and Ellington, we need to prioritize transit options to overcome this obstacle.
12. This space is already so fragmented, more street connections could dilute the overall vision.
13. No more "stroads" We need small-scale streets for neighborhoods and separate roads to get from neighborhood to neighborhood. Gallatin Rd, for example, is a nightmare.
14. This seems to be a pre ordained conclusion that you are slow walking people to accept
15. Increased traffic making access to downtown and the city less accessible due to crowds and traffic.
16. I think the connectivity is fine as it is. Walking, along with the bus can cover most needs IMHO
17. Connectivity is important for bike ability and walkability but don't want the connectivity to increase traffic or be a place where cars can speed through
18. With more streets, more bike lanes should be offered
19. Making more streets will just make everything more contested. We need more bike and walkways
20. Spreads traffic. Destroys quiet neighborhoods.
21. Don't really know what you mean by street connections?
22. Free parking areas would make this area more accessible.
23. Can we please make Main or Woodland dedicated for walk/bike towards East Bank/Dtown
24. There's seems to be streets connecting but good mode of transit other than driving.
25. I like connectivity but we must add speed bumps and other barriers to slow drivers and prioritize walkers
26. Co-Ordination with WEGO/RTA is essential.
27. Connectivity is important but it is absolutely not necessary to make this area more convenient by car. There is enough space for them, and what exists simply encourages speeding and dangerous driving.
28. This should be done with slowing the speed of cars in mind. It should be difficult for drivers to exceed the speed limit/drive recklessly
29. I think that connectivity is important, but I think that pedestrian and cyclist connectivity is much more important than car connectivity, and my concern is that when looking at adding street connections, a large emphasis will be put on prioritizing vehicles instead of pedestrians and cyclists.

Q3 COMMENTS CONTINUED

30. I am concerned that too many resources and space will be dedicated toward cars. My preference would be to make reducing the presence of cars in the East Bank a priority
31. We need another pedestrian/biking only river crossing in the southeast area of the east bank. The only way to get to Germantown from East Nashville is to go over Shelby St. pedestrian bridge and go to 2nd/then broad and then First Ave/ Gay St connector, or take the dangerous James Robertson Bridge with 4 foot tall sidewalks. Need someway to get to Gay St connector safely.
32. It seems like the streets are already connected in this area, and replacing them could cause increased traffic. I don't see the area around Nissan stadium as a pedestrian hub. Green space is always better than roads but changing an area people grew up with also has costs.
33. Adding impermeable surfaces in a flood zone could worsen the damage from flood events.
34. Flood plane.....major flood,
35. Nashville has a strong history of building infrastructure that favors motor vehicles. This area already handles high vehicle volume well, it was designed to do that. (I.e. multi-lane roadways that connect the stadium, interstate, and downtown core.) However, walking or biking in this area is BRUTAL. No shade, high speed traffic, and no suitable infrastructure to connect nonmotor vehicle traffic to East Nashville.
36. Connectivity also is relative to traffic lights and traffic backup.
37. seems expensive and complicated vs improving what's in place
38. Increased speeding and traffic. Parking challenges during events. Traffic increasing crime
39. Induced demand/traffic as a result of creating new streets, use of spine street as cut-through / alternative for cars that currently take Dickerson -> Spring street or Main street into town
40. Access by car should be limited by all means necessary.
41. Prioritize walkability while increasing connectivity
42. My concerns are that we will add more road space and leave it at that, which will exacerbate the problems rather than fix them. Connectivity is good, but only if it includes dedicated spaces for transit, biking, and walking.

43. Increase connectivity of ped/bike only streets. Downtown is already choked by cars. The study area is already surrounded by highways. This part of town does not need more cars. It needs more access to the river and to amenities. Don't crowd out the natural resources with cars!! Such a mistake. Be bold in the design. That means making car people unhappy but creating a great, usable space.
44. Connections should be made for bike, bus and pedestrian, but as soon as we start making new street connections, it will inevitably be blown out for cars making it poor conditions for everyone else. conditions.
45. Concern about too many connections from the city. The gulch has character because it's separate. Somehow creating connectivity and maintaining 'separateness' so the area has it's own character.
46. Don't want to encourage more cars
47. no one is walking in this area today. need better road / bike connectivity to river north from Nissan Stadium.

Q4 COMMENTS

1. There is never enough parking--see what's happened in Edgefield, East End, etc. There are too many loopholes and exemptions for parking.
2. poor existing and lack of plan for transit system
3. Traffic surveys of the impact to surrounding neighborhoods should be factored in.
4. Unless it's transit-only, you're just using the promise of transit as a trojan horse for car-centric design.
5. If the property is Metro owned, Metro should retain the property for possible land for affordable housing. This can be higher density housing, mixed income, etc.
6. This is immaterial.
7. I'm unsure if this is the correct area for transit oriented housing.
8. Locate transit where there is a need. The majority of East Bank is not residential.
9. If transit is used to encourage development I worry that other areas may be overlooked or under developed
10. I think housing must be specified to be both A) mixed use and B) ZERO short term rentals. You want people to live near where they work and play? Then cut out the SRT commercial properties. Replace local existing roads as a service to neighbors. Add sidewalks to existing roads. Prioritize the people who live here already and they'll help bring new folks in a sustainable way.

Q4 COMMENTS CONTINUED

11. Transit should be used to connect main commercial districts of the surrounding neighborhoods to the new East bank district and not focus solely on connectivity to low income areas
12. For those of us who live away from the East bank and where bus routes are not convenient will there be enough parking so ALL of NASHVILLE CITIZENS can take advantage of this project!!
13. Who will the homes be marketed towards? Who will be able to afford them? Will they be aimed to bring more people from more expensive cities that can pay thousands in rent?
14. Zoning should place limitations in order to keep this district from becoming another tourist district, driving up housing costs and making it LESS useful for locals.
15. Congregate place for homeless.
16. I live on Joseph Ave off of Dickerson- I would be concerned that it would transform my quiet neighbor into a crowded loud busy and traffic-jammed area
17. This is not Chicago or Detroit and don't do dumb stuff to make it more like those cesspools
18. Would need to know more about housing plans.
19. Train and bus routes
20. Type of housing - mass crammed populous causes crime- new police substation?
21. Flooding
22. AFFORDABLE housing, well built, buffer to roadways
23. More housing also increases car traffic, speeding, parking issues.
24. Creating "Destinations" may come at the expense of housing, which we are already experiencing a shortage of. I would be concerned about housing availability and the noise created from increasing traffic.
25. More interested in lite rail
26. TN IS 20 yrs behind on RAIL system period. If not with this development, then when?? There's NO WAY WE CAN PACK ANOTHER 15-20K people/cars in our neighborhood. It's beyond ridiculous at this point. If you're not planning rail system, NASHVILLE IS SCREWED WITH THIS EAST BANK DEVELOPEMNT. SNAP OUT OT IT & MOVE TN TO RAILS! We don't need anymore development without it!!
27. Housing development should have an emphasis on affordable housing for working class residents.
28. Displacement of long term businesses & residents
29. Overpopulated and lack of public resources
31. Doesn't explain what it really means and what would be implemented. So I am unsure.
32. Flooding due to climate change
33. Transit is great! More dedicated buses, maybe even a free bus that take a route from East to Downtown
34. Not clear who transit is serving. East Nash residents, or people from other areas?
35. Other area transit would need to connect to the spine street as well
36. Additional congestion on roads that are know through ways.
37. Crime?
38. In spreading out the traffic it could also spread noise and trash destroying quite pockets currently protected.
39. This is primarily residential with limited commercial if I'm reading correctly.
40. There is too much traffic now near prime residential areas.
41. Nashville is never going to be mass-transit oriented because of crime rates. I will never use mass transit here because I plan to prioritize my safety.
42. Anything to ensure less cars are on the road. The road rage and distracted drivers are OUT OF CONTROL! Driving on Main & Gallatin is terrifying
43. I mean...it'd be nice if we had functional transit that could be extended to the area in question in the first place??
44. One of the biggest problems with living in East Nashville is the lack of bridge access to Downtown (and also to the Lebanon Pike/Donelson area). More development in this area would clog the area more.
45. As is, WEGO/RTA is grossly underfunded
46. want transit oriented development that also allows long-time residents to stay in the neighborhood
47. Yes, but everything about this plan seems so focused on the new neighborhood. Don't forget about Edgefield and Lockeland Springs, the folks who are actually going to use this area.
48. No one will use the transit system enough to justify the Billions in intial cost and Billions in overhead/up-keep. Get rid of the James Robertson Exit on 24/65 to ease traffic congestion. Don't take away our already needed vehicle lanes to get to Shelby Hills, Lockeland Springs, and Shelby Bottoms for an unwanted bus/rail line.

Q4 COMMENTS CONTINUED

49. Who is going to live by Nissan stadium? I have a feeling it will alter our city without accomplishing the goal. Somewhere like Des Moines should have been used as a template for a new, sustainable city without putting us more in debt but we all know corruption would take priority over survival there too. I would have used the Nissan parking lot as a hub to transit to places where people actually live, but it appears Germantown has already been overdeveloped and East Nashville has little room for alteration.
50. Area is largely within flood zone
51. Major flooding and the undertaking needed to redirect flood waters away from this area. Specifically, I would want to know where the water would go if not in the grass and areas around the stadium.
52. It is not clear that the East bank will include housing. I didn't envisioned housing being a significant component of the plan. The importance of TOD that is residential driven should follow a decision about the land use represented by the plan. Have you put the cart before the horse?
53. A spine street will only become a new cut-around for the freeway
54. Flooding
55. Lack of affordability
56. Crime
57. Mixed income housing MUST be a priority in development. The lack of affordable housing in the area is attributing to service labor shortages because those individuals often cannot afford the rent or commute from the suburbs for relatively low-income, essential jobs.
58. Lack of affordable options included in development
59. Love our neighborhood feel of East Nashville (shelby hills) and don't want to lose to a *bunch* of high rise buildings with businesses and apts
60. The transit needs to go places: shopping, stadiums, entertainment areas, restaurant areas
61. Increased traffic which would affect pedestrian and bike usage
62. need new housing to minimize gentrification
63. It's unclear what a "transit station" is
64. More congestion.
65. I'm a huge supporter of transit, but as far as I'm aware, there is not much in this area other than parking lots and warehouses. Is there housing close enough to warrant this?
66. We need to have a regional approach to transit or we're going to fail.
67. I would not like to see any more condo development in this area- East Nashville is currently very dense. Also I value the views of the city coming from Shelby and Woodland. I'd prefer to have growth that does not impede skyline views on the East bank.
68. I'm very concerned about displacing current residents and building new housing that doesn't provide for affordability
69. Nashville needs a more robust transit plan than can be solved on the East Bank
70. Over crowding and traffic
71. You have to waive parking minimums and discourage surface parking or it's all ruined.
72. In general, I am in support of high density mixed-use development. However, traditionally these development do not provide adequate supplies of income-restricted housing/mixed-income housing. I would prefer housing to provide for these needs so that existing residents are not displaced by the rising cost of housing in the area. I also oppose large high-rise (< 6-8 stories) buildings on the East Bank as this will alter the rich character of the East Nashville area
73. If by transit, you mean human scaled transit (bikes, wheelchairs, scooters, walking, and public transit) then, yes. If you mean cars, absolutely not.
74. Housing for whom? I would support affordable housing rather than market rate/luxury apartments.
75. Transit-oriented development is good so long as there are mechanisms ensuring affordability in the area and means of preventing displacement of existing inhabitants
76. Take every available measure to accomplish this while maintaining/increasing affordability
77. I would like little to no car traffic in the area
78. Increased crime like the downtown greyhound station
79. Transit oriented development would be great. I fear it would need broader adoption (into five points or Eastwood?) to be fully adopted/useful.
80. It seems like a major street as drawn would increase traffic in the area.
81. I would encourage it, but have a concern about these streets being thoroughfares. Needs to feel like a destination, and have a uniqueness about it.
82. This area is a major regional connection, especially with traffic being diverted from across the River.
83. use the water way as your transit hub. its already there and costs much less.

Q7 COMMENTS

1. Slow down traffic on Fatherland, and Shelby.
2. Connectivity within the study area is important, but connectivity to the greater East Nashville area is as important. How will the influx of Stadium users going to be handled? They already overtake nearby East Nashville neighborhoods, which was not supposed to happen, according to former Mayor Bredesen.
3. Too much traffic
4. Make everything visible and slower. Not a speedway.
5. Prioritize walking first. Everything should be built to a walking scale.
6. PSC needs to go together with all of the industrial uses south of Shelby.
7. New Nashville development areas should focus on walkability and sustainability FIRST. It should be the design objective. We are a city of food deserts and lack of walkable communities.
8. Start with the idea of a "spine greenway" and go from there instead of starting with "spine street" and only shoe-horning mobility improvements for people not in cars after the fact. It's the only way you'll get this right.
9. Concerns about how to handle larger pedestrian/vehicle traffic for events.
10. The focus on connectivity and creation of a new spine road are appreciated, though if not implemented well, we may wind up with a new high speed 3+ lane road that caters solely to drivers. Any new north-south streets should have transit lanes, bike lanes, and comfortable tree-lined sidewalks. The city also needs to focus on creating safe intersections and medians for people to walk across the street. More turn lanes is not the answer!
11. The project team should consider if a major transit hub is needed on the East Bank - to serve the East Bank, but potentially also as an aid to more land-locked downtown.
12. Please make sure that the zoning is in place to allow these higher-order density projects to come forth without it having to be a building by building battle. Higher density near the urban core promotes transit, walking, biking, and connectivity.
13. Connections and continuity to downtown is paramount to the success of the whole district.
14. The only places that are safe or comfortable feeling is the park and the ped bridge.
15. Please keep everyone in mind when doing this. The priority should be 1. Pedestrians 2. People on bikes 3. Transit 4. Disabled people (wheelchairs, blind etc). 5. Cars. Cars should be the last in priority, not the first like other parts of Nashville.
16. Need a contiguous trail system that will make it possible to walk or bike to public spaces, work and home.
17. The interstate is a huge barrier between neighborhoods and the East Bank. It's not comfortable to walk under in any location, either feels loud or really ugly.
18. The interstate is a huge barrier between neighborhoods and the East Bank. It's not comfortable to walk under in any location, either feels loud or really ugly.
19. Public Transit is important
20. Looking forward to a time I can feel safe walking in the area again.
21. Increasing convenience and safety in this study area would also make it more likely for people attending events at the stadium to use methods other than cars to get there, which would create a more friendly environment for people in the area to live in.
22. When foot traffic in this area and the surrounding area is heavy it is very difficult for cyclists to get through safely. Sometimes the pedestrians don't speak English, so I've resorted to yelling "bicycle" in English and Spanish. This doesn't always get their attention. Bike lanes MUST have a designated space SEPARATE from foot traffic!
23. Efforts to increase the walkability of the area and connect the downtown to the local neighborhoods while discouraging excess vehicular traffic are my priorities as an East Nashville resident.
24. Would love to see connectivity like New York, Chicago and Philadelphia
25. Please use principles CPTED Crime Prevention Through Environmental Design
26. There's a lot of blight which means higher speed passing through to destinations, not wandering and walking.
27. There needs to be a better biking and walking connection from east Nashville to downtown. This area is hard to get through now from areas like Woodland street.
28. Include ride sharing in the conversation about transit.
29. Prioritize people over cars. The new infrastructure should focus on getting people around and not on the fastest way from the interstate to a parking garage.

Q7 COMMENTS CONTINUED

30. The East Bank is a major connection area for bicycles connecting downtown/midtown (Demonbreun/Seigenthaler bridge bike corridor) to different direction in East Nashville (towards Dickerson, Woodland, Shelby). However, there are no bike lines present, making this area unsafe and uncomfortable. I bike through the area at least 2-4 times/week on my commute to work and encounter many other commuters. Dedicated bike lanes/corridors are needed radially from the end of bridge towards different destination (Dickerson/McFerrin Park, Woodland/Main St, Shelby). This will be even more important in the future to provide connections to the River North/Oracle site. A greenway along the east-bank of the river would be ideal! On the other hand, roads in the area are currently over-dimensioned for the little traffic that they carry (e.g. Woodland, 1st Ave rarely ever carry any cars, even during rush hour - only during events at Nissan Stadium).

31. Pot holes are very bad

32. I think that mobility by vehicle and transit should be focused around the stadium specifically to accommodate high traffic scenarios associated with large scale events. The rest of the added streets and connecting roads to River North and other high to medium density developments should be pedestrian focused with attention to parks, walkability, natural landscaping, and storm water/ flooding solutions.

33. Yes this should be accessible for all the taxpayers of NASHVILLE. This should not be something else for only tourists. There needs to be adequate FREE parking for those of us who do not live near the project, but want to access the area and some of the elderly do not feel safe on the busses and need to take our own cars.

34. This survey may be difficult for a lot of people to read and understand, it may be beneficial to write it in a lower reading level.

35. It's accessible for people with disabilities, please continue development with that in mind.

36. Widen the pedestrian path (sidewalk) on the Shelby Ave Bridge. Add safety measures, barricades, functional art to create a safe, pedestrian/bike gateway from downtown to east.

37. Safe transit should continue up Davidson into Shelby

38. Signage and Education for drivers regarding pedestrian awareness will be important. It is not an area or city, for that matter, that typically looks out for pedestrians or embraces bikers.

39. Better street, bike path, sidewalk, connections between study area and Cleveland and McFerrin park where everyone will be living.

40. Sidewalks

41. Dedicated walking paths and bike lanes will be imperative for new employees to access the river north area if they live within close proximity to the developments. As it is, much better street lighting, bike lanes, speed bumps, pedestrian bridges (especially over Dickerson) are necessary for the safety of these commuters. Most neighbors in East Nashville (McFerrin and Cleveland Park in particular) feel safe walking their neighborhood during the day- but it absolutely does not feel safe after dark. More frequent police patrol at night and better development along Dickerson would also help. We are excited for the new developments!!

42. Crosswalks need to be improved for safety

43. Keep bike and walkers off the roads. No traffic calming devices. Minimal street lights. Few stop signs. Keep pedestrians and bikers FAR away from cars. Build adequate infrastructure BEFORE allowing high density housing. Make the developers pay for all the infrastructure.

44. If you want to encourage walking and biking, it would make sense to expand outside of the area shown. Commuters to the East Bank could be coming from all over east Nashville.

45. I would feel safer biking or walking in the study area if I didn't have to get onto Dickerson Road. I am really hoping they build a new road that connects river north to Cleveland Park. At that point I believe I would feel much safer biking or walking.

46. It's not a great area, and just adding a road won't fix that.

47. Affordable housing must be a top priority and ensuring that traffic can flow away from neighborhoods

48. In addition to the safer and more abundant bike and walk space, I'd like to see some kind of security. Maybe the blue light phone stations that go directly to emergency dispatch. I often walk the area at night, but would not like doing that by myself.

49. Issues relative to those who are physically challenged should be addressed. Also adequate shade and access to drinking water.

50. Rental scooters make all transit options a problem because the operators do not know, care or follow the rules, which makes it hard for others to safely walk, bike or drive a car.

51. Many of my family members bike this area
52. Since this is along a major water source, consider urban wildlife. Green spaces that double as wildlife corridors should be considered. Such connections should allow safe terrestrial passage to/from areas like the riverbanks to existing (Cumberland Park) or new green spaces without requiring a dangerous cross over one of the obstacles previously identified by the study.
53. Drivers are erratic and it does not feel very safe to walk or bike in the area
54. The design needs to take into account ride share drop offs.
55. By bicycle, tens of thousands of East Nashville residents can access the East bank study area and downtown in a timely manner. Enhancing this access with infrastructure that makes bicycling safer and more inviting would have economic benefits that far exceed the infrastructure installation and maintenance costs. For those unable to bike or unable to afford a car, or those who are visiting Nashville as tourists, multi-use paths serve the same function for pedestrians who access the area by transit as for those who access it by bike. Views along and across the river are also an asset the is especially able to be best appreciated by bike or on foot. Protected multi-use paths and greenways are a worthwhile investment and should be prioritized in this plan.
56. We need another bridge to downtown
57. Avoid creating spaces that can taken over by homeless camps.
58. Design with future lite rail in mind.
59. Please help us with the aggravation of stadium event traffic
60. Consider water taxi options connecting Broadway, East Bank, and Germantown
61. Game Day Traffic is incredibly car oriented and unruly
62. Reconnect the street grid between the study area and the rest of town!
63. The police are horrible at directing traffic on game day
64. Connectivity back to East Nashville will be very important to encourage growth in this new area. Connectivity to the city will be also equally important to ensure that it's not a widowed development similar to Metro center
65. The school crossing on 5th causes major backups when traffic is heavy. The crossing guard encourages people to go 4th to Russell which causes more back-up. There has to be a better solution.
66. I don't have answers for all questions. Results will be skewed if you force everyone to answer everything.
67. Please protect greenspace and city views for us that already enjoy the riverfront as it is. Nervous new development will mean expensive apartments giving Nashvillian views to those who can afford the high price tag. I would love to see the more industrial spaces cleaned up and developed, but the greenspace by the river and pedestrian bridge is my favorite place in Nashville.
68. Adequate lighting, separation from auto traffic, and greater utilization by the residents for encouragement to recent residents.
69. Set aside room for light rail
70. I love the two way cycle coming from Shelby park. If that can somehow be pushed all the way from there to this new project it would be awesome.
71. Too car centric
72. Provide access across 24/65 to East Nashville via dedicated pedestrian bridges, rather than walking on Woodland/Shelby
73. Be cautious of housing density and limit the tourist entertainment industry from making this another Lower Broad debacle!!!!!!
74. I would suggest the area be designed as a "draw" to young office workers and residents with outdoor art installations, pop up concerts, "lawn" furniture designed to encourage community. Take a look at how the Greenway in Boston is utilized. Also consider Lawn D in Boston, run by the Convention Center, the space in what had been an under-utilized waterfront area, features experimental event landscape that brings together different communities, audiences and area residents for innovative programming and events (cornhole tournaments, arts, music, ping pong, local breweries, etc.
75. We need rapid dedicated transit corridors with 8,000 new jobs coming to the area.
76. Parking for greenways and park space should be free and available.
77. Look at Amsterdam to see how to greatly increase the % of bikes to cars

Q7 COMMENTS CONTINUED

78. I would use the space if it were set up differently, as this plan suggests. We are wasting the waterfront so this is all great news!

79. Development must be diverse enough to engage the different types of transit meaningfully.

80. To live as close to downtown as I do, I feel completely disconnected from it.

81. If the goal is to encourage pedestrian presence in that area, I hope the appropriate businesses to service that population are zoned in and approved; restaurants, shops, etc...

82. Live on Shelby ave. Dont feel to safe walking here. The traffic on Shelby is fast and sometimes unpredictable. Further down the area is not too good.

83. Need more protected bike lanes

84. Include traffic calming infrastructure, which is badly needed in East Nashville in general. Bike lanes, sidewalks, public transportation should take priority over texting drivers.

85. Davidson is a main connector for Shelby Hills to downtown and is ugly and has no sidewalk

86. How will traffic patterns change when there are events at the stadium? I am always surprised by closures (but easier to get around by bike than by car on game/concert days)

87. Separate lanes for biking and transit are very important to me

88. Sidewalk connections and bike safety in the area is currently awful

89. Unless there's a physical barrier between bikes and cars, it will not be safe or sufficient

90. encourage connectivity of DEDICATED bike lanes and routes throughout the city, networks that will even attract business development because of the dedicated bike lanes. Examples are Katy Trail in metro Dallas market, Lafitte Greenway in New Orleans

91. Dedicated bike/greenways with trees

92. Adding more b-cycle stations will help connect these areas to the greater downtown area.

93. Come up with something practical, not just pretty. Be realistic on the cost. We don't need another study that leads to a plan that only gets shelved upon completion.

94. Retirement community at Shelby @ 5th. Cayce needs good transportation offerings.

95. Speak to businesses about solutions

96. Slow down traffic on residential streets.

97. don't forget about scooter accessibility

98. This is a great opportunity to improve mobility in the adjacent parts of East Nashville, too

99. More sidewalks throughout east Nashville would be helpful and burying power lines would make each sidewalk more usable.

100. Limiting lanes on already narrow streets (2-3 lane) would be a very poor idea for traffic flow.

101. Having dedicated areas for Lyft and Uber pick-up would improve traffic flow issues. Denver has a street dedicated for Uber and Lyft pick-up, and it is actually really nice because you don't get stopped in traffic behind a drunk bachelorette party that's dropped a shoe under their Uber car and can't reach it.

102. Design it in such a way that people don't use it as a thoroughfare.

103. If this is relevant to the study: I would like to propose that all or part of the scrap yard land near the stadium be purchased and dedicated as public park area for the city in the way that riverside land has been dedicated as park area in cities like Dusseldorf, Germany. In Dusseldorf, the land remains green because it allows better rain absorption and prevents damage when the river floods. It creates green space for both commuting and leisure by locals, whether on foot or bike. If this area is going to be changed to make space and infrastructure for new living spaces, foot and bike traffic, and transportation, we should consider dedicating all or some of this large, central, and integral space to green space. An added bonus is that it would be a draw for tourists and improve the sightlines of the Eastern downtown area. Thank you.

104. Going toward the city, the left turn onto Interstate Dr. from Main Street is a giant bottleneck. Please fix.

105. I've expressed my concerns above, but the road rage, distracted driving and general lack of driving etiquette is out of control. I've lived in a lot places, this is far and away the worst. Back in neighborhoods like Maxwell Heights people just blow past every stop sign. I can't imagine how many near death experiences locals have that are never accounted for.

106. As a frequent...VERY frequent...cyclist through the area, I'd greatly appreciate bike infrastructure NOT being the first thing that gets closed down, detoured, obliterated, parked-in when something is going on there. Trying to move between Easty & DT during such events as that #\$\$%^ Formula 1 race & Titans games is a NIGHTMARE.

107. Too many people hit by cars

108. Lighting (it's dark everyday) and protection from cars is paramount

109. Decrease the lanes of traffic there so ppl realize it's not an arm of the highway

110. Maybe thinking about accommodating events and maintaining access particularly for those who might rely on the area for walking/biking.

111. Woodland street does not need a turn lane. There is limited traffic as Main Street and Shelby have most. Instead, there should be a protected bike land. It would make getting into East much safer.

112. Please stop asking questions to people who are not experts in creating safe streets

113. A river walk would be nice

114. There is plenty of development further east in East Nashville. The study area needs to focus on moving traffic through the limited number of access points we have to the rest of Nashville. I have often driven up Ellington Parkway to Briley Parkway and taken it all the around the northern and western parts of the city just to get to Green Hills due to congestion getting across the river downtown. And the party buses and pedal taverns make it even worse.

115. The bike lanes along Spring street that turn into Dickerson are a JOKE. They provide zero protection for cyclists being part of the car lane themselves and the curve from Spring to Dickerson is a DEATH TRAP. If we want people to walk/bike/use public transporation we need to make it safe and discourage speeding cars.

116. The roads feel SO dangerous to walk beside. There must be measures taken to prioritize safety.

117. Spring & First intersection is not pedestrian friendly

118. Access to WEGO/RTA services

119. Connectivity through the East Bank is one thing, but connectivity to the East Bank is just as important. I am less likely to visit the East Bank to walk/bike around or enjoy the transit if I do not feel safe/enjoy walking/biking/riding to the East Bank.

120. One of the biggest issues is Main Street's design, with constant speeding much over the limit and lack of traffic calming and safety for cyclists and pedestrians.

121. Road safety is mentioned indirectly here but is a priority.

122. I don't know how or where you're going to do the north-south spine, but I think that's a big deal. Would be nice to put pedestrians/bikes/transit in front of cars on this one.

123. My family members bike this area. The housing near transit should BE AFFORDABLE.

124. Focus on slowing down cars and building a pedestrian and bike friendly place with more density, more transit, more parks, and more greenways.

125. Although the idea is to encourage transit, please give some consideration to creating "perimeter" parking that will allow non-area residents to drive into the East Bank area and take some non-car transportation to the East Bank destinations. For example, someone bringing equipment or supplies to an event may not be able to bring them on a bike.

126. There is no safe way to walk or bike from McFerrin Park to downtown. The new spine road would not eliminate the danger of crossing Dickerson Pike or the danger of riding/walking across the Jefferson Street bridge. The bridge desperately needs protected bike/pedestrian ways. There is a pedestrian bridge connecting the McFerrin Park neighborhood to Frederick Douglass Park, however this bridge is poorly maintained, not well-lit at night, and has stairs on one end of it, making it unsafe for anyone at night, and inaccessible to those incapable of using stairs.

127. For people who live along Dickerson Pike, walking or biking to the East Bank is currently very dangerous. Please prioritize temporary protective infrastructure at transitions in and out of the study area

128. There should be a buffer like a berm to keep vehicles out of the bike and walk areas. Also clean the stinking bike lanes of all the debris, nails and rocks weekly. It is really dangerous for us on the bikes, especially with kids and a pull behind baby bike trailer. Get rid of the industrial areas down on the east bank and develop it with ground level retail and entertainment (marina, putt putt golf, kids play areas, greenspace) and make mixed use housing including hotels, condos and single family homes, restaurants, artist park/gallery, and an open market like the farmers market but on the river with ample parking garages.

129. We need to encourage the use of the space to be designed for pedestrians and not cars

130. More green space is always better than concrete, but changing an environment that has been there for a long time can also have a negative effect on people. There is little trust for developers and this area has already been flooded once. I used the Nissan parking lot to walk to downtown and Germantown where people actually live.

131. I feel comfortable being in my neighborhood but I don't feel safe. There is a lot of road rage that makes in feel very unsafe being a pedestrian. Also not having sidewalks with rude drivers makes a simple walk to a neighborhood store an unpleasant experience. These kinds of experiences leave me driving in the neighborhood more than I want to.

132. Need east - west connectivity w/ public transit & segregated bike lanes.

Q7 COMMENTS CONTINUED

133. Needs to be easy access to River North area.

134. Connecting the Cumberland River greenway, Music city greenway and Shelby bottoms would be cool

135. Needs adequate parking for people who don't live in walking distance but want to enjoy the spaces, greenways

136. Safety and cleanliness expectations need to be monitored. Small accidents and speeding are out of hand.

137. Flooding is a concern

138. If the new streets are set up to accommodate a large amount of traffic- bike lanes will have to be buffered in order to be usable. The bike lanes on Shelby Ave near the river are almost unusable on weekdays due to aggressive driving.

139. Extensive canopy producing street trees, landscape buffers, and stormwater infiltration areas should be provided

140. I would like to understand how the development of a N-S spine (which is a great concept) will be integrated to connectivity with downtown and with the interstate. Operation of the spine will succeed or fail depending on how it interacts with those two boundaries. Your questions do not reflect that realization, unfortunately.

141. Need to make sure the spine street connects all of the way through, and keeps vehicle lanes tight and slow.

142. The interstate exits and on ramps need to get better if they are going to be used more. (ie: more residences and businesses drawing in traffic to the area)

143. Prioritize people over cars.

144. Need to provide a place for the huge homeless population in this area before you spend money even thinking about this.

145. What about water? Would love to have more accessibility for kayaks

146. Increasing traffic with all the industry in the area doesn't seem like a good idea. There are already jams on Davidson street because of this.

147. There's no solid parking resources and I don't want parking garages to crowd that area.

148. Project make infrastructure improvements to current structures and be forward thinking, considering future development

149. This project MUST focus on accessibility, both in transit and development. This area is largely under utilized and will be developed. It's pertinent for this development, effort, and plan to prevent another wealth-washing of land in Nashville.

150. I think what was done along Davidson into shelly park works well. It would be nice to extend it INTO shelly park, as many cars use this to cut through to the interstate. Also extending it into the stadium and north of the stadium would help the connectivity for non-car movement

151. Cars speed, roads are rough for biking, Need more dedicated bike lanes and bigger sidewalks.

152. Living on Shelby, Titans games and other events often cut me off from the rest of the city, especially via foot and bike. I'd like to see something developed to give East Nashville residents critical access to the hospitals and other resources of the west side via foot, bike, transit, and car during events on the East Bank.

153. Don't want to increase traffic on Davidson St and don't see addressed in plan...also looks like just widening of current bridges, is that right?

154. The areas under the bridges should be basketball courts, multi sport courts and so on; not locked parking lots.

155. It is so difficult to get from East Nashville to downtown by bike and I hate how unsafe it feels. Because drivers in Nashville are not as accustomed to sharing the road as drivers in other cities, protected bike lanes would be hugely helpful to promoting cycling.

156. Bike lanes are useless on 4-lane roads, and I almost always end up riding on the sidewalk

157. I think that Self-Driving Cars are coming (maybe in the next 10 years). Self-Driving Cars would kill Mass Transit.

158. Dedicated bike area even away from walking pedestrians.

159. been almost run over plenty of times

160. Dedicated bike lane maintenance must be included.

161. Please eliminate homeless camps in this area.

162. Dedicated and separate walking and biking facilities so that it's enjoyable.

163. Bridge joints should be designed to be safe for cyclists with narrow wheels. Walking, biking, and public transit should be the easiest and prioritized method of arrival at Titans stadium!

164. The Greenway along the river on the east bank is a start, but it is worthless if it's not connected to neighboring neighborhoods. The East Bank should be great but if you can only walk and bike while you're already in it, you restrict access to people who do live there. Hopefully this study and planning includes ways to connect the East Bank to other neighborhoods too

165. multiple high ridership transit routes pass through this area. Need dedicated lanes to keep them moving quickly through this area so that people can access destinations in East Bank and across the city.

166. Sound and parking you guys never ever care or remember sound, absurd that business hours and acceptable night hours not respected. City does not enforce sound limits they have created in order to generate revenue. People live here 10:30pm to 7am QUIET! Parking don't make me laugh again city revenue over residents ... You build a business or you have some place to people live you gonna have space for them to park including their friends and their visit

167. Walking and biking is a fantastic part of this city. Locals and tourists both love it

168. Nothing hurts a pedestrian or cyclist but a car. Please separate and slow them

169. I hope it will remain walkable with the changes.

170. Wheelchair and rollator accessible walkways and surfaces

171. Trees and natural shade features should be prominent in the reimagined design of this area.

172. Consider safety measures for preventing children from getting to the water.

173. Nashville's riverbank could be the crowning centerpiece of our city—if it's prioritized around pedestrian use with transit access. Study cities like Brisbane, Australia that are a joy to navigate a riverbank on foot, exploring public works like pools, plus restaurants, shopping, and more, with transit never far away.

174. Concept needs to consider how access would be modified or closed due to "big events" (Titans, concerts, races etc.). As this area continues to be used more and more, the walk/bike access needs to stay intact, even during events and road closures.

175. I live in North Nashville, previously Germantown, and my two best friends lived at Fatherland Flats in East so we walked the areas around East Bank a lot..it is not somewhere one typically wants to be after dark as it is secluded, not always well lit, many camps, not well connected in many places. It is also very congested via car, especially when there are events at Nissan.

176. yeah, make it actually safe from criminals.

177. Including features that make people feel safe will be important - ample lighting, mitigation at potentially uncomfortable areas (ie under bridges, vacant buildings), etc.

178. Including features that make people feel safe will be important - ample lighting, mitigation at potentially uncomfortable areas (ie under bridges, vacant buildings), etc.

179. Please don't design this whole thing around a huge multi-lane highway (like KVB). We need slower car speeds and fewer car lanes. There's no way to make a pleasant pedestrian/bike experience when intersections are like 8 lanes wide.

180. The only part that feels safe now is the part without a "spine" street. Your plan sounds like it will make the area feel even less safe for walking and biking if your "spine street" is subject to the national traffic standards that inherently privilege cars over people.

181. Increased unhomed populations make the area seem less safe. Lighting needs to be improved. Highway entrances and fast moving cars make biking downtown from the east challenging. Add a bike lane down woodland st bridge.

182. Please include more transit than just bus in the east bank. A trolley or light rail line that connects east nash, east bank, downtown, gulch, midtown, west end/vandy should be constructed to really make transit in this area a success. Otherwise it will have the same fate as our current bus and "train" system. Hardly useful.

183. Davidson is a great bike lane, but the other streets in the are do not provide adequate protection for bikers. In particular, there is no clear/safe route for bikers to navigate from East Nashville (east of 5th avenue) to and across the river. I generally weave through the East Bank roads and cross the pedestrian bridge but at times this feels unsafe.

184. Rose Kennedy Greenway in Boston is a great precedent that activates space around/inbetween the street network

185. It doesn't look like there is a direct connection from Cleveland to river north area in the existing plans. This seems to be a huge missed opportunity to improve connectivity between the residential areas of east Nashville and river north.

186. Titans games obviously affect the traffic volume and the direction of the traffic, so the solution is often to just avoid that area of town or find yourself stuck in the congestion. Perhaps there's a way to alleviate that by providing parking further away and encouraging folks to walk to the stadium, developing relief routes that lead away from the area, incentivizing carpooling/shuttling/walking... In terms of walking through the area, more lights would be a help, but I'm sure that will happen as a result of inevitable new businesses (geared toward a white, 30-something, upper-middle class, metropolitan demographic) opening in the area.

187. Cars kill more people every year. We should no longer be designing our city around car convenience. We need to design our city around human safety and quality of life.

Q7 COMMENTS CONTINUED

188. Currently driving through this area is incredibly frustrating if there is any level of traffic. The left turn lanes to get onto the highways are so short that a line of cars backs up into the straight lanes and completely cuts off the flow of traffic (thinking specifically at 1st and Spring and at James Robertson and Interstate Drive). It's dangerous and inconvenient. I would LOVE to be able to take public transit on a regular basis, but the only time I feel it's convenient is if I'm going downtown. The buses are clean and efficient and I enjoy using them, I just wish they were more accessible. The closest one to me is .7 miles away and there are no sidewalks from my house to that stop, so it's too cumbersome to bother most of the time.

189. Transit access should be THE number one priority. The people of Nashville prioritized transit with the transportation plan, and this is the first opportunity to put those preferences into action. The long term goals of this city need to shift towards mitigating future congestion and the best way to do that is to be forward thinking in transit connectivity and access. And please, do not recreate the bike lanes that have been done in other parts of the city for "quick wins" - they need to be better and actually usable. Preferably with a buffer between bike lane and traffic.

190. Working-class people deserve access to greater mobility and accessibility just as much as anybody else. Make sure this plan includes thinking about affordability.

191. its very disconnected. Some areas are good ,then suddenly disconnected. No consistent flow in the whole area.

192. There is a real opportunity to connect the Shelby Bottoms greenway to the Cumberland River greenway to allow walkers and cyclists to move safely through a large portion of the city. Currently to connect the two you have to travel several miles of unsafe, not walker or biker friendly streets.

193. Bike parking areas

194. The whole interstate thing really gets in the way.

Crossings from Shelby Ave or 5th to the study area are dangerous and cars are too fast. These need to be greatly improved if you want people from East Nashville to access the study area.

195. The area is completely dedicated to car traffic now. This needs to change. I would prefer minimal intrusion by car traffic in the new development.

196. My daily commute is a bike ride through the study area to get to Downtown

197. Adding commercial amenities like cafes or pubs along the spine street and the East Bank as a whole would create more reasons for walking and biking there for commuting or for leisure enjoyment.

198. We'd like it to be as car-free as possible.

199. It's not great right now. The saving Grace is the lack of traffic or congestion. Anything should be better.

200. Lets enter the 21st century and put our electric lines underground instead of using poles. It will allow more space for roads and sidewalks in the process, as well as eliminate the threat of outages for our inevitable storms.

201. We shouldn't dedicate lanes for transit only to increase the overall width of roads. Streets should be shared multi modal. Transit should be more than buses. Cincinnati and Minneapolis have good examples of these conditions.

202. Dedicated greenways

203. Transportation in the area should be prioritized for vulnerable users first, peds, then bikes then buses. Cars should be considered last, if at all. They have enough space already.

204. Commuting traffic in the study area still is not to the same level it was before COVID. With the addition of Oracle, the commuting traffic will worsen. Increased density requires increased investment in storm water management. Density without infrastructure is terrible. I don't want to spend money to help traffic or beautification around the Colosseum.

205. You want to build a new street? You're kidding right? Cars already dominate Nashville why make it easier for them? Close some streets instead so that pedestrians and cyclists can move around without fear.

206. Bike lanes protected into downtown

207. Design bike lanes that are safe enough for children to use.

208. Too many parking lots, highway exits, industrial and empty space etc. it's just not an enticing area to walk even though it's super close to downtown and East neighborhoods. Seems like it should be better

209. Overall encouraging less cars should be a priority

210. A central boulevard with a median, surrounded by high-rise development. See the Seaport area in Boston

211. greenway along the riverbank, this is your walking and bike path not on a busy road. also cleans up the riverbank from the homeless camps (hopefully) so the taxpayers can actually use what we pay for.

212. I think it should be infrastructure focused on a walkable community not cars.

Q9 COMMENTS

1. Making it accessible to Nashvillians who already live here and not just focus on new jobs, tourists, etc. Making green space, bikeways, outdoor spaces, activated retail and restrooms that are actually open and available to the public around the green space is important, but also it would be nice to make it easy to park and people could drive to the area as a destination and enjoy what their is to offer. No one wants to pay for parking to go to a park/greenway area, and Not everyone lives close enough to bike.
2. Why is 'water' usage for boating and recreation not included?
3. View sheds to downtown being maintained with low rise housing.
4. Design MUST include adequate parking!
5. Retail development and use of the area as a riverfront attraction such as shopping and dining away from the Broadway and 2nd Ave congestion/party/tourist area.
6. Benches to sit on throughout the area so people can socialize.
7. Marina with river access
8. There was zero discussion relative to zoning, the titans stadium and its lease and PSC. PSC and the uses around it continually harm Nashville.
9. Walkability, bike paths, public rest room facilities
10. Integrating and protecting the city's active transportation network. If you still see greenways as "for play" you're missing it.
11. Cultural and institutional opportunities - it seems as if the city only welcomes tourists downtown. It would be a shame if there weren't community uses such as schools, a library, daycare, museums, etc. in the East Bank area
12. Transit adaptability. Is there a potential of creating an east bank transit station to allow flow and another central hub in addition to the current WeGo station?
13. Transit connections to downtown and the rest of the city
14. Mixed-use development. And simply building more housing in general as a way to ease affordability woes.
15. Safety of the area--both safety with traffic at high speeds while walking and biking and the perception of crime with interstate/truck stop/industrial uses.
16. Public transit
17. Increased safety/police/cameras to go along with the new developments.
18. Stormwater management and flood protection
19. Maybe parking. There's obviously plenty of parking near the stadium, which could be leveraged to encourage walking through the neighborhood versus driving and trying to find a parking space. Walkability = success.
20. Lower property taxes
21. Access to Churches
22. Density. Don't cap affordable or mixed income housing. Needs to be mid to high rise
23. combating isolation from the surrounding highways
24. Keeping the look and history of the neighborhood, not knocking everything down to build huge modern condos. And not blocking the water and views of the city from long standing neighbors
25. HOMELESS - A place for the homeless to live. We are talking about affordable housing where. New design but we have people living on the streets. These are the mentally challenged, veterans and people who cannot make enough money to support their families. Do something about these concerns.
26. Adequate parking
27. Mixed use / assets like grocery and gas beyond housing that can be distributed equitably.
28. Encouraging activities that promote a vibrant night life.
29. Simple, short term improvements to traffic & connectivity using existing infrastructure. For example, protected bike lanes on 1st Ave and Woodland; change traffic light patterns on 1st/Woodland to equally prioritize north-south traffic.
30. Bringing in the East Nashville culture to the new development to make it feel different than all of the new developments going up in the downtown area
31. Architectural regulations to nod to East Nashville. I think it is important to use this opportunity to create a new district of Nashville that doesn't necessarily look like every other new development in the city. All glass buildings should have specific percentages of brick to nod to The historic district of East Nashville. Everything shouldn't be glass facades and steel. Store fronts, restaurants spaces and ground level recreational spaces should all be prioritized in the designs of the new district.
32. LOCAL taxpayers should be able to access this so there needs to be adequate FREE parking for the local citizens!
33. Accessibility for disabled people
34. Bridges to alleviate bottlenecks
35. Zoning, short term rentals, long term rentals, mixed use, parking(limit parking to promote alternative transit) public transportation/impact on metro routes.

Q9 COMMENTS CONTINUED

36. Zoning, short term rentals, long term rentals, mixed use, parking(limit parking to promote alternative transit) public transportation/impact on metro routes.
37. Accessibility of new developments to commuters (biking and walking) in surrounding neighborhoods such as Cleveland park, mcferrin park, and Germantown (across the river)
38. Safety and crime
39. New coffee shops, restaurants and bars/breweries
40. Creating spaces focused on locals instead of simply more places for tourists and airbnbs
41. All of your questions appear slanted toward making this a high density cluster - another "Gulch" that will just be another area to avoid.
42. Access and Traffic. I have concerns about bottle necking and additional traffic on and around an already overburdened I-24 -- particularly on event days at Nissan Stadium.
43. Street Repair
44. Impact to I-24 traffic
45. Transit between existing neighborhoods and East Bank.
46. Prioritizing racial equity and increasing density
47. Parking. Safety. Shade. Trash. Animal control. Cultural issues. Ability for families to reserve picnic shelters.
48. Addressing homelessness in public areas.
49. community input, such as this survey
50. - Canopy coverage (environmental resiliency)
- "Room to grow" by leaving a different types of spaces suited for alternative uses to accommodate the next 10+ years of Nashville growth
-Overall gentrification of Nashville and opportunities for accessibility regardless of personal economics
51. Connectivity of new development to neighboring areas
52. Expanding the interstate
53. Connectivity to existing pedestrian- and bicycle-friendly river crossings, and the addition of more such crossings.
54. Using local labor
55. An automotive bridge connecting east Nashville and Donelson
56. Public transportation

57. RAIL SYSTEM IS THE ONLY WAY TO GET CARS OFF THE ROAD AND FOR TRAFFIC TO MOVE IN/OUT OF THE DOWNTOWN. EITHER RAIL SYSTEM OR DIVERT ALL THRU TRAFFIC WITH ACTUAL INSTANCES TO HANDLE TRAFFIC. WE WAITING OVER 10 yrs for 65N/24W interchange to be fixed and now it's exactly the same. Maybe we start with who's in charge of TDOT that actually understands traffic patterns and building for 20yrs growth.
58. Gameday traffic
59. Entertainment Options
60. Reconnecting the street grid to the rest of town.
61. additional bridges for pedestrians and cars to cross the river from E Nashville into other communities
62. Baseball stadium?
63. Ensuring a healthy mix of commerce and housing
64. Safety Density (we need MORE, much more)
65. Job retention of current occupants
66. I'm concerned with the height of the development. I don't want to see greenspace being taken up by apartments. Develop the old buildings, not the parks. Make it as accessible to everyone to enjoy. And parking for those that work downtown needs to be considered.
67. More retail and hospitality venues that encourage residents to participate locally rather than going to the West side.
68. Get plenty of public input beforehand
69. Must be designed and managed to generate active spaces.
70. I'd like to see a way bring community together through arts and music in the space. If Broadway is focused on celebrating the artistry and creativity of Nashville for tourists -- let's celebrate the artistry and creativity across the river for residents. Celebrate the artistic spirit of East Nashville by highlighting it.
71. Transit
72. Maintenance trash and odors are issues of east bank
73. mixed uses as compared to single use residential neighborhoods. Does job creation mean Oracle level jobs or job training and access for local residents? Seems like opportunity to run autonomous public transit vehicles along such a connector spine and reduce dependency on cars
74. A green movement; increased access to citywide recycle cans, not just waste
75. James Cayce homes redevelopment plan; schools improvement
76. Traffic calming, safety, access to river and greenway for all. Children's play areas, child friendly design

Q9 COMMENTS CONTINUED

77. Appeal to locals as well as tourists
78. Ensure that it is flexible and able to grow with increased future density
79. Adding mass transit options
80. Public art!
81. Get ride of the metal plant.
82. Doable.
83. Community input
84. Protecting the existing historic neighborhood.
85. landscaping
86. The ability to make "affordability of housing" the one and only answer?
87. Price to taxpayers
88. Access across the river whenever there is a Titans game or other stadium event. It's ridiculous that we don't have convenient access beyond the east side of the river during these times.
89. Cost and resources.
90. Safe and comfortable walkability from Main into EBank/DTown
91. zoning density
92. i think it is good
93. Access to downtown and the rest of Nashville, a major major problem for East Nashville residents.
94. Traffic, community safety
95. access to public transit
96. Keeping local culture of the neighborhoods. Priority of small businesses- especially those from people of color who have predominantly lived and worked in these areas until this gentrification.
97. Access to WEGO/RTA.
98. As noted above, the design of area streets for car speed to the exclusion of safety for everyone, especially with the behavioral influence of a highway blocks away (people behaving like they are still on a highway after exiting) is a major issue for the area.
99. job creation metrics that measure whether people currently living/working in the neighborhood benefit from the new jobs
100. sidewalks
101. How do we slow down cars and focus on making the East Bank as friendly as possible to humans
102. SAFETY.
103. The amount that traffic already bottle necks in that area, (intersection of major highways, Titans games, downtown traffic, etc) creating more attraction to that area without addressing the need to accommodate the amount of traffic that is already and issue there seems irresponsible. It brings the flow through the city to a standstill, making it impossible for commuters to get to work, etc.
104. Public transit friendly
105. You've destroyed the fairgrounds, nobody trusts you. Germantown is being overdeveloped with 0 green space and you think we want this area changed too? The big businesses aren't going to have any qualified workers if you keep destroying the city. I don't know why I even bothered filling this out, it's clear you only have developers and short term profits in mind. I hope the old people in charge of our society aren't around when it turns into Chernobyl. You did not ask us if we wanted Oracle here, I wonder where they will go when becomes as corrupted and crowded as San Francisco.
106. There was no ranking about transportation in the priority list in question 8. Great pedestrian focused transportation (sidewalk/bus/bike) is the start of any neighborhood spine. Even if the area doesn't have the density to support higher frequency buses it can still provide street calming buffers, lower driving speeds, sidewalks on both side of the streets, safer cross walks etc.
107. Opportunity for mixed use development.
108. Public transit
109. bicycling and public transit, sane urban commuting
110. Nothing I can think of.
111. I think it needs to be family oriented rather than a booze fueled playground like Broadway
112. Parking
113. flooding concerns. Inner harbor concept with waterfront buildings lining harbor.
114. Disaster and emergency planning, controlling pedestrian traffic on sobro, management of drinking entertainment vehicles
115. A automobile parking strategy. Where will it occur, how does that affect the spine road and walkability of the area, and who owns/controls the parking such that it is reasonably priced and safe and clean.
116. High density of living units.
117. How the new development will impact interstate and main thoroughfare traffic.
118. More roads and higher speed limits, synchronized stop lights
119. Addressing the large homeless population and safety of this area.

Q9 COMMENTS CONTINUED

120. Flooding
121. Pedestrian safety and comfort
122. Infrastructure compatible with increased traffic and access to the interstate
123. Nothing missed, but I would've ranked "greenways, parks, play-space" higher if parks and playspaces were listed first. Greenways are my last concern for the area. Existing greenways can be connected through on-street infrastructure.
124. The Travel America and the East Bank area are critical infrastructure for the many homeless in this area. A day/evening shelter would not only provide them a critical resource, but it would also decrease the littler and loitering in the East Bank area.
125. Family friendly! And safety from Cayce homes area.
126. We shouldn't be "policing design" in new development. Too many cities already look exactly the same.
127. Traffic patterns/control for increasing congestion due to new development
128. Residential vs. commercial zoning for spaces in the area
129. We need higher density housing.
130. Recreational activities for the people who live in THAT neighborhood
131. Congestion
132. Connectivity and safer walk/bike options into downtown.
133. safety for pedestrians and cyclists
134. Let's just be clear. Design and aesthetics are NOT important. Function, use, access, and affordability are, as is sustainability
135. Diversity of neighborhood
136. Noise, restriction of party buses.
137. overall equity and diversity, space needs to attract community members besides honky tonk/country and affluent. Ideally a space that those in the community/city would want to use and not avoid
138. How public transit will fit into the East Bank
139. Sound, parking and any idea the existing residents matter to council or developers
140. Bike parking
141. Safer area. Less transient people. Less public housing. Cleaner area. We attend church downtown and it is unsafe for a woman or teen to get to their car alone.
142. Connectivity to downtown.
143. Accessibility within design and living spaces
144. Retail/Food/Entertainment venues
145. Nashville is so many different pieces that aren't tied together. It needs to be easy to get from one part of town to another without having to drive. We also have the huge knot of overlapping interstates. Highways running through Nashville take up massive amounts of public space while dividing our neighborhoods. Look at a city like London that doesn't have freeways running through it. There is a better way. Remember, highways divide, but transit unites—especially trains. Transit is best utilized when there's dense urban development.
146. Ingress and egress from the area to the interstates. These will continue to be bottlenecks until better access is addressed
147. Safety
148. HUMAN-SCALE development and a healthy mix of uses
149. I hope that by compatibility of new development you mean that it blends with the existing style of the current homes because there has been nothing but ugly and tacky apts and tall skinnys. They bring nothing to the neighborhood.
150. Connectivity of the east-west active transportation network. Design of this area could either strengthen or further sever the east/west mobility divide that is already badly choked by I-24/65. Thinking about this area in isolation makes it more likely to further sever the network.
151. Input from residents who have already invested in the area
152. These are all extremely important, and hard to rank
153. Access (whether within walking distance, or via a transit line) to healthy food sources and grocery stores to disrupt the perpetuation of food deserts.
154. Stop equating Greenways with places to play. They are a viable transportation route. Cities run by people far smarter than anyone conducting this survey have figured it out. When you make design decisions centered around car driver experience, everyone loses.
155. I would hope job creation would be jobs for Nashvillians and jobs of all skill levels. (not jobs that pay \$125,000 that people from California will come and get)
156. Public transit!!! It will always be my #1. I miss the ease and convenience of using buses/rail/bikes to move around a city.
157. In conjunction with affordability, plans to prevent displacement is independently important
158. diversity
159. transit
160. Clean up of current neighborhood and old buildings
161. Interconnectivity with other parts of the city

Q9 COMMENTS CONTINUED

162. How to use the space to attract world class events to nashville.

163. The sea of parking lots around the stadium. It's an urban stadium. Parking should be off-site (ie away from the river, our natural resource) and there should be better transit access on game days. The parking lots will completely undermine the character of whatever is being designed in this study.

164. Minale car traffic

165. Development incentives. Connectivity to downtown/ across the river. Surface street connectivity that was broken by interstate freeway development that impedes access to the study area and diminishes the potential impact/network effects that Envision Caice and other East Nashville development could have on the study area.

166. Arts

167. Protected bike lanes

168. Can't exactly remember, but I'd hope East Bank becomes a destination park and neighborhood

169. Impact of the development to other neighborhoods around it. What will it mean for people trying to get home in Shelby hills, Lockeland, or riverside drive? What will this mean for wastewater and sewer capacity? What will this need for more police and fire resources to protect this area? How will the area be build to protect from future flooding? Is there a need for another bridge to connect to east Nashville more towards Opry mills to mitigate traffic? Why isn't there another exit off the highway to get people downtown instead of Shelby (from that direction)?

170. mass transit servicing the area

171. Managing special events, like Titans games, for people that actually live here and need to get across the river through the study area. Often, it is impossible during these events.

172. Traffic General infrastructure (e.g., garbage from increased traffic) Light pollution

173. Improvement of existing features in the study area

174. No Height limits for new developments. We need to build as much housing as possible to maintain affordability.

175. Safety for non cars

176. Transit

177. solid vision. Get that right, the compatibility, access to the river and outdoor area, and the others can plug in.

178. Restaurants, cafes, local businesses

179. Access to interstate

180. Density of housing, office and retail should be #1 priority. This should be an extension of downtown.

181. Connectivity to Downtown, although that could be covered by the compatibility point.

182. river activation and usage as mobility.

183. Reiterate affordability of housing

Q10 COMMENTS

1. Someone who has been in Nashville since 2002 and has seen the City change without growth of green space and focus on Nashvillians.

2. Do

3. Was a participant in the East Bank Study of several years ago, sponsored by Civic Design Center, and the East Bank Redevelopment Area.

4. Interested in a new destination area and frequent visitor to the area

5. TDOT

6. Human

7. Property owner River North area- Dickerson Pike- family has had this property for 70 years and grandmother lived on Pennock.

8. downtown resident who would enjoy East Bank more if it were more than just a collection of parking lots

9. Architectural Designer in East Nashville

10. My coworkers and I commute regularly from East bank

11. civil engineer

12. Trained civic designer

13. I live a mile from this area

14. Angry over tax increases from an out of control Metro

15. Live and work directly across the river downtown

16. Traffic sucks now with our in/out access completely cutoff during events/games!! This IS NOT A SOLUTION, just sheer laziness to accommodate East Nashville residents and business. Let's fix this ongoing issue first vs just blocking us from getting in/out of our neighborhood.

17. Would like to see more revenue producing establishments that are open even though Nissan Stadium is not open. This was a selling point for the original referendum and all I see are empty buildings and the Nissan parking lot. Why wasn't a parking garage built in the first place?

18. Business Owner in East Nashville

19. former longtime resident

20. architect working in East Nashville

21. President of abutting neighborhood (association) Historic Edgefield

Q10 COMMENTS CONTINUED

22. I drive through that area regularly
23. Regularly with traverse this area as I live very close to it.
24. Former resident of Edgefield
25. My young daughter is a resident of East Nashville and she works in the Vanderbilt area.
26. Affordable Housing
27. Native Nashvillian
28. Live nearby
29. Metro Nashville District Energy System manager with interest in expanding service to the East Bank
30. resident who would like to commute to my downtown office by bike but don't feel safe doing so due to the lack of bike infrastructure within the East Bank
31. Commute through the area daily by bike
32. PARENT OF CHILDREN in THE SHELBY NEIGHBORHOOD
33. Lifetime Nashville resident that got tired of watching you sellout to developers and California businesses. Are the healthcare companies paying you to bring more trash to Nashville? I don't think so. It's only going to get worse when people refuse to work in this mess.
34. Employee of a company that is on the west bank and can view the East Bank from my office.
35. Downtown resident
36. Geologist/Env. Consultant and bike rider who lives in East Nashville
37. Citizen deeply concerned about affordability and gainful employment
38. Professional who commutes between East Nashville and downtown every day
39. downtown worker, titans fan
40. Part of a community of cyclists that leverage the East Bank area regularly during our rides
41. Resident in German town. This development has significant impact on this community as well
42. Visitor
43. Bike commuter
44. Former East Nashville resident and lover of Nashville circa 2014-2017.
45. Public artist
46. Employee near East Bank
47. Frequenter of East
48. downtown employee
49. Bike commuter through East Bank for work.
50. Commuter from east to downtown
51. Registered architect and urban designer within Nashville

52. i run and bike here often
53. While excited about the development, I fear this has the potential of becoming similar to Broadway which is completely out of hand and a no go zone for residents now.
54. Active transportation commuter through East Bank
55. Involved with non-profits in East Nashville
56. Architect
57. own operate business on Cumberland and in east bank area.

Q11 COMMENTS

1. Highland Heights
2. Wedgewood Houston
3. East Nashville/South Inglewood
4. McFerrin Park
5. Old Hickory
6. Rosebank area
7. East Hill, East Nashville
8. South Nashville
9. Downtown
10. Edgefield
11. 37205
12. Edgefield
13. Oak Hill
14. Edgefield
15. Bellvue
16. Eaastwood
17. Germantown
18. Talbot's Corner
19. Antioch
20. Donelson
21. Green Hills
22. Glencliff
23. Hermitage
24. Historic Edgefield
25. Belle Meade
26. Historic Waverly Place
27. Cleveland Park
28. East Nashville
29. Crieve Hall
30. Lockland Springs
31. McFerrin PArk
32. Charlotte Park
33. Historic Edgefield
34. East Nashville
35. Renraw
36. Green Hills
37. Belmont-Hillsboro

Q11 COMMENTS CONTINUED

38. Belmont-Hillsboro
39. Gulch
40. Gulch
41. East Nashville
42. North Nashville
43. Inglewood
44. Lockeland Springs
45. Inglewood
46. East Nashville Rosebank
47. Cleveland Park
48. South Nashville
49. Green Hills
50. Lockeland Springs
51. downtown/Sobro
52. Nashville
53. Rosebank in East Nashville
54. North Capital
55. Sylvan Heights
56. Eastwood
57. Inglewood
58. West Nashville
59. 12 South
60. The Gulch
61. Green Hills
62. Donelson
63. Donelson
64. West Meade
65. Historic Edgefield
66. East Nashville
67. East Nashville
68. Antioch
69. Cleveland Park
70. Rosebank
71. Cleveland Park
72. Cleveland Park
73. North Nashville
74. East Nashville
75. Highland Heights
76. South Inglewood
77. McFerrin Park
78. Nashville
79. Cleveland Park
80. East Nashville
81. Highland Heights
83. Lockeland Springs
84. Germantown
85. Highland Heights
86. Renraw Community, East Nashville

87. Highland Heights
88. East Nashville
89. Highland Heights, East Nashville
90. Cleveland Park
91. Cleveland Park
92. Mid-town/West End
93. Cleveland Park
94. Cleveland Park
95. McFerrin Park
96. Cleveland Park
97. West End
98. Renraw
99. Historic Edgefield
100. East Hill
101. Rosebank
102. McFerrin Park
103. Cleveland Park
104. Cleveland Park
105. Cleveland Park
106. Cleveland Park
107. Cleveland Park
108. McFerrin Park
109. Highland Heights
110. Cleveland Park
111. Maxwell
112. East Nashville
113. Highland Heights
114. Highland Heights
115. East Hill
116. East Nashville
117. East Nashville/Greenwood
118. Maxwell Heights
119. Highland Heights
120. East Nashville (Renraw)
121. Highland Heights/Cleveland Park
122. Cleveland Park
123. Cleveland Park
124. Highland Heights
125. Cleveland Park
126. East Nashville
127. East
128. Rosebank
129. East End
130. Inglewood
131. East End
132. Rosebank
133. East Nashville - Shelby Hills
134. Green Hills
135. East Hill
136. Inglewood

Q11 COMMENTS CONTINUED

137. Rosebank
138. Bellshire
139. Cleveland Park
140. East Nashville
141. Downtown north of Broadway
142. Cleveland Park
143. Riverside
144. East Nashville - Maxwell Heights
145. Donelson
146. Lockeland Springs
147. Eastwood
148. Green Hills
149. Lockeland Springs
150. Lockeland Springs
151. Belshire
152. East
153. Crieve Hall
154. Eastwood Neighbors
155. Lockeland Springs
156. Historic Lockeland Springs
157. Rosebank area, East Nashville
158. Woodbine
159. McFerrin Park
160. Eastland Acres near Shelby Bottoms
161. Lockeland Springs
162. McFerrin Park
163. Rosebank
164. Lockland
165. Historic Edgefield (Shelby Ave)
166. Shelby Hills
167. Shelby Hills east Nashville
168. Woodbine/Glenclyff
169. East Nashville
170. Porter Heights/Rosebank
171. South Inglewood
172. 37206
173. Shelby Hills
174. East Nashville
175. Lockeland Springs
176. Lockeland Springs
177. East Nashville
178. East
179. Eastwood Neighbors
180. East Nashville
181. West
182. Lockeland Springs
183. East Nashville, Lockeland Springs
184. Charlotte Park
185. South Inglewood
186. Downtown
187. Inglewood
188. Edgefield
189. East Nashville
190. East Nashville
191. Eastland
192. Lockeland Springs
193. Edgehill
194. Inglewood
195. Edgefield
196. Edgefield
197. Hillsboro Village
198. Live in Donelson, former resident of Shelby Bottoms and work in Lockeland Springs
199. Lockeland Springs, East Nashville
200. Edgefield
201. Edgefield
202. Historic Edgefield
203. East
204. Edgefield
205. Inglewood/Madison
206. Historic Edgefield
207. Shelby Hills
208. Lockland Springs
209. 37206
210. Lockeland Springs
211. Lockeland
212. Eastwood
213. Renraw
214. Inglewood
215. Madison
216. East Nashville
217. Lockeland Springs
218. East Nashville
219. Rosebank
220. Rosebank
221. Inglewood
222. Edgefield
223. East Nashville
224. 37206
225. East
226. Buchanan Arts
227. Greenwood
228. Germantown
229. 5 Points East Nashville
230. Rolling Hill
231. Lockeland Springs
232. Shelby Hills
233. Hermitage

Q11 COMMENTS CONTINUED

234. Inglewood
235. Lockeland Springs
236. East Nashville & Whites Creek
237. Inglewood
238. East End
239. Lockeland Springs
240. Edgefield
241. Shelby Hills
242. Edgefield
243. Lockeland Springs
244. Rosebank greenway area
245. Forest Hills
246. Williamson residents
247. Shelby Hills
248. Lockeland Springs
249. East Nashville - Rose Bank
250. Edge Hill
251. East Nashville
252. East Nashville - 6th and Shelby block
253. Rosebank, but why this question? will responses be ignored depending on where I live?
254. Lockeland Springs
255. Historic Edgefield
256. East Nashville
257. Inglewood
258. East Nashville
259. Shelby Hills
260. Lockeland Springs
261. East Nashville (Highland Heights)
262. Inglewood
263. East Nash
264. Hillsboro West End (and work downtown)
265. Inglewood
266. East Nashville
267. East Nashville
268. Shelby bottoms
269. East Nashville - Shelby Hills
270. Lockeland Springs
271. Wedgewood Houston
272. McFerrin park
273. McFerrin Park
274. She lives in South Inglewood
275. McFerrin Park
276. East Nashville, Highland Heights
277. McFerrin Park
278. Sylvan Park
279. Cleveland park
280. McFerrin Park
281. East
282. Rosebank
283. Cleveland Park
284. Hillsboro-West End
285. Edgefield
286. Edgehill
287. East Nashville (Lockeland Springs)
288. Edgefield
289. Bellevue
290. Eastwood
291. Green Hills
292. Germantown
293. Downtown
294. Inglewood
295. Germantown
296. Bordeaux
297. McFerrin Park
298. McFerrin Park
299. SHELBY HILLS (multiple property)
300. Germantown right across the bridge from this
301. Lockeland Springs
302. Villages of Riverwood
303. Whites creek
304. South Inglewood
305. Donelson
306. Rosebank
307. East
308. Old Hickory
309. Belmont Hillsboro
310. West End Park
311. Hermitage
312. Eastwood
313. East nash
314. Katie Hill
315. Katie Hill
316. Rosebank
317. Buena Vista Heights
318. Donelson
319. East Nashville
320. East Nashville- Maxwell Heights
321. Cleveland park
322. Inglewood
323. Inglewood
324. Lockeland springs
325. Gulch
326. Rosebank
327. Inglewood/Rosebank
328. Shelby hills
329. Cleveland Park
330. East Nashville

Q11 COMMENTS CONTINUED

331. East Nashville
332. East Nashville- Rolling Acres
333. East Nashville
334. Donelson
335. Downtown
336. Inglewood
337. Sylvan Park
338. Eastwood Neighbors
339. Rosebank
340. Inglewood
341. South Inglewood
342. 12 south
343. 12 South
344. East Nashville
345. Highland Heights
346. Inglewood
347. Woodbine
348. Greenwood
349. Madison-chadwell
350. Cleveland Park
351. Eastwood
352. Harding Pl and Nolensville Rd
353. EAST NASHVILLE
354. East Nashville
355. Crieve Hall
356. Shelby Hills
357. 14th and Sevier st
358. East end
359. Shelby hills
360. Belmont
361. Midtown
362. East Nashville
363. Maxwell Heights
364. Belle Meade
365. East End - East Nashville
366. east nashville
367. West End
368. Green hills
369. East Hill
370. donelson
371. Lockeland Springs
372. East End
373. Inglewood
374. Historic Buena Vista/ Germantown
375. Inglewood
376. Eastwood Neighbors
377. Bellvue

378. East
379. Berry Hill
380. Five Points area
381. Bellevue
382. West Meade
383. South Nashville
384. Cleveland Park
385. Germantown
386. Cleveland Park
387. Crieve Hall
388. 37206
389. Eastwood Neighbors
390. East Nashville -- Shelby Hills
391. East - Historic Edgefield
392. East Nashville
393. Lockland springs
394. West End area
395. Shelby Heights
396. Inglewood
397. East Nashville
398. Hermitage
399. Eastwood
400. Bellevue. I work in Kingston Springs so I moved west. I miss East. Minus the car break ins and regular gunshots
401. East nashville
402. Rolling Acres
403. Lockeland Springs
404. Lockeland Springs
405. Historic Edgefield
406. Hillsboro
407. East End
408. Edgefield
409. Lockeland Springs
410. North Nashville and previously in Germantown
411. Crieve Hall
412. Lockeland Springs
413. Lockeland Springs
414. East Nashville
415. East nashville
416. Rosebank
417. Historic Edgefield
418. Hickory Heights
419. East Nashville (Eastwood)
420. Maxwell Heights, East Nashville
421. East nashville
422. Bordeaux/Whites Creek
423. Historic Edgefield
424. East Nashville
425. Cleveland Park

Q11 COMMENTS CONTINUED

426. Donelson
427. White Bridge
428. Greenwood district, East Nashville
429. East Nashville; Rosebank
430. Lockeland Springs
431. Donelson
432. Inglewood
433. Maxwell heights
434. McFerrin Park
435. madison
436. Shelby Hills
437. East Nashville
438. East Nashville
439. East End
440. Eastwood Neighbors
441. Greenwood area
442. East Nashville 5th & Main condominiums
443. Shelby Hills
444. Eastwood
445. West End Park
446. Cleveland Park
447. Eastwood
448. East Nashville, Shelby hills
449. Edgefield
450. Warner Park
451. Midtown
452. Forest Hills
453. Shelby Hills
454. Edgefield
455. Shelby Hills
456. Maxwell Heights
457. Donelson
458. Maplewood Heights
459. Inglewood
460. Inglewood
461. Work in Berry Hill
462. East Nashville
463. Mcferrin Park
464. Hadley Park
465. Maxwell Heights
466. Shelby Corridor
467. Goodlettsville
468. Germantown
469. West Nashville
470. Eastwood
471. germantown
472. East Nashville
473. East End

474. Belmont/Waverly
475. Greenwood
476. Spring hill
477. Rosebank

Q13 COMMENTS

1. American hodgepodge like everyone else! Why do you still only list 5 racial profiles? OUT OF DATE AND POLITICAL INCORRECT. NO ONE IS "WHITE" or "BLACK" or etc. please update or remove this offensive question.
2. Person - why does it matter?

Q14 COMMENTS

1. I think this is an offensive question. We're born either male or female. I'm female.
2. Non-Binary