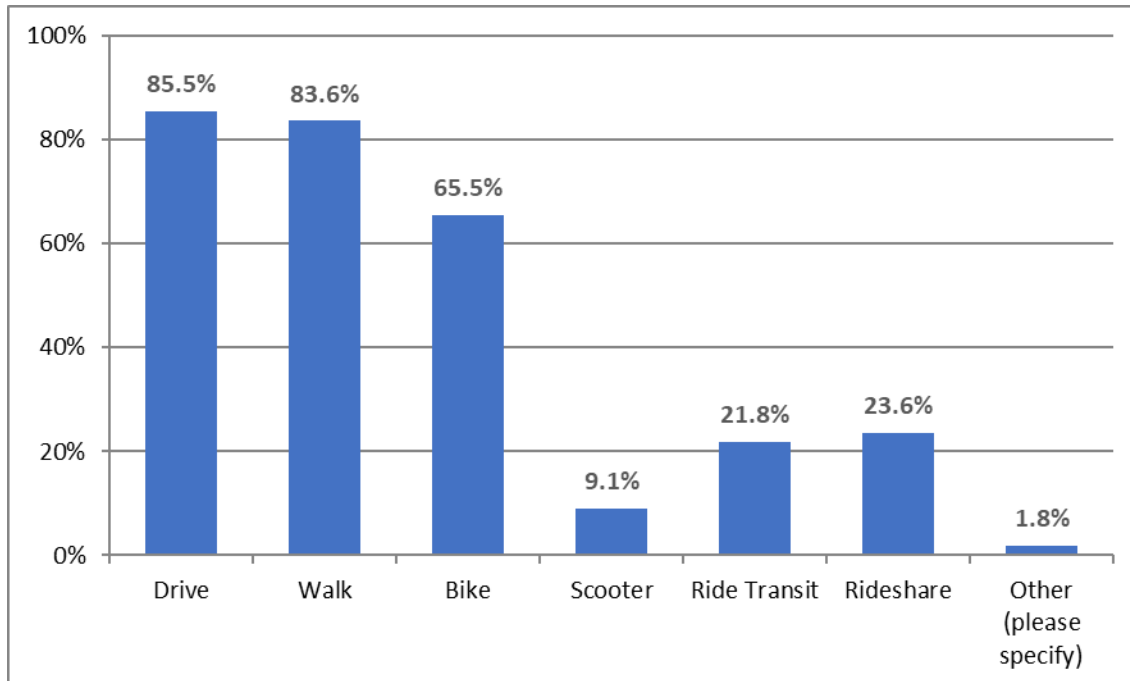


The Nashville Department of Transportation and Multimodal Infrastructure (NDOT) is collaborating with a Metro Water Services (MWS) project to improve water infrastructure in the East Nashville area. The water project will be completed in three phases in the Cleveland Park and McFerrin Park neighborhoods. Once construction on the water infrastructure is complete, NDOT will be coordinating to repave and make mobility and safety improvements on Grace Street, Meridian Street, Cleveland Street, and Lischey Avenue. This brief survey collected information on how the community uses the following streets in the East Nashville area and any concerns and/or improvement suggestions they might have. The following survey was open for responses between April 2024 and June 2024 and was promoted through social media, stakeholders, Councilmember Sean Parker, Neighborhood Associations, and community advocates. The survey received 55 responses. In addition to the survey, NDOT also attended three neighborhood association meetings, an Urban Housing Solutions Wellness Fair, and conducted a neighborhood walking site visit. A breakdown of each survey question and the responses are below.

Question 1: How do you travel along Grace St., Meridian St., Cleveland St., and Lischey Ave. in the Cleveland Park & McFerrin Park area? (Select all that apply)

Responses: 55



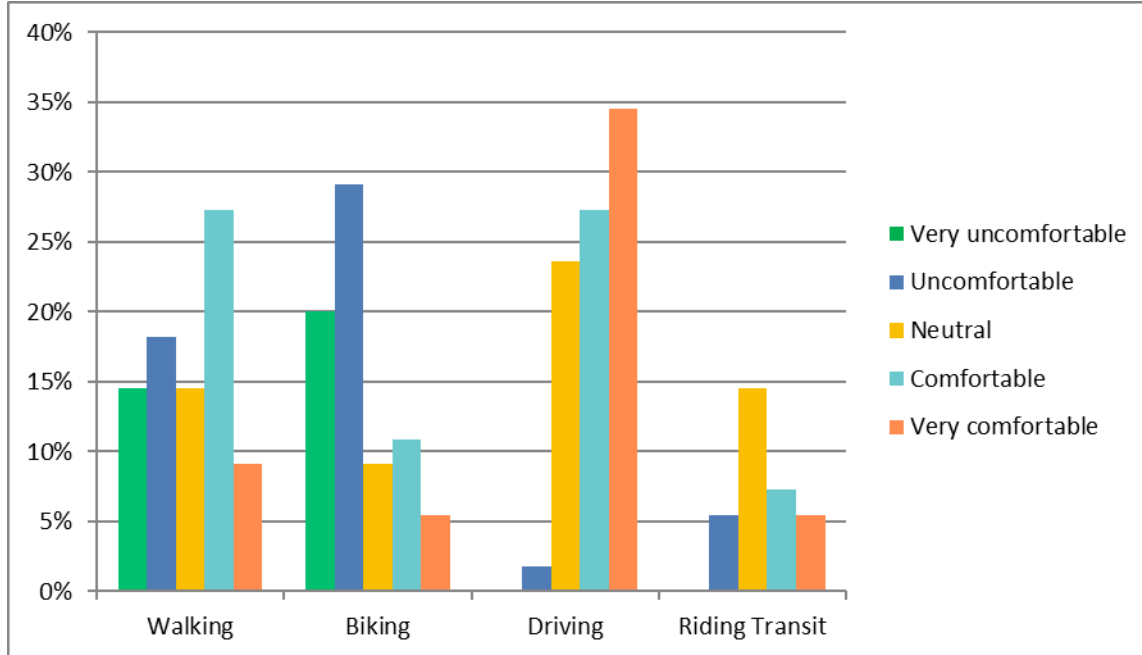
Responses indicate that driving, walking, and biking, respectively, are the most common methods of traveling along these corridors.

Responses in the “Other” category include:

- Run

Question 2: How comfortable do you feel while doing the following activities along Grace St. from Dickerson Pk. to Lischey Ave.?

Responses: 55

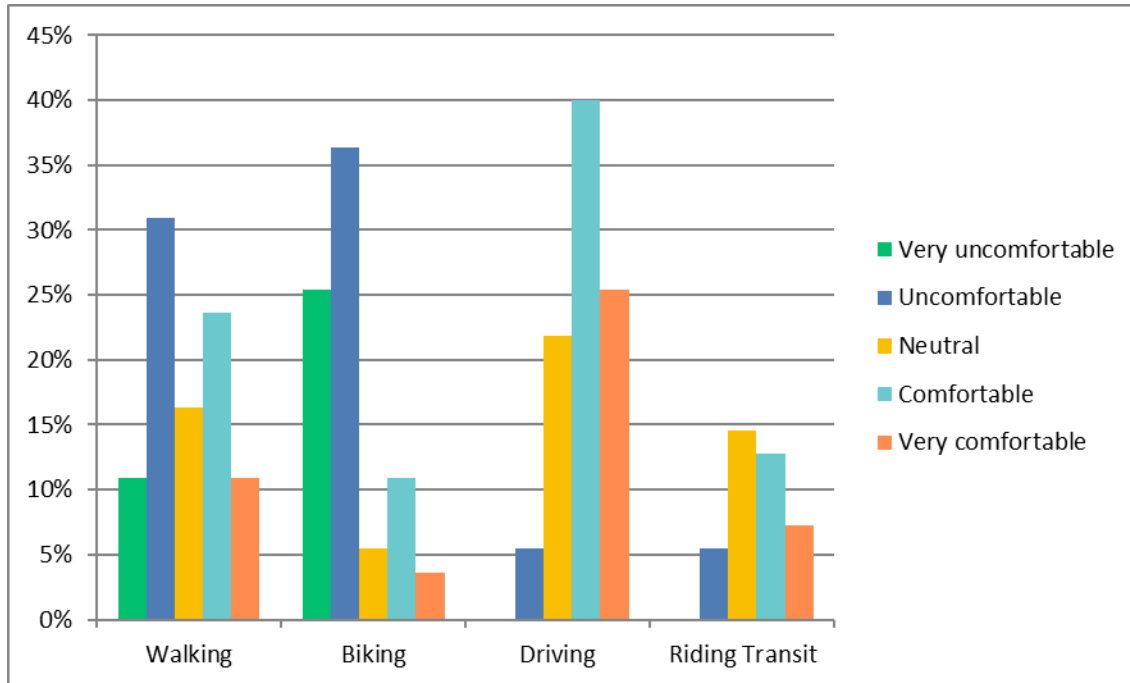


The survey data reveals that respondents who bike along this segment of Grace Street feel less comfortable than those walking, driving, or riding transit (20% very uncomfortable, 29.09% uncomfortable while biking). Levels of comfort were substantially higher while driving or riding transit. Participants had the option to select, “Not applicable” for each mode of transportation if they do not travel that way. The N/A responses were excluded from the graph, but see the counts for those who responded N/A below:

	Not applicable	
Walking	16.36%	9
Biking	25.45%	14
Driving	12.73%	7
Riding Transit	67.27%	37

Question 3: How comfortable do you feel while doing the following activities along Meridian St. from Dickerson Pk. to Douglas Ave.?

Responses: 55

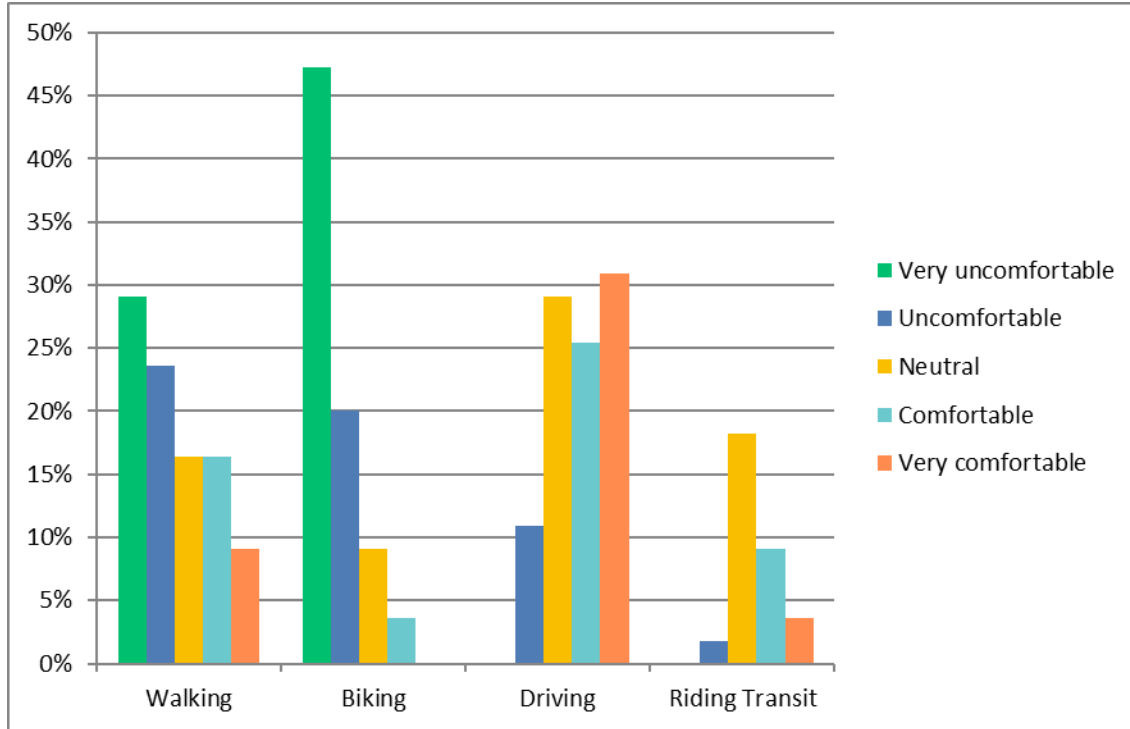


The survey data reveals that respondents who bike along this segment of Meridian Street feel less comfortable than those walking, driving, or riding transit (25.45% very uncomfortable, 36.36% uncomfortable while biking). Respondents also expressed discomfort while walking. Levels of discomfort were substantially lower while driving or riding transit. Participants had the option to select, “Not applicable” for each mode of transportation if they do not travel that way. The N/A responses were excluded from the graph, but see the counts for those who responded N/A below:

	Not applicable	
Walking	7.27%	4
Biking	18.18%	10
Driving	7.27%	4
Riding Transit	60.00%	33

Question 4: How comfortable do you feel while doing the following activities along Cleveland St. from N 1st St. to Ellington Pkwy.?

Responses: 55

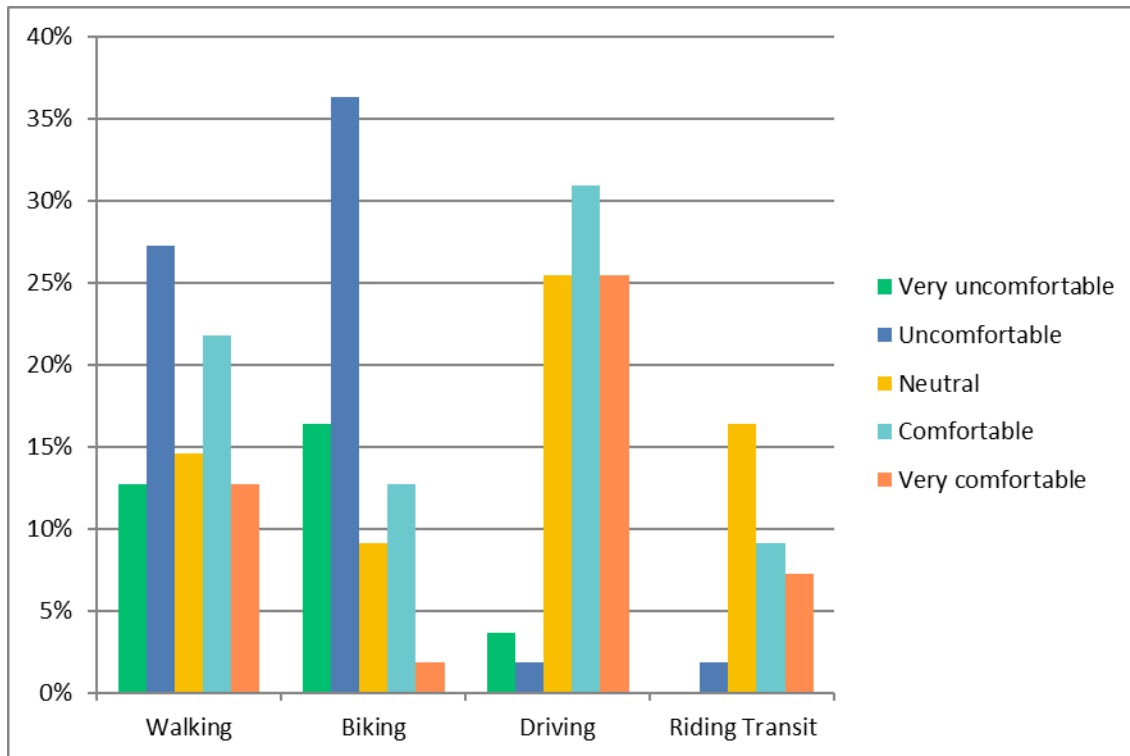


Survey responses indicate that respondents who bike along this segment of Cleveland Street feel less comfortable than those walking, driving, or riding transit (47.27% very uncomfortable, 20.00% uncomfortable while biking). The percentage of cyclists that feel very uncomfortable biking on Cleveland St. is around double those that answered they feel very uncomfortable on Grace St. or Meridian St. Respondents also expressed discomfort while walking. Levels of discomfort were substantially lower while driving or riding transit, though most survey respondents indicated that they do not ride transit. Participants had the option to select, “Not applicable” for each mode of transportation if they do not travel that way. The N/A responses were excluded from the graph, but see the counts for those who responded N/A below:

	Not applicable	
Walking	5.45%	3
Biking	20.00%	11
Driving	3.64%	2
Riding Transit	67.27%	37

Question 5: How comfortable do you feel while doing the following activities along Lischey Ave. from Marina St. to Douglas Ave.?

Responses: 55

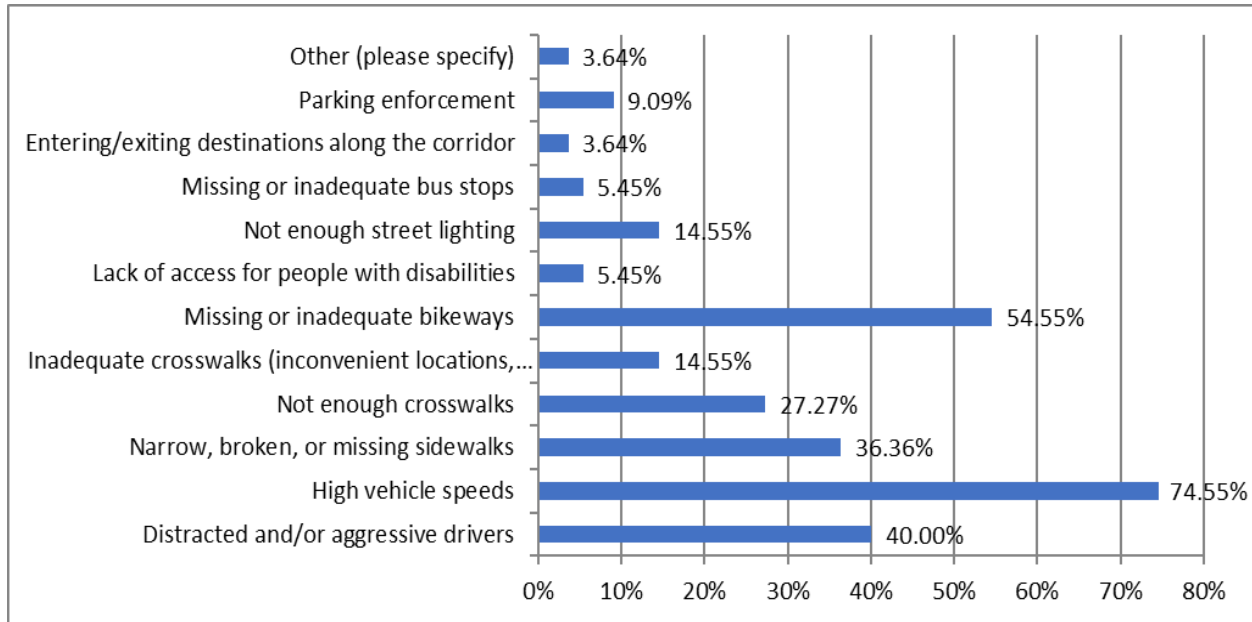


Survey responses indicate that respondents who bike along this segment of Lischey Avenue feel less comfortable than those walking, driving, or riding transit (16.36% very uncomfortable, 36.36% uncomfortable while biking). Respondents also expressed discomfort while walking. Levels of discomfort were substantially lower while driving or riding transit, though most survey respondents indicated that they do not ride transit. Participants had the option to select, “Not applicable” for each mode of transportation if they do not travel that way. The N/A responses were excluded from the graph, but see the counts for those who responded N/A below:

	Not applicable	
Walking	10.91%	6
Biking	23.64%	13
Driving	12.73%	7
Riding Transit	65.45%	36

Question 6: What are your top three (3) traffic concerns on Grace St., Meridian St., Cleveland St., and Lischey Ave. or other streets in the neighborhood?

Responses: 55



The most cited traffic concerns on these streets were high vehicle speeds (74.55%), missing or inadequate bikeways (54.55%), and distracted and/or aggressive drivers (40.00%).

Responses in the “Other” category include:

- Lack of development. Need many more homes and businesses.
- Congestion and lack of parking for residents and business guests.

Question 7: Please explain some of the concerns identified above (use specific locations/cross streets if possible).

Responses: 40

(#) indicates the number of similar comments recorded.

GRACE STREET

- Grace St. has speed bumps, but cars and trucks still speed.
- There's some unpredictable characters and drug activity around Grace and Dickerson that lead to my lower ranking for my comfort walking along Grace from Dickerson to Lischey.

- People speed on Berry St and Grace St.

CLEVELAND / CLEVELAND AND LISCHEY

- Cleveland is too wide. Needs road diet (3).
- We need more bike lanes on Cleveland (3).
- The 4-way stop at Cleveland and Lischey is dangerous because drivers do not stop (3).
- The sidewalk along Cleveland St. from N 9th to Cleveland Park, crossing over Ellington is particularly narrow and dangerous.
- I often bike in this area but avoid biking on Cleveland Ave due to high vehicle speeds and no separation of the bike lane. Often I will ride on the sidewalk to avoid riding on Cleveland. Douglas too! It feels too dangerous to bike even though there is a bike lane.
- Streets are far too wide for their level of traffic; encourages speeding. No need for two lanes each direction on Cleveland; part-time parking in the right lane creates confusion and promotes aggression from drivers toward cyclists whether the cyclist weaves in and out or takes the left lane. Grace/Meridian/Lischey are better.
- Cleveland is difficult to cross except at Lischey & Meridian and Dickerson. All four of the corners on the intersections around my house do not have handicap-accessible sidewalk ramps. Everyone speeds through our neighborhood to get from Cleveland to Douglas.
- Cleveland St needs clarity on what is a lane and parking, especially between Lischey and Meridian. The sidewalks are inconsistent From Ellington to Dickerson. The lights are consistently not working, although they seem to be fixing that. People drag race down Cleveland.
- Cleveland St. in its current form is not conducive to biking. From McFerrin to 9th across Ellington and all the way to the 4-way stop at Lischey is a difficult stretch of starting and stopping with cars whizzing by. I don't see a need for four lanes of car traffic in this area.
- The Cleveland St complete street project from 2018 should be implemented.
- Walking down Cleveland (especially over Ellington towards West Eastland) is very stressful. The sidewalk is very close to traffic and folks drive way too fast down the road.
- For an area with excellent sidewalks, it is surprisingly unsafe feeling to cross the main streets, especially Cleveland at Lischey. Drivers are often hostile to bike riders of any level, and frequently ignore No Parking signs and intersection proximity when they park.
- Cleveland Street is an essential corridor for anyone trying to leave the neighborhood via bike. Cleveland Street has a wide ROW with redundant street parking that could easily be restriped to provide a travel way for cyclists while simultaneously buffering pedestrian traffic from the vehicular travel lanes. People drive dangerously through the entire neighborhood.
- The slip lane at Lischey and Cleveland is one of the most unnecessarily hostile street design elements in the city. You made it 10000% more dangerous for children crossing Lischey in exchange for making it 1% more convenient for drivers.
- Since the bike lanes were removed from Cleveland, there is no safe east-west route through this neighborhood.

MARINA AND LISCHEY

- Turning left off of Marina St onto Lischey is difficult when people are parallel parked (cannot see oncoming traffic).

DOUGLAS AND LISCHEY

- The corner of Lischey and Douglas is a terrifying area. parking is not regulated well and the added traffic through that intersection is cause for reworking things
- Douglas and Lischey parking is getting too crowded too close to the intersection. Pedestrians aren't paying close attention when crossing and cars moving through that intersection have a hard time seeing them.
- Douglas and Lischey should have a bus stop
- Douglas Ave between Gallatin and Lischey is harrowing by bike - bike lanes are narrow, unprotected, and full of glass and debris, while drivers travel at extremely high rates of speed inches away. Need a crosswalk on Douglas between the middle school and Lischey.

MERIDIAN / MERIDIAN AND LISCHEY

- I would love to see a crosswalk installed across Meridian at the intersection of Arrington and Meridian. Many pedestrians cross at this location due to the nearby restaurants.
- Meridian and Lischey are very narrow and the way people drive fast on both of the streets with all the street parking makes biking dangerous. The sidewalks are inconsistent on both and some corners have accessibility defects. One of the two should have dedicated bikeways. Maybe Lischey has a dedicated northbound bike lane and Meridian has one going south.
- Meridian Street has minimal parking for the existing businesses on the 800 block. I know this survey is only to promote walking/biking, but it would be nice to see if anything can be done to make this section with more parking. MDHA does have a vacant lot on like the 600 block that only has abandoned vehicles on it. This could be utilized.
- While driving on Lischey and Meridian I feel uncomfortable due to the mix of uses on the road. Where lack or inadequate width of sidewalks may push pedestrians onto the road, traffic calming would be ideal as currently the street is built for higher speeds than necessary.
- At the intersection of Meridian and Vaughn, I see pedestrians get spooked/almost hit there fairly often.
- Meridian and Lischey are the only north-south options, although our safety on a bicycle is completely dependent on the mood of the driver behind us, as there is no dedicated infrastructure or protection.

VAUGHN

- We live on Vaughn Street and the speeding/drag racing down our street is unbelievable.

DICKERSON PIKE

- Dickerson Pike is extremely unsafe for cyclists, and the pedestrian bridge over Ellington and the railroad has stairs at one end that make it inconvenient for most cyclists and impossible for others (such as those with heavy e-bikes).

GENERAL / MULTIPLE LOCATIONS

- Speeding/racing/reckless/distracted driving (6).
- Roads are too wide (3).
- Riding a bike feels unsafe (2).
- Lack of ADA accessible sidewalks (2).
- Streets are too dark, specifically the intersection of Pennock and Douglas.
- Curb bump-outs needed.
- Street parking needed.
- General concerns on Maxwell and McFerrin Ave.
- Cars speed from Cleveland to Douglas on all the streets. There are zero speed cushions on all the streets from Dickerson to Ellington.

Question 8: What transportation improvements would you like to see in these neighborhoods?

Responses: 42

(#) indicates the number of similar comments recorded.

PEDESTRIAN RELATED

- More, wider, and accessible sidewalks (10)
- More crosswalks (7)
 - Marked with flashing lights
 - Shorter distances (2)
- More separation between pedestrians and drivers (3)
 - Bulb outs
 - Green buffers
 - More curb extensions
- ADA compliance/ramp to the pedestrian bridge (2)

BIKE RELATED

- More, safer, connected bike lanes (12)
 - Protected bike lanes (5)
 - Separated bike lanes
- Multimodal lanes on Cleveland, extending to Eastland/Gallatin intersection. No need for on-street parking along that corridor.

TRANSIT RELATED

- Crosstown WeGo route on Cleveland St. (2)

- More frequent buses, more neighborhood connection routes instead of always going downtown.
- More bus stops everywhere.
- Sidewalks to connect all bus stops. Dedicated bus pavilions at each stop.
- A Cleveland-Eastland connector route would be an enormous benefit. Run it from Dickerson to the Cornelia Fort Airpark and back to connect the 14, 23, 41, 28, 56, and 4.

ROADWAY OR DRIVER RELATED

- Traffic calming needed (5)
- More speed bumps (5)
- More apparent speed limit signage needed (4)
- Road diet needed (4)
- Remove slip lane at Lischey.
- Evaluate if any roads can be slightly widened to allow parking on both sides of the street. Murrell School has empty land adjacent to properties on Wilburn that could be purchased and allow the city to charge for parking and then use that money for other projects.
- How soon are we to the point where parking on only one side of the road is the safest? It's getting harder and harder for two cars to pass and avoid parked cars on both sides of the road.
- Implement a 4-way stop at the corner of N 5th St & Arrington.

GENERAL

- Upzone along Cleveland to let it become a safer and more vibrant corridor.
- More trees near the road, especially in the parks / school grounds.
- Better lighting.
- Trash cans along walking areas for walking dogs.

Question 9: What is your home zip code?

Responses: 51

Zip Code	Count	Percentage
37207	30	58.82%
37206	17	33.33%
37616	3	5.88%
37217	1	1.96%

Question 10: If you want future project updates, please type your email below.

Responses: 33

The list of emails is [here](#).

Question 11: Do you have any additional comments/input about mobility in this project area?

Responses: 23

PEDESTRIAN RELATED

- The sidewalk folks did a fantastic and quick job when I complained of an uneven sidewalk. It was fixed in two weeks!
- In general, McFerrin Park itself (south of Cleveland Street) feels relatively safe for pedestrians and cyclists. There is a good sidewalk network and speed cushions on several roads which have helped slow traffic. The difficulty comes when trying to leave the neighborhood via a mode other than driving since it is boxed in by Dickerson Pike, Spring Street, Cleveland Street, and the railroad/Ellington Parkway. There are increasing numbers of pedestrians and children in the neighborhood, so anything we can do to reduce the high levels of speed and increase pedestrian safety would be ideal.
- Crosswalks need to be more pronounced with flashing lights and repainting.
- My house is on West Eastland between Gallatin and McFerrin. I would love to see a lower speed limit and an additional crosswalk or some other traffic calming measure between Gallatin and Lyra.

BIKEWAY RELATED

- Please stop painting unprotected bike lanes and/or little green bike stencils on high-speed streets and then doing nothing else. We need streets that are safe to walk with kids, not fake bikeways to put on a fake bike map.
- I have no concerns with street parking on Meridian. I don't see why it shouldn't be allowed on both sides, short of removing parking to prioritize a separated bike facility.
- Time to put the bike lanes in.
- I believe including dedicated protected bike lanes on major streets i.e (collector and arterial streets) is needed as vehicle travel speeds are increased in these areas. However, I do not believe dedicated bike lanes are needed on the neighborhood level streets that make up the majority of Cleveland/McFerrin Park area. If those streets are designed to be narrow limiting vehicle speeds, with adequate curb bump outs at street parking areas/intersections, people traveling on bike will have no issues safely sharing these streets with vehicles.
- Douglas is the biggest safety concern for walking, biking, and driving in this area. I would ride my bike many more places if Douglas was safer.
- There needs to be a bike friendly way from these neighborhoods into downtown and Germantown.
- Why don't we have a Bicycle station in anywhere near our neighborhood?

- I also am opposed to taking away parking on our stretch for a future dedicated bike lane because so many of us have to park on the street (not to mention customers for all the great restaurants around us) and can't access our backs because of the alley. I believe that other traffic calming measures would inherently benefit the limited bike traffic without negatively impacting the neighbors that live on the street.

ROADWAY OR DRIVER RELATED

- Slow down traffic to make streets safer for other modes (6).
- Cars park in driving lanes on Cleveland. Please either enforce or update lanes.

GENERAL OR SAFETY RELATED

- I really appreciate everything you guys are doing in East Nashville to help with transit, pedestrians and bikers. But I feel like so much time is put into dozens of meetings and hundreds of surveys, and so projects that seem common sense take so long to implement. But I trust you guys, you're the experts!
- This area is likely to densify and grow with the coming Oracle campus nearby. Providing alternatives to car travel is paramount to the long-term success and livability of this neighborhood. Make it safe and connected, and folks will choose how they move via more climate-friendly and pro-social modes!
- Just make it safer.

KEY TAKEAWAYS & CONSIDERATIONS

- Survey respondents are concerned by the speeding and reckless driving that occur along these corridors.
- Respondents feel unsafe while biking and, to a lesser extent, while walking.
- Respondents feel most comfortable driving along the corridors.
- Not many participants indicated that they use transit but expressed interest in more bus service.
- Many participants expressed the desire for a road diet on Cleveland Street, traffic calming measures like speed bumps, more and safer crosswalks, and more bike lanes.
- Traffic calming, including horizontal & vertical deflection & beautification
- Safe & comfortable bikeways, including neighborways & protected bike lanes as applicable
- ADA/sidewalk improvements
- Specific changes like removing slip lane at Cleveland, improving access at the ped bridge, specific crossing locations
- Enhanced pedestrian crossings (review new NDOT policy in development)
- Street lighting
- Reduce speed limit, make more consistent
- Bus/bike interaction for WeGo stops, ensure stops are in correct location & use correct WeGo standard detail
- Coordinate with WeGo & BCycle about increasing service, involve TDM team



- Review stop control & revise as needed