



East Nashville Spokes Public Survey

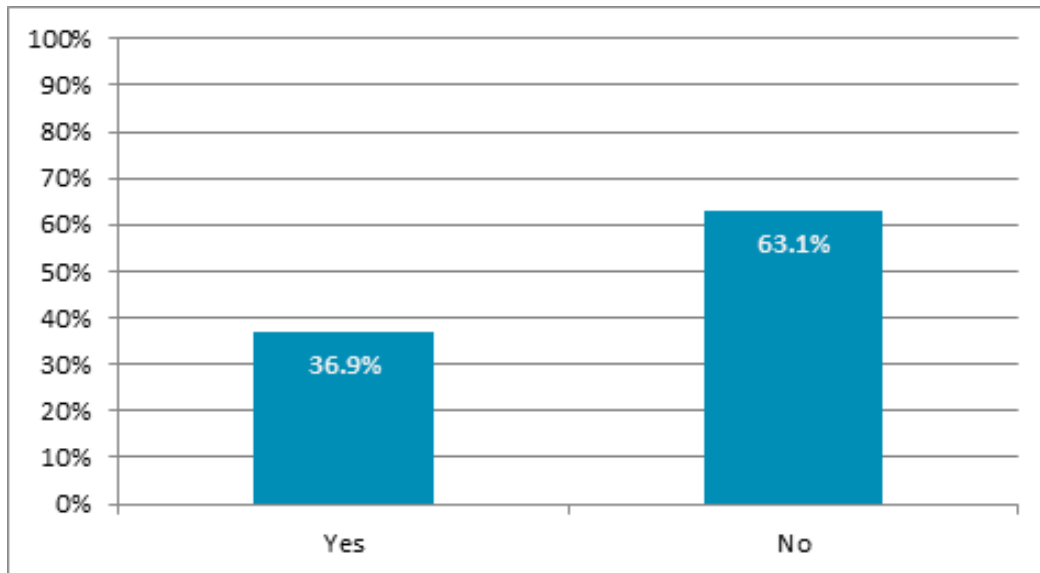
October 2023

The East Nashville Spokes public survey gathered the thoughts and opinions of Nashvillians regarding planned, designated bike facilities on Woodland/Union Streets, South 5th Street, and South 10th Street. The survey collected input from July 25, 2023 – August 18, 2023, and received 320 responses. The Spokes engagement team distributed the survey through social media, the networks of the Stakeholder Committee members, community events and festivals, the Nashville Department of Transportation’s (NDOT) website, and flyers posted at various locations along the study corridors. The survey prompted respondents to provide feedback on challenges, design preferences, and lived experiences surrounding transportation in the East Nashville community.

Survey Questions

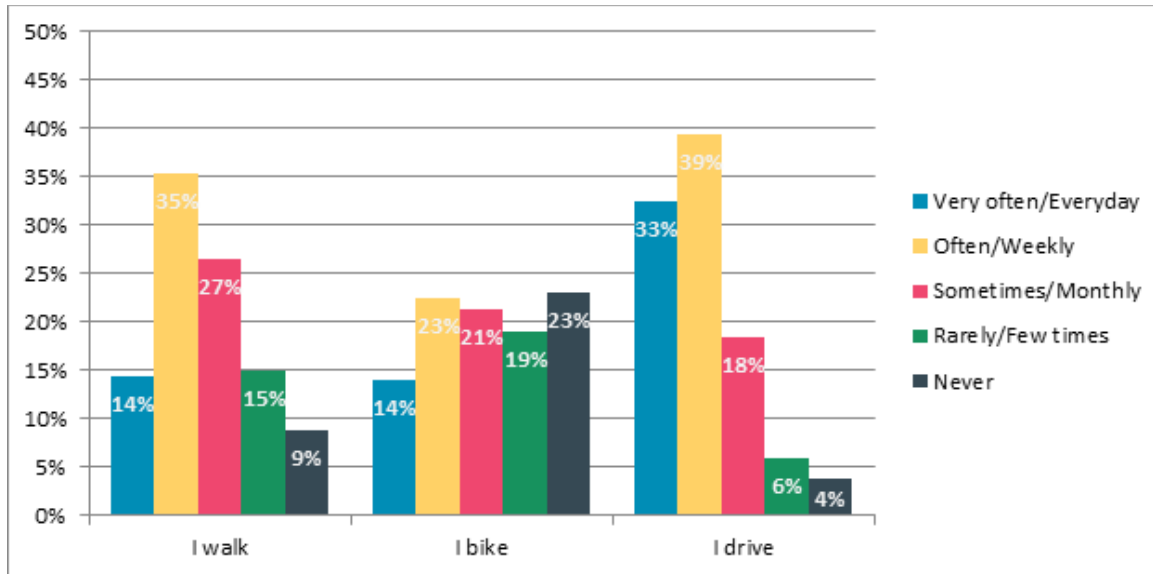
1. Were you aware of the proposed bikeways on segments of Woodland Street, S 5th Street, and S 10th Street in East Nashville before seeing this survey?

Responses: 320



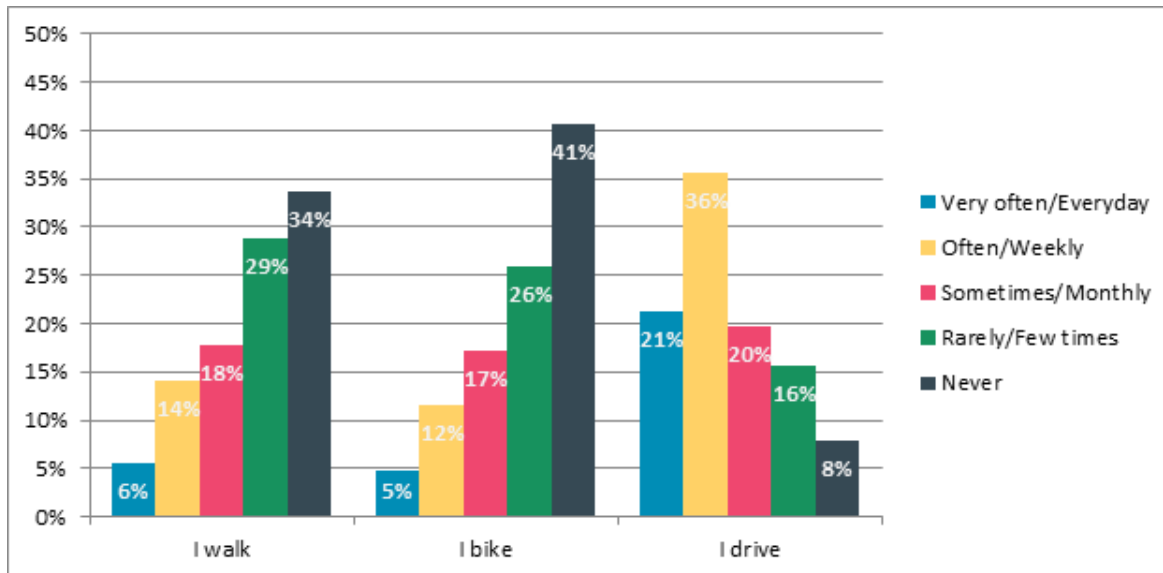
2. How often do you walk/bike/drive on **Woodland Street**?

Responses: 320



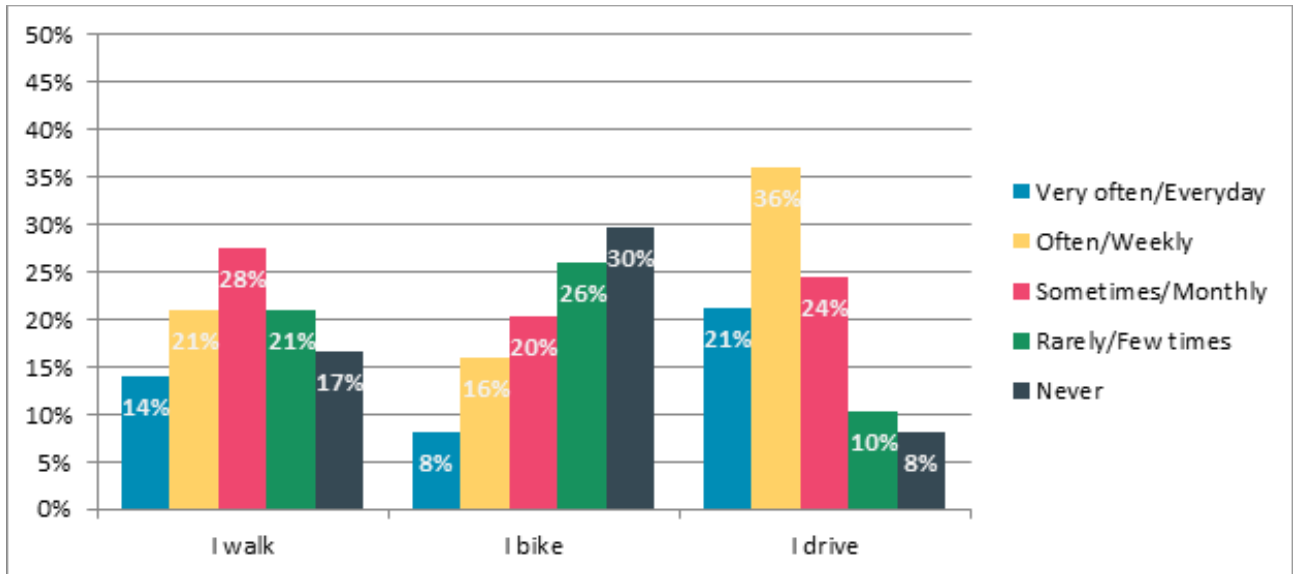
3. How often do you walk/bike/drive on **S 5th Street**?

Responses: 320



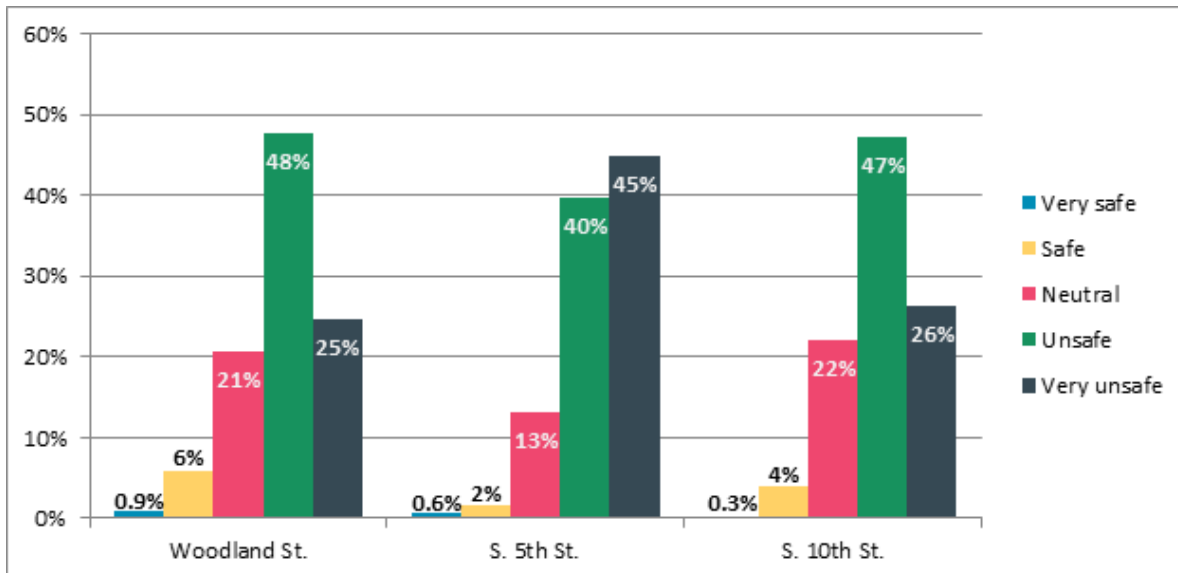
4. How often do you walk/bike/drive on **S 10th Street**?

Responses: 320



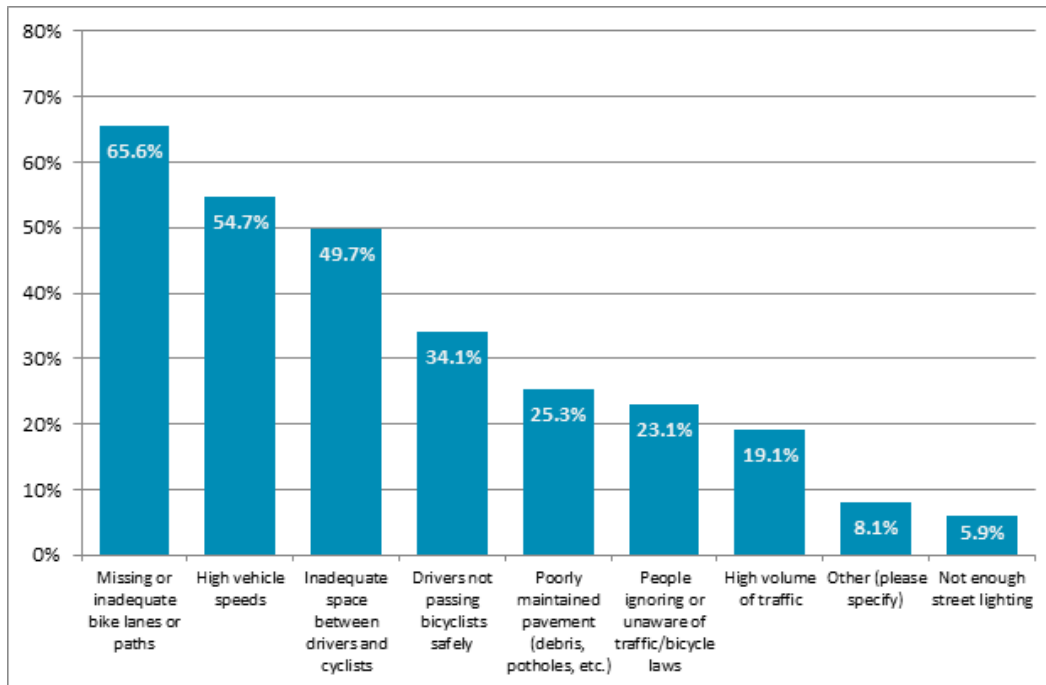
5. How safe do you feel each of these streets currently are for cyclists?

Responses: 320



6. What are your top three (3) safety concerns when cycling on Woodland St., S 5th St., or S 10th St.?

Responses: 320



Frequent answers from the open response include:

- Difficulties in crossing the street safely
- Both cyclists and drivers are uneducated/unaware of safety along the corridor
- Feels unsafe to cycle along any of these streets, especially on S 10th St.
- Current design of these roads caters to car/driver convenience and facilitating the flow of commuter traffic

7. Are there any specific areas/intersections/crossings along Woodland St., S 5th St., or S 10th St. that you feel are particularly dangerous for cyclists? Please be specific with street names or landmarks.

Responses: 167

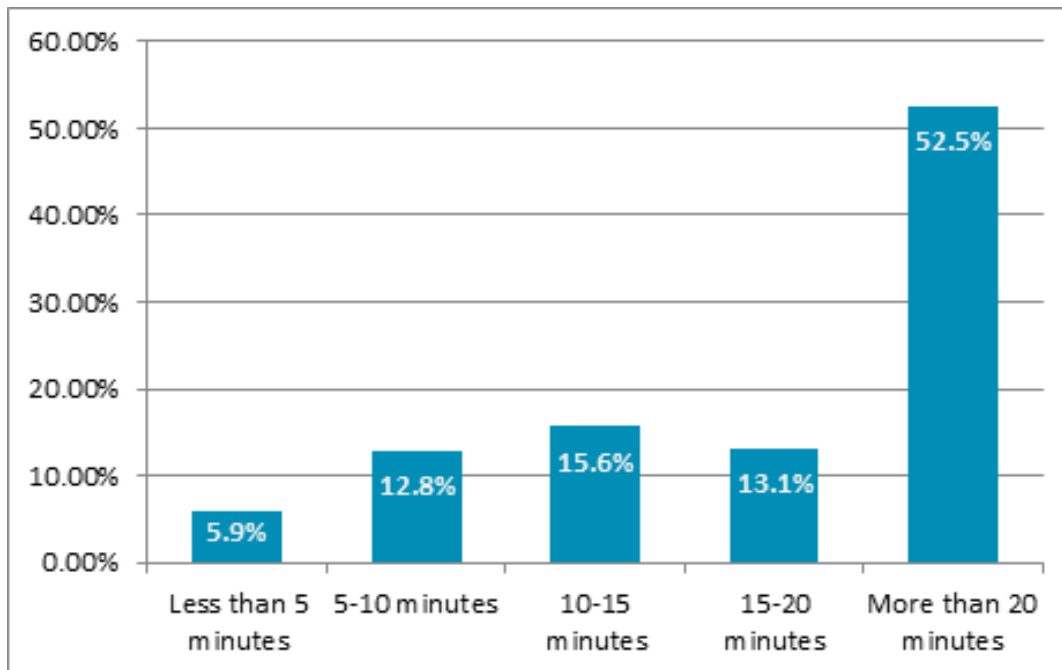
Most common intersections indicated in the open response include:

- Intersection of Woodland and 5th
 - Could use a bike specific traffic light
 - 5 Points area is dangerous overall, with rideshares dropping people off, drivers do not adhere to speed limits, and opening car doors
- 10th and Shelby
 - Poor visibility, wide lanes

- Intersection is unsafe with long crossing distances, high speeds
 - Signage has improved, but more is needed
- 5th and Shelby
 - Unsafe to bike without protected lanes
- From Downtown to East Nashville along Woodland
 - Designed for cars, not pedestrians or cyclists
 - Near interstate on-ramps blocks cyclists/pedestrian traffic both into East Nashville and Downtown, car speeds and design prohibits cyclists/pedestrians from navigating straight on to Woodland
- 10th and Woodland
 - Intersection with cars turning in multiple directions and various angles
 - Cars speed through this intersection, disregard cyclists, and parking challenges make it difficult to navigate the intersection
 - 10th is too wide, needs traffic calming and road diet
- Protected bike lanes needed along Woodland to calm traffic and protect cyclists

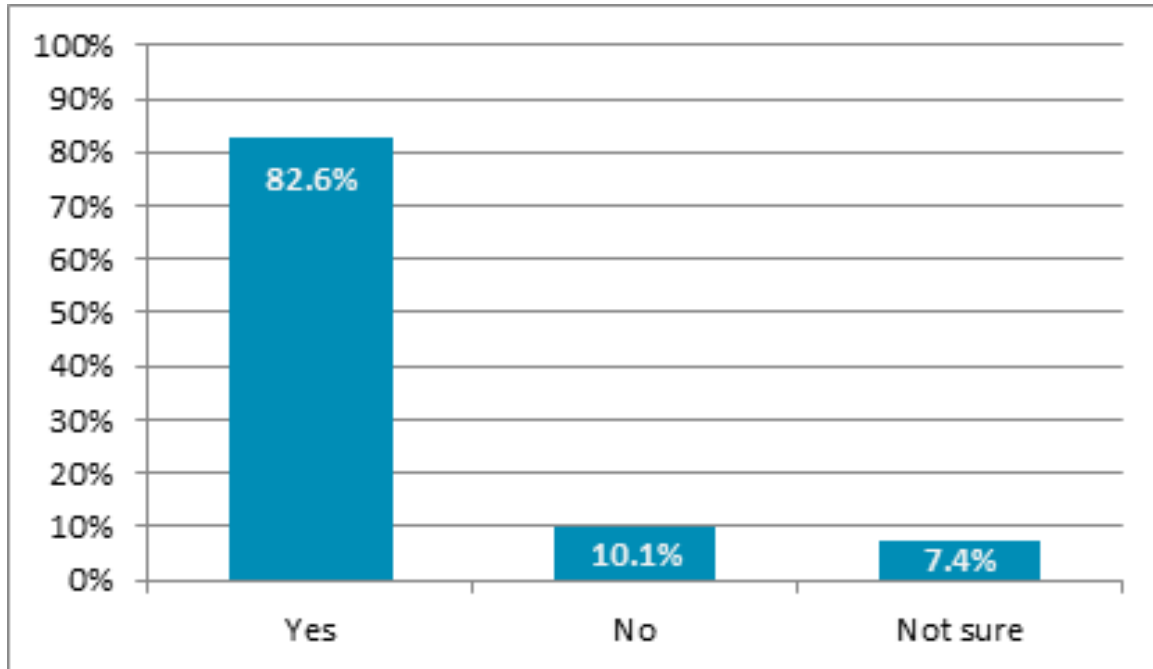
8. How much total time would you estimate you spend traveling (walking, biking, or driving) along these streets each week?

Responses: 320



9. Would you be more likely to use a bicycle for transportation if dedicated bike facilities were installed on Woodland St., S 5th St., and S 10th St.?

Responses: 298



10. If no, what would make you more likely to bike in your community?

Responses: 55

Key takeaways from open responses include:

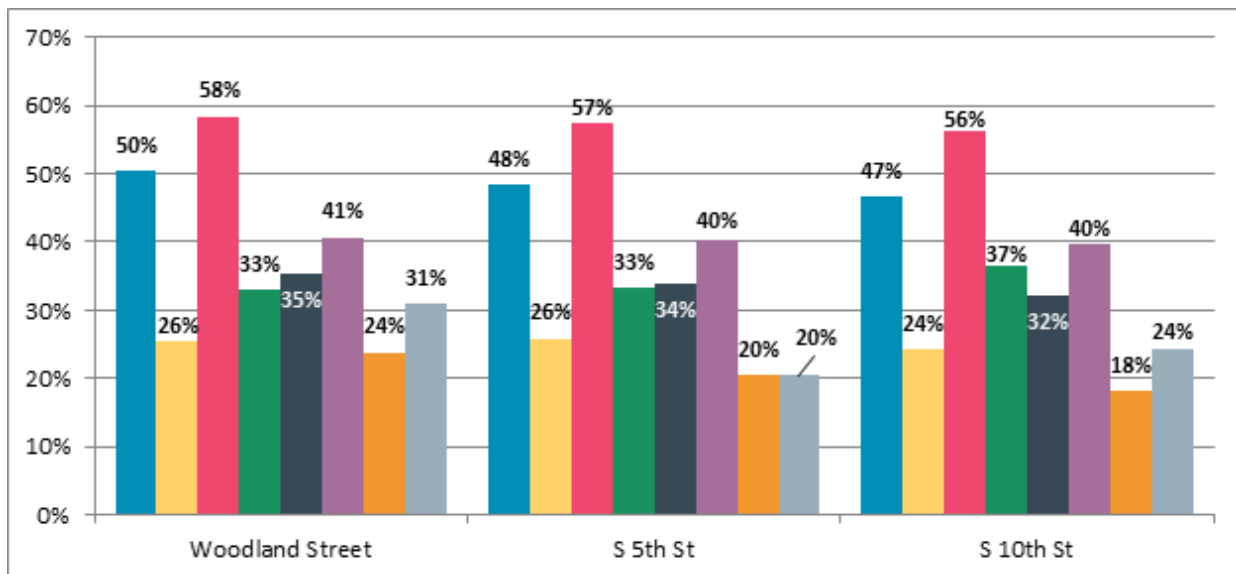
- Better connection of bike lanes into neighborhood network and interstate crossings
- Driver awareness
- Bike sharing program and docking stations
- Built, separated bike lanes
 - No flexible or fixed delineators that don't offer true protection
- Better maintained streets and bike lanes; potholes and debris make it difficult for drivers and cyclists alike



- Vertical delineators (fixed)
- Vertical delineators (flexible)
- Raised medians
- Bike lane striping
- Designated crossing points
- Greenery
- Two-way cycle track
- Bicycle parking

11. What specific features would you like to see included in the design of dedicated bike facilities on each of these streets? (Use the photos above for reference)

Responses: 298



12. What concerns you about dedicated bike facilities on Woodland St., S 5th. St., and S 10th St.?

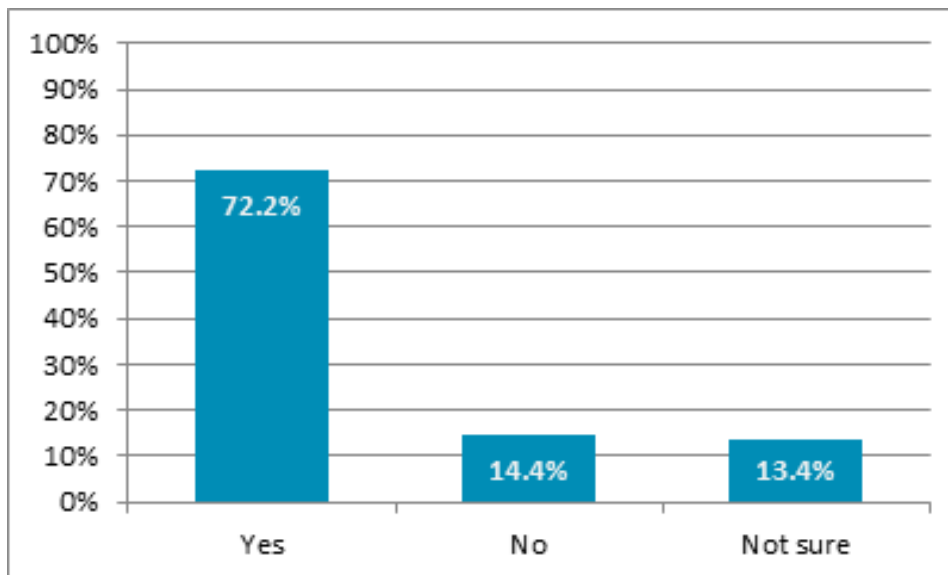
Responses: 163

Highlights from the open responses include:

- This project needs to separate cyclists from car traffic, providing true protection from drivers
 - Striping and delineators are the bare minimum and do little to protect cyclists from traffic
 - It is worth the investment of time and money into this project to make our streets safer for cyclists and pedestrians
- Comprehensive plan needed for Woodland St., indicating loading zones for businesses and their alternatives, parking solutions, etc.
- Need safe crossing points for pedestrians across 10th Street
- Drivers need to pay attention and be held accountable to roadway changes and signage
- Dedicated facilities may take lanes away from vehicles, need to consider the impacts to the flow of traffic on main corridors

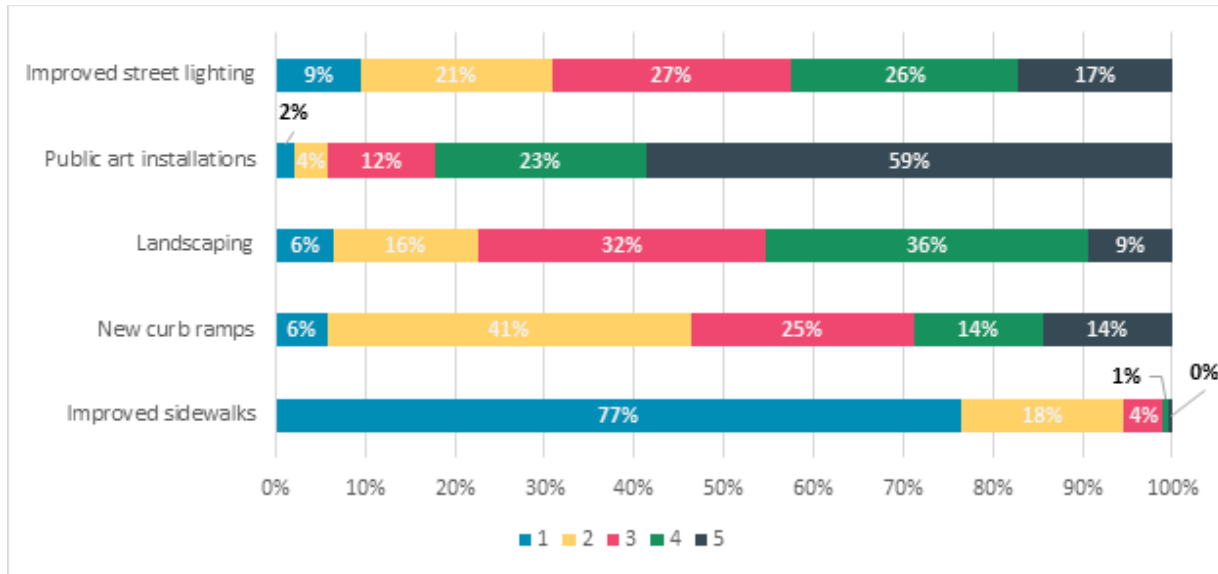
13. Would you be more likely to support the implementation of dedicated bike facilities if they were accompanied by other improvements, such as new sidewalks, landscaping, or public art installations?

Responses: 298



14. Please rank the following improvements in order of your top priorities:

Responses: 298



The highest priority for survey respondents was improving sidewalks, with 95% ranking it 1st or 2nd. The improvement that was ranked first the most after improved sidewalks was better street lighting. Public art installations ranked last most often, which may highlight the community’s need for safe transportation facilities over improved aesthetics.

15. Do you have any other comments, concerns, or suggestions about the planning and design of dedicated bike facilities on S 5th Street, Woodland Street, and S 10th Street in East Nashville?

Responses: 106

Frequent responses to the open response include:

- Bike lanes, sidewalks, and safe crossings are essential features of the public space and have long been compromised in favor of cars
- Need traffic calming measures in addition to bike lane improvements
- These streets in particular are extremely hazardous to cyclists and pedestrians but improving them in the right way is a generational opportunity.
 - Roadway enhancements must provide dedicated, protected bike facilities in the spirit of Nashville’s track towards sustainability and accommodating a greater density population.
 - Reallocating road space to pedestrians and cyclists will make the neighborhood more sustainable, less noisy, less polluted, and safer for all

Overall Key Takeaways

- Need for bold changes, a true multimodal network that equally values cyclists, pedestrians, and vehicular traffic
- Protected, separated bike lanes
- More comprehensive bikeway network outside of project scope, connection throughout neighborhoods and existing network
- Include equity in the conversation