



Spokes Outreach Phase Two Report

Prepared by Fairpointe Planning | November 2023

Community Open House

The final engagement activity for the East Nashville Bikeway Project occurred on Thursday, October 19, from 5:30 PM-7:00 PM at the East Park Community Center. This meeting was designed as an open house, come-and-go event that was kid-friendly and allowed the public to comment and review proposed design changes to bikeway infrastructure improvements along Woodland Street, Union Street, and S 10th Street. With all proposed concepts set up in charrette style, a bike rodeo hosted by BikeFun, and a kid's coloring table, over 60 members of the public were able to attend with project team members available to field questions and comments.



Below summarizes public commentary around the cross-section street-view foam boards that were positioned around the room.

Rendering Alternative #1 Summary

- **5th Street Between Shelby and Davidson**

Feedback included the need for traffic calming measures and ways to prevent cars from driving over the concrete barriers. Generally positive, with some requests for additional protection to indicate the presence of the concrete barrier.

- **5th Street Woodland and Shelby**

Extremely positive feedback on this design. Some confusion in how cars will access the turn on to Fatherland Street.



- **10th Street Between Woodland and Shelby**

Generally positive comments on the design, with some mentioning that there is no need for two car lanes on this road. A few disagreed, stating the one being used for parking will cater to the need for parking along this segment. Pedestrians felt safer on this segment as well.

- **Woodland Bridge**

Comments were extremely positive on this design with “properly” protected and separated bike lanes. Separation, such as the one proposed in this design, is key for people who bike to/from work/events. However, pedestrians would feel generally unsafe in this design.

- **Woodland Between 5th and 10th Streets**

Separation was liked, but more protection is needed in this design. Vertical bollards were proposed as an addition to the current design to feel truly safe, with opposition to this design being due to the limited protection. Some expressed interest in this design due to it seeming like a nice, cheaper alternative to increased protection as well.

- **Woodland Between I-24 Ramp and 5th Streets**

Generally, comments leaned more negatively in this design, with primary concerns around the distance between bike lanes and traffic without additional protection. With vertical bollards, cyclists would feel much safer.

- **Woodland Between River and I-24 Ramp**

Feedback on this design was overwhelmingly positive, with most comments citing the green space design and true separation being a motivating factor for them to get out and bike more frequently. Some generally disliked the two-way cycle track idea, stating that they are difficult to enter and exit, and there was a general lack of awareness from vehicles for those exiting the bike lane.



Rendering Alternative #2 Summary

- **5th Street Between Shelby and Davidson**

No comments were made. The project team will continue to coordinate with MDHA on reviewing the 5th Street concepts.

- **5th Street Woodland and Shelby**

Feedback was positive, with questions surrounding the turn in to Fatherland Street.

- **10th Street Between Woodland and Shelby**

Only feedback received requested that parking be moved from the street. There must be parking relocated off 10th Street, rather than on the street.

- **Woodland Bridge**

Comments on this design were overwhelmingly positive, with members of the public feeling like they could finally use the bridge to cross safely. Some cited the need for vertical bollards for optimal protection. However, some were concerned over the lane reduction, commenting that this design would increase congestion and back up traffic.

- **Woodland Between 5th and 10th Streets**

General feedback liked the protection given in this design, but strongly disliked the proposed shared-use path. Many concerns were raised over safety on the shared use path, and some additional concerns were around lane reduction/traffic concerns. Traffic may get backed up on 10th Street in this design and be pushed into residential Fatherland Street. Additional concerns were brought up around the need for space



for businesses to be able to load/unload on Woodland, and an additional turn lane is needed to keep traffic flowing down this corridor.

- **Woodland Between Interstate 24 and 5th Streets**

Public comments were in favor of the one-way bike lane design in this proposal. Feedback here was generally positive.

- **Woodland Between River and Interstate 24**

Many comments here were in favor of sidewalk-grade bike lanes but cited the need for separation between the lane and sidewalk out of concern for pedestrians overtaking the bike lanes. Examples given were in the Gulch, where the lanes are not separated.

Below, public comments are summarized for street design and intersection improvements along Woodland Street, 5th Street, and 10th Street.



Woodland Street Concept Alternative #1, Part 1



- 2nd Ave and Union intersection: extend concrete median to intersection, cycle track design is the best here in this intersection, but the stoplight may tempt cyclists coming from Gay Street to take the road
- 1st and Union: no traffic signal needed
- Bridge across Woodland: positive feedback on cycle track across bridge, however, pedestrian safety must be enhanced here with preference for sidewalks on both sides of the bridge. Some individuals stated they would feel safer with a 6' buffer as opposed to a raised sidewalk. One comment preferring the cycle track design across the bridge, but with one-way bike lanes extending the rest of Woodland. The transition would need to be well protected with a delineated bike signal and no turn on red to feel fully safe.
 - Similarly, lots of confusion about the cycle track only being on one side of Woodland. Specific confusion around the transition between Woodland and 5th Ave with access to Main.
- Woodland between 2nd and Interstate Drive: 6' refuge=good, 8' median=waste of time, shrink landscape buffer and widen the sidewalk.
- Woodland (under the bridge): wider buffers needed
- Woodland to Russell: positive feedback on multi-use path here, especially for those that want to avoid the interstate
- 5th and Woodland intersection: Some community members would like to see bump outs and prefer a dual direction bike path all the way through. Bike scramble/phasing would make this better.



Woodland Street Concept Alternative #1, Part 2



- McFerrin and Woodland nearest crossing: This segment needs protected lanes with concrete or steel bollards (no flexible delineators) from cars to make this comfortable for all.
- Reducing turn points over bike lane is critical for safety, or at least making it narrower.
- 10th and Woodland intersection: keep the islands big like other alternative design
- Main street does not need parking between 10th and 11th street. This also should not be a sharrow but rather a bike lane.
- Five points Intersection: love the roundabout, the placemaking is cute too!
- S 8th and Woodland: love the bike lanes at asphalt grade, not a fan of mixed use, agree
- Woodland and 7th: protected bike lanes look great!



5th Street Concept Alternative #1



- Corner of S 5th and Summer Place: Concerns with using solid green paint, would like to see crosshatch pattern or texture to reduce slipping/skidding hazards.
- Crutcher Street and 5th: Usually a big fan of concrete buffers, but worry about this specific stretch getting too dirty and deterring cyclists into the road (located near industrial site)
- General Comments on bike way design: Some prefer a dual direction bike lane due to the risk of narrow, fully enclosed bike lanes proposed. The curbs on both give bikers no escape. If this design is selected, some would recommend more frequent gaps for bikers to exit if needed.
 - Love addition of trees and shade protection for pedestrians and cyclists.
 - Need bulb outs in the cut outs in bike lane protection to stop vehicles from cutting Russell Street
- Crossing on Fatherland and 5th: We need to make it possible for people to make it across 5th safely, this is a solid solution if left turn is needed or necessary on Fatherland and 5th
- Shelby and 5th: Positive feedback on protected turns
- Woodland and 5th: Concerns over safe right turns on 5th



10th Street Concept Alternative #1



- Intersection of Shelby and 10th: suggestions to continue buffer over the hill to slow traffic, add speed bumps and traffic calming. This lane functions as a speeding lane. Main questions around if there could be a concrete buffer at the intersection
 - Such a dangerous pedestrian space currently, all like the idea of preventing certain turns by cars at this intersection.
- Woodland and S 10th: positive feedback on protected corners





Woodland Street Concept Alternative #2, Part 1



- Woodland and McFerrin: reduce number of curb cuts, would rather have dedicated lanes with no planting strip, 10' lanes create safe slow traffic
 - max 11' to leave room for WeGo buses
- S 10th and Woodland: Preference for dedicated bike lanes over shared use path particularly in this area with high pedestrian traffic.
 - Parking is not needed here at the 1000 block of Woodland. Bike lanes would be much safer than sharrows
- At corner of S 10th and Woodland: Concerns around splitting the cycle track before Main, confusion on transition
- Order of preference for south 8th and Woodland: 1) cycle track, 2) bike lane, 3) shared path
- General comments on road design: prefer dual direction path option due to comfortability and safety for cyclists
- South 6th and Woodland: Negative feedback on shared use path
 - a lot of runners would use this, but fast cyclists might still use the road
 - shared use path in high pedestrian area creates more conflicts and will push bikes into the street, see the gulch for reference



Woodland Street Concept Alternative #2, Part 2



- Interstate Drive and Woodland: with such heavy right turn volumes, bikes will have a difficult time navigating this intersection
 - Interstate and Woodland: Positive feedback on grade-separate bike lane and slow approach of cars here
- Original WalknBike plan for the city proposed a multi-use path from Woodland to Russell
 - 2nd and Woodland: blind turn for east bound on woodland, need a raised crossing
 - Need to add a curb cut here so access to Gay Street is possible, bike rail needed on stairs
- General comments on bike infrastructure design: add more buffer between bikes for cars, preference around street level bike paths and hard barrier like concrete barriers



5th Street Concept Alternative #2



- S 5th and Summer place: Many indicated that they prefer a two-way cycle track here, but would rather have it on the north side so access to Main Street shops is available
- Corner of Crutcher and s 5th: no parking needed on 5th
- Davidson St and s 5th: this crossing is missing an island to wait at if making right turn from Davidson St
- Shelby and s 5th street: both sides to one side or either side of Shelby seems difficult to navigate
 - Need to continue cycle track all the way to main street
- South 5th with nearest cross street at Fatherland: Love all the new bike lanes, but this addition likely couldn't be supported by one lane in each direction, especially if you base the DHV on game day traffic
- South 5th and Fatherland: Consider no left turns or crossing traffic at all



10th Street Concept Alternative #2



- Shelby and S 10th: Prefer to add speed bumps and traffic calming. This lane will function as a slip road and lead to speeding.
- South 10th and Shelby: Need to eliminate curb cut.
- 10th Street and Boscobel: No parking is needed on 10th between Shelby and Woodland.
- South 10th and Fatherland: Would be cool to separate cycle lanes to integrate bikes with regular flow, but still separated from traffic as opposed to the one cycle track design.
- Corner of South 10th and Russell: No parking needed here.
- Woodland Street and South 10th : Positive feedback on intersection design.



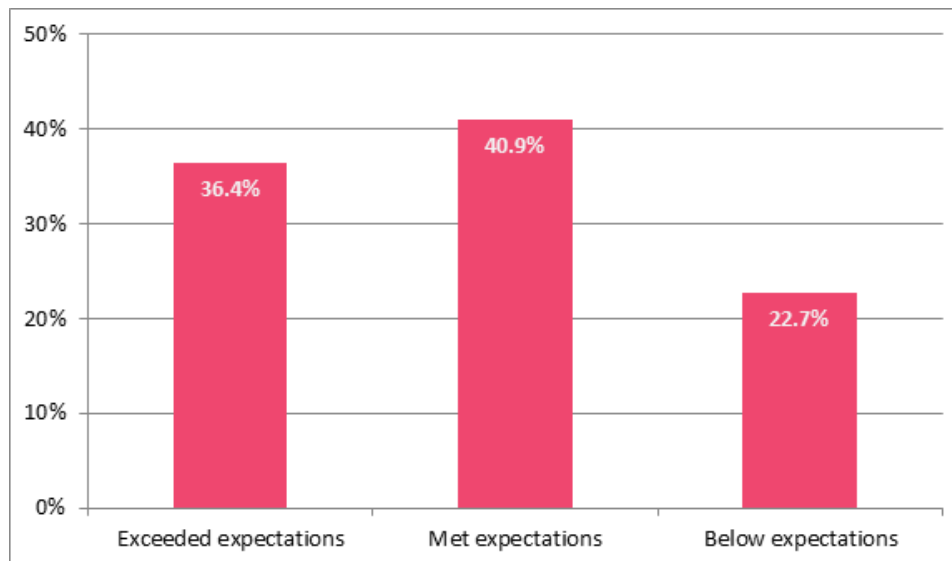
East Nashville Spokes Comment Form

The East Nashville Spokes online comment form was provided as a way to collect feedback on the design concepts for Woodland/Union Streets, South 5th Street, and South 10th Street presented at the Community Open House. The Open House occurred on October 19th, 2023 and the comment form was left open for comments until November 3rd, 2023. Following the Open House, the design concepts were published on [NDOT's website](#) and linked through the comment form for review. The comment form received a total of 88 responses.

Comment Card Questions

1. In general, how well do the design concepts for Woodland/Union Streets meet your needs/expectations?

Responses: 88



Comments from the open-ended question:

- 2 respondents prefer Alternative 1, none specifically indicated that they prefer Alternative 2
 - Prefer Alternative 1, aside from the lack of sidewalks on the North side of the Woodland Bridge
 - If Alternative 2 is used, install raised crossings where the sidewalk and bike lane cross the 2 interstate highway on-ramps. Drivers rarely yield in these spots currently (I've had many near-misses), likely because they're already going fast.
- Prefer the curb-separated bike lanes on each side (x3) rather than shared use concepts.
 - No shared-use paths for Woodland
 - The curbs need to be high enough and robust enough that motorists cannot drive over them. I do not think the sidewalk-level bike lane would provide enough protection, and we should keep separate sidewalks on both sides to provide space for pedestrians as well.

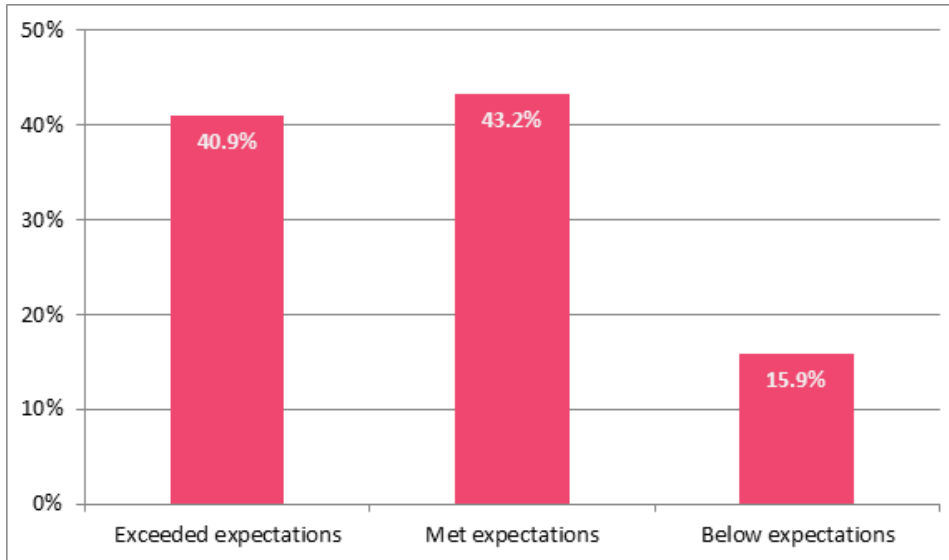


- No multiuse path closer to 5 points given the high volumes of pedestrian traffic in this area.
- Prefer that the Woodland Street Bridge be a two-way cycle track (x2) due to limited car crossings and additional mental relief of the increased separation.
 - Transition must be safe and provide adequate protection from motorized vehicles. No turn on red and a protected signal phase for bicyclists at a minimum.
 - Pedestrians are more vulnerable than cyclists in most cases. The option with the cycle track on the Woodland bridge put pedestrians on the south side of Woodland in a bad way.
- I think it is possible on Woodland to keep the 2-way cycle track all the way into Downtown (especially when paired with whatever plans Connect Downtown is planning).
- Love the Woodland & 10th intersection renderings.
- I love the roundabout idea for 11th/Woodland.
- Looking forward to seeing a bike lane across the Cumberland at Woodland due to high vehicle speeds.
- The Woodland St. bridge plans will encourage more bike commuting.
- Concerned that cyclists will face high risk at Woodland and I-24 intersection.
- The proposal for Woodland (5th - 10th) appears to be one that would increase auto traffic and congestion.
- The success of the bike lanes on Woodland from 5th to 10th is dependent on businesses' compliance and traffic enforcement. Large stretches of the bike lanes are unprotected due to curb cuts. If those stretches are used for delivery vehicles (as the turn lane is now) the bike lanes become hazardous.
- Fail to see how bike traffic on Woodland will safely cross the intersection at 5th
- Would like to see Woodland facility extended to S 17th and Shelby Park.
- I'd like to see on street parking eliminated on Woodland on the blocks east of 10th St., especially within the Five Points area.
- We need to keep the turning lane on Woodland to consider the quality of life and safety for neighboring residential and commercial. Please work on a compromise to accommodate all and not just a few. (x3)
 - Impractical for businesses on Woodland
 - Concern around congestion during peak rush hour



2. In general, how well do the design concepts for South 5th Street meet your needs/expectations?

Responses: 88



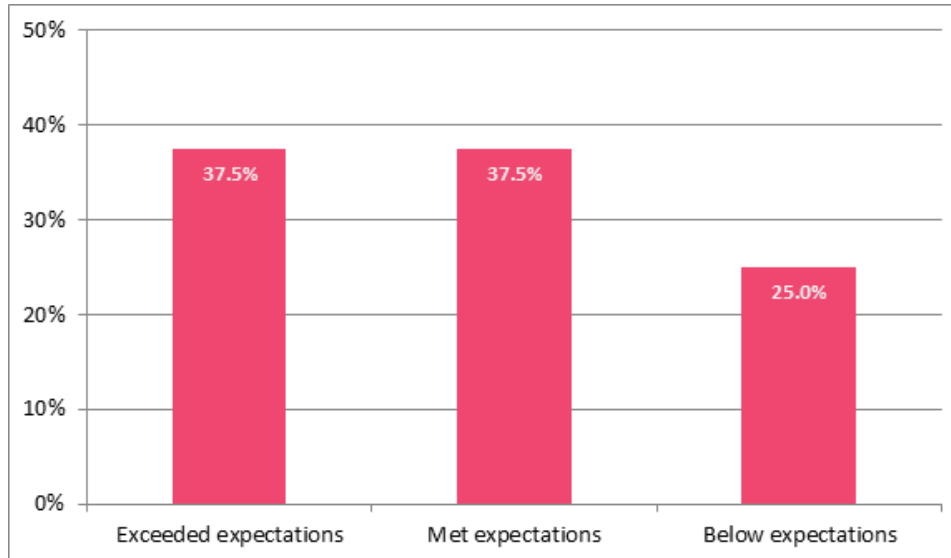
Comments from the open-ended question:

- 1 respondent prefers Alternative 1, 1 respondent prefers Alternative 2
- On 5th to 10th, the deployment of protected bike lanes with precast concept would be a much quicker, cheaper option.
- 5th should be bike lanes and not a cycle track due to the higher frequency of turning cars.
- S 5th street is far too busy and congested to safely accommodate bike lanes.
 - People drive too fast and recklessly on a 5th.
- Prefer the design with the traffic light at the S 5th/Fatherland intersection.
- The bike lanes should be a dedicated and separate from the traffic or else it will be dangerous for bikers.
- I LOVE the traffic diverter at 5th and Fatherland. It should make using Fatherland as a cut through for motorists much less appealing.



3. In general, how well do the design concepts for South 10th Street meet your needs/expectations?

Responses: 88



Comments from the open-ended question:

- 2 respondents prefer Alternative 2
 - Cycle-track creates extra space for street trees.
- Prefer a traffic circle for 10th and Shelby.
- I love the roundabout and curb extensions at the Five Points intersection.
- The design of the intersection at Woodland and 10th will be a huge improvement (x2).
- Appreciate the adjustment to 10th and Shelby to reduce complexity of car turns and make it safer for pedestrians.
- Parking on S 10th St is a major problem. This creates a safety hazard and inconvenience to residents with existing, permitted parking. Please protect resident permit parking.
- I'd like to see the parking lane on S 10th utilized for something more civic-minded - maybe a dedicated transit lane or taco truck lane.



4. 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: 82 (Categorized by street or general)

Positive Comments and Suggestions:

- In general, 5 respondents prefer Alternative 2, and 2 respondents prefer Alternative 1
- Appreciation for the protected intersection concepts (x3)
- Reallocating public space to minimize space for vehicles will help to reduce vehicle speeds, which is most important.
- Happy to see positive change and attention to bicycle safety
- “Having a network of safe, accessible bicycle routes is going to be truly life-changing for our neighborhood”
- "These designs ‘exceeded expectations’ because these will be the crown jewels of biking and walking infrastructure in Nashville. They are wonderful!”
- Make the project happen!
- I am very excited for this and I hope work can begin ASAP. Don't let the critics win!
- Love the Protected cycle tracks and added landscaping + street trees!
- Overall, these plans look great and as a cyclist, I’m excited at the idea of not risking my life every time I go for a ride.
- Y’all have done a great job so far!! Don’t let the few folks with loud voices convince you that the community cares more about traffic levels of service than safety for bikes/peds - they don’t speak for the people who would use these corridors every day and are the most vulnerable! Your designs are a major improvement to what’s out there now.
- I was t-boned on my bicycle by a distracted driver approximately 7 years ago. At the time we only thought I had road rash and severe bruising. 2 surgeries and over \$100,000 in medical bills later, I realize the injuries led to other issues that didn't develop for a couple of years. PLEASE PLEASE install dedicated, curbed bike lanes to give cyclists a chance to avoid my fate. Thank you.
- The designs are impressive. Please implement these changes as fast as possible.
- Any of the options with protected bike lanes with concrete/steel and separation would be a massive improvement
- Thank you so much for considering the lives of bikers, too.
- Loved what I saw. Keep up the good work!
- Improve bike signage



Concerns or Questions:

- Turning lanes for vehicles
- Bicycle parking along the corridors with added infrastructure
- As a cyclist, I prefer bike lanes on the appropriate side of traffic for each direction of travel.
- Comments that the project is “useless” and not well thought out, that it only works for a minority of Nashville residents as opposed to the majority who drive.
- Renderings and designs presented to the public are pretty technical and overly detailed.
- As presented, current scope falls short of a developed, modern city with a mission to keep residents as safe as possible and long-term sustainability. There ought to be a serious consideration for short term sacrifices in exchange for safety and sustainable mobility.
- Lack of engagement with owners on Woodland and South Tenth.
- No shared use paths, citing concerns over the similar design in the Gulch. (x3)
- No clear view of how the proposal crosses the interstate.
- Concerns over how quickly this can get done, need for this to get completed quickly.

Other related concerns or suggestions:

- We need dedicated bus lanes, which have the ability to move greater numbers, alleviate traffic issues, and are accessible to everyone.
 - Especially connecting East Nashville to Downtown.
- Need more bikeshare accommodations all over East Nashville
- Need land use policy that encourages dense mixed-use infill that supports practical biking and walking
- Plant trees in the landscape strips (x2)
- Add trash cans
- Concerns about some of the designs hampering transportation options in the future, like a light rail
- Great opportunity to link the Spokes project to Dickerson Pike and its continuing development. Otherwise, there is no safe access for residents west of Ellington across the river or back to Gallatin Pike
 - Need more neighborhood connections overall (x2)
- Preventing right turns on red would assist in keeping conflict zones to a minimum.
- Prefers a design that allows for a continuous cycle track if that's going to be a proposed design.
- Prioritize physical protection with continuous concrete, not just paint or plastic (x3)
- Need for citywide enforcement of safe driving practices
 - Ensure that drivers cannot park in those bike lanes. (Happens often on Davidson, even with a "protected" bike lane.)
 - The city needs to enforce speeding along with the improvements.
- RE data point about prevailing speed of 85% of the traffic is above the posted speed limits. If Metro Police are understaffed/overburdened (more likely) or worse unwilling (less likely) to maintain control of our streets, then it is incumbent on city planners to implement speed control alternatives. Every single street in this plan would benefit from some sort of speed table or traffic slowing circle device.



- Coordinate with East Bank Plans
- Need for a safe way for cyclists and pedestrians to cross from 1st Ave N to Union St, heading West.
- Focus more attention on Shelby Ave.
- In the future, it would be great if there were also dedicated facilities connecting Woodland to Riverside
- I'd suggest spending a bit more time thinking about emergency vehicle access, since that could hold you up down the line.
- I don't have a safe place to cross the street and would like you to consider adding a crosswalk or light at 9th and Shelby.
- Be mindful of vegetation planted that will fall into bike lanes.

Overall Key Takeaways

- Protected bike lanes using solid materials like concrete are important to installing high quality and safe bike facilities.
- A compromise needs to be reached on parking and multimodal improvements on South 10th St.
- S. 5th St. has fast-moving and congested traffic patterns, extra consideration to protecting cyclists may need to be considered.
- Overall, positive feedback regarding bike facilities on Woodland, but concerns on removing the turn lane between 5th and 10th, as well as accommodating unloading/loading needs and rush hour congestion.
- Concerns over the shared use path, such as the Gulch, and avoiding potential pedestrian/cyclist conflicts.

To view the full list of unedited comments, click [here](#).