



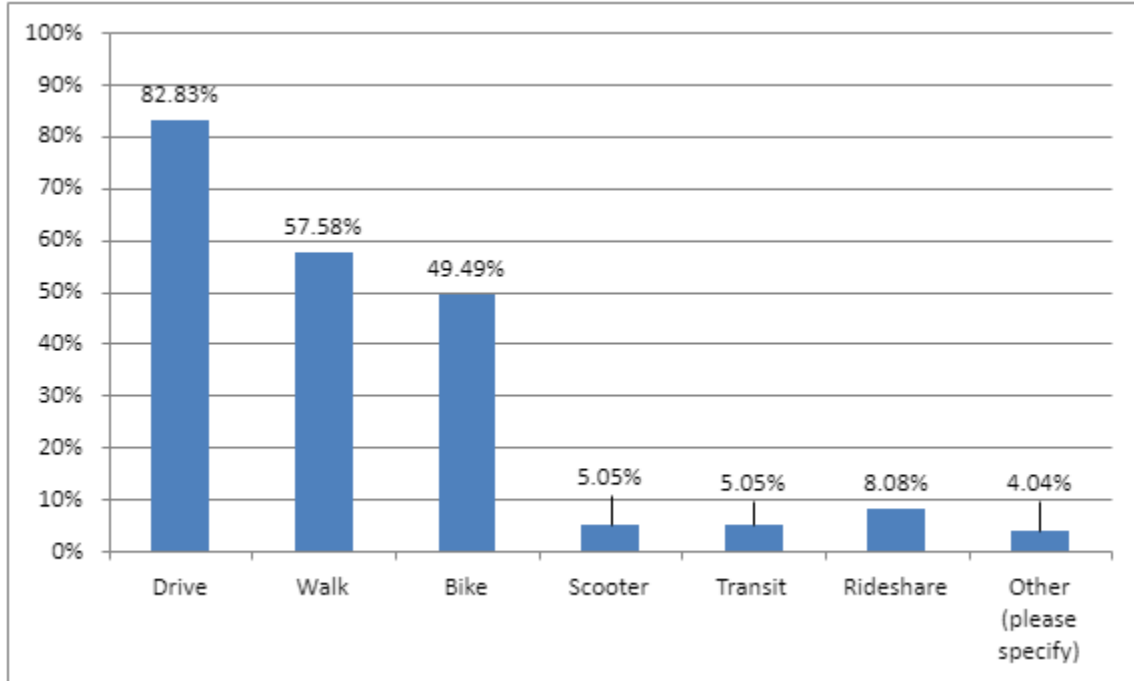
The Nashville Department of Transportation (NDOT) is planning a project to design and construct multimodal safety and mobility improvements, including high quality, low stress bikeways, on several streets in Midtown connecting to Centennial Park. This plan, the Athena Bikeways project, will include improvement elements along the following streets:

- 25th Avenue North from Elliston Place to Charlotte Avenue
- Patterson Street from 25th Avenue North to Bar-B-Que Alley
- 29th Avenue North from West End Avenue to 31st Avenue North
- Acklen Park Drive from Murphy Road to Long Blvd
- Long Blvd from Acklen Park Drive to 31st Avenue North
- Burch Avenue from 31st Avenue North to 29th Avenue North

This online survey collected information on how the community uses the above-mentioned streets in the area around Midtown and Centennial Park and any concerns and/or improvement suggestions they might have. The following survey was open for responses between July 2024 and September 2024 and was promoted through mailed postcards, community stakeholders, NDOT's website and newsletter, multiple festivals, and canvassing efforts. The survey received 99 responses.

**Question 1: How do you travel along these identified streets in the Midtown area?
(select all that apply)**

Responses: 99



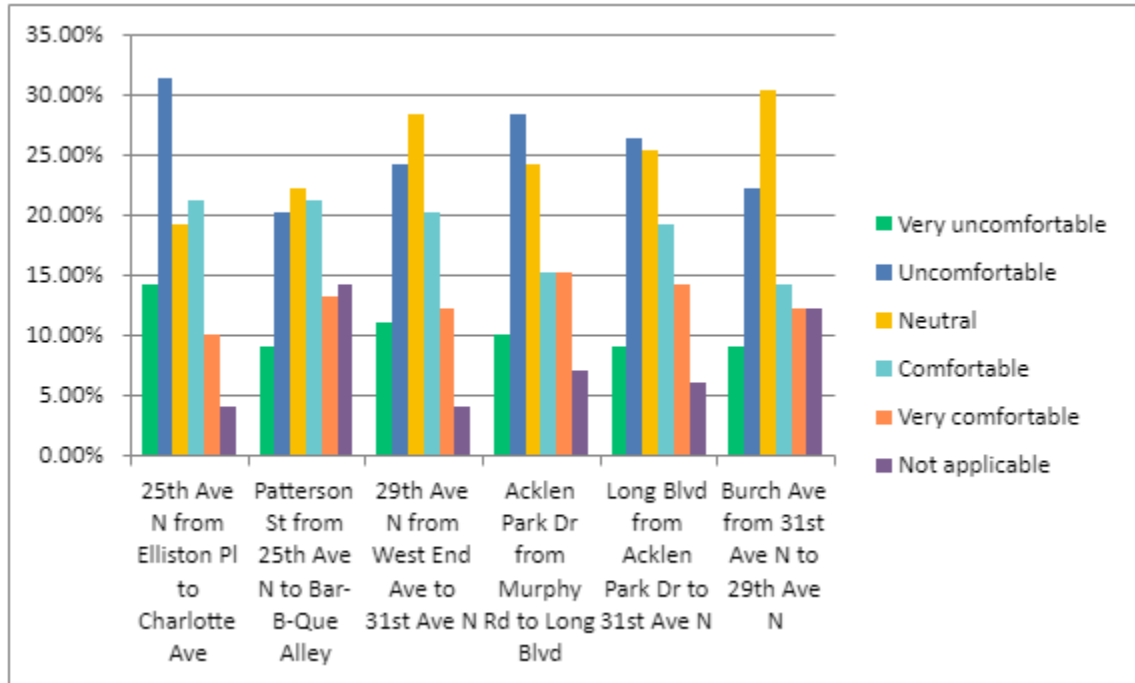
Responses indicate that driving, walking, and biking are the most common methods of traveling on the identified streets in the Midtown area.

Responses in the “Other” category include:

- Run
- Carpool

Question 2: How comfortable do you feel while traveling along the following streets?

Responses: 99



For each street identified, the survey data reveals:

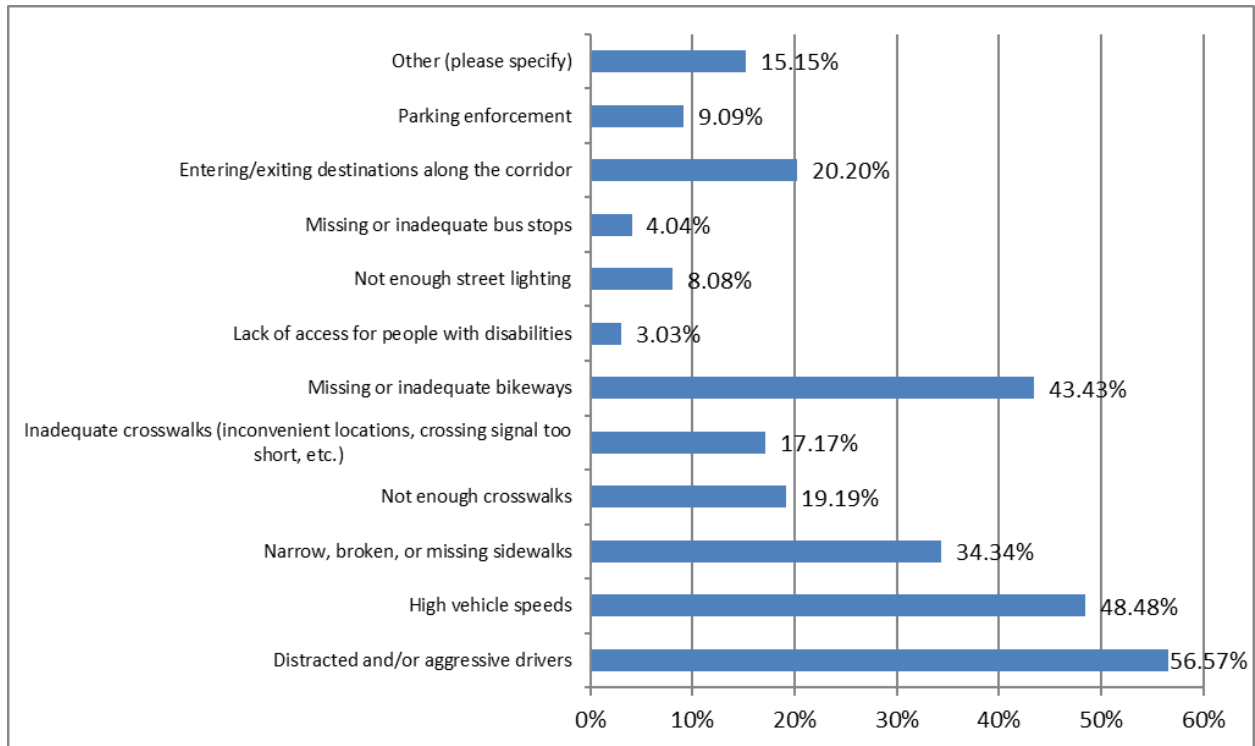
- Traveling 25th Ave N from Elliston Pl to Charlotte Ave is very uncomfortable to 14% of respondents and uncomfortable to 31% of respondents.
- Traveling Patterson St from 25th Ave N to Bar-B-Que Alley is very uncomfortable to 9% of respondents and uncomfortable to 20% of respondents.
- Traveling 29th Ave N from West End Ave to 31st Ave N is very uncomfortable to 11% of respondents and uncomfortable to 24% of respondents.
- Traveling Acklen Park Dr from Murphy Rd to Long Blvd is very uncomfortable to 10% of respondents and uncomfortable to 28% of respondents.
- Traveling Long Blvd from Acklen Park Dr to 31st Ave N is very uncomfortable to 9% of respondents and uncomfortable to 26% of respondents.
- Traveling Burch Ave from 31st Ave N to 29th Ave N is very uncomfortable to 9% of respondents and uncomfortable to 22% of respondents.

The N/A responses were excluded from the graph, but see the counts for those who responded N/A below:

	Not applicable
25th Ave N from Elliston Pl to Charlotte Ave	4.04%
Patterson St from 25th Ave N to Bar-B-Que Alley	14.14%
29th Ave N from West End Ave to 31st Ave N	4.04%
Acklen Park Dr from Murphy Rd to Long Blvd	7.07%
Long Blvd from Acklen Park Dr to 31st Ave N	6.06%
Burch Ave from 31st Ave N to 29th Ave N	12.12%

Question 3: What are your top three (3) traffic concerns along the identified streets in the Midtown area?

Responses: 99



The most cited traffic concerns on these streets were distracted and/or aggressive drivers (56.57%), high vehicle speeds (48.48%), and missing or inadequate bikeways (43.43%).

Responses in the “Other” category include:

- Drivers rolling through stop signs
- Building construction creating pedestrian & bike hazards
- Too many bike lanes with zero bikers
- Need more vehicle traffic lanes, on-street parking for deliveries, and on-street parking for disabled
- Narrowing the current streets with another lane
- Lack of turning lanes
- Unsafe intersections
- Already seen several car accidents at 31st Ave/West End, but no bicyclists
- The new one lane streets do not have adequate turning space and angles. Having 2 lanes from West End turning onto 31st with an immediate reduction to one lane is a death trap.
- Streets too narrow and crowded causing congestion
- Unclear signage, especially on the turn leading to Walgreens parking lot
- Homeless not secure
- Road furniture along 31st from Charlotte to the park ends at West End

Question 4: Please explain some of the concerns identified above (use specific locations/cross streets if possible).

Responses: 56

Acklen Park

- Acklen Park Drive and Long Boulevard is super dangerous. It's a four way stop with faded paint for the stop signs and no crosswalks. Due to the size of the roads, drivers move through the intersection with no regard for pedestrians and I nearly get hit often walking my dog. Acklen Park Drive has incomplete sidewalks that makes crossing the 440 bridge unsafe.
- On Acklen / Long / Burch, there is construction and lack of parking control. Also, lack of markings / lines on streets for safe driving
- I usually take Acklen Park to the 440 greenway and head into Richland Park from there. A safe route over the bridge would be a big improvement and multiply options from 440 greenway.
- No sidewalks (or very limited sidewalks available) along Acklen Park Dr
- The west side of 440 on Acklen Park, the blind curve with no sidewalks makes for an unideal situation for walkers.

- Acklen Park is a narrow street with intermittent sidewalks and a blind curve in between Nebraska and Park Circle, this creates many situations where pedestrians, cyclists and cars are all sharing the same portion of road. Cars are generally aggressive in passing cyclists when going uphill through the blind curve.
- I live on Acklen Park Dr. and the lack of/intermittent sidewalks make me feel unsafe running, walking my dog, and biking, especially because we live on a curve and vehicles zoom by with high speed.
- I would rather have sidewalks on Nebraska to Acklen.
- At the intersection of Acklen Park Dr and Long Blvd, there are not well-marked crosswalks, and drivers during rush hours are rolling through stop signs

Long Boulevard

- Long is already narrow with cars parked along both sides causing cyclists to have to ride in the middle of the street to avoid being hit by an opening car door.
- Please do not create a bikeway on Long Blvd - all of us Long Blvd residents use both sides of the street for resident parking and a bikeway would majorly disrupt that!
- Long Blvd's lanes are too wide and full of construction debris. However, its connection to Acklen Park Drive and direct access to Nebraska makes it a valuable connection into Sylvan Park.
- Long Ave - Barring some construction going on that temporarily is tearing up the pavement, the sidewalks are great.
- Long Blvd has a similar problem with a blind curve, but it is made worse with the intersection of Oman Street causing less than ideal situations for cyclists and motorists alike, I generally avoid Long Blvd while on a bike in favor of the 440 greenway and connect that to Acklen.
- I would mainly love to see improvements to Long Blvd. So many cars pass through at high speeds, and there are no crosswalks. There is a somewhat of a blind curve that adds to that risk. I would like this to be done in a thoughtful way and not in a way that narrows it down so much that it creates more congestion, confusion and problems like on 31st. There is an opportunity to create multiple crosswalks that do not currently exist on Long Blvd. - such as at Mason/Parthenon, Oman, and Avoca. I would even highly suggest a 3-way stop at Oman due to the blind curve and speeds people drive and the risks it creates for pedestrians.

Burch Avenue

- Burch Ave has no bike lanes at all right now, and as the main way for my family to get to Centennial Park, we do not always feel comfortable, especially at the intersection of Burch and 29th.

31st Avenue North

- The cross walk for Long and 31st, when you use press the button for pedestrian lights, it only goes green for pedestrians on one side of Long to cross 31st, but not both.
- The bikeway installed on 31st narrowing the road down to one lane has already created so many problems. Plus, impatient drivers try to swerve around others via the bike lane.

- One or two crosswalks between 31st and Acklen Park would be helpful. I think Maxon would make for a pretty equal distance split.
- I have walked 31st to 29th frequently at night and it can be very dark there.
- Impossible for residents living on Hedrick or adjacent streets to turn east onto 31st from Hedrick. Cars parked on 31st completely block the view. The space is not adequate to move partially between the medians to turn and would be extremely dangerous due to single lane traffic speeding over the hill and curve on 31st, heading towards West End.
- We live in West End Condos. We cannot exit our parking garage at Walgreens because they pile up trying to turn left out of the lot. We need a no left turn sign there. And we need to eliminate one or two of the No U-turn signs. No one should have to travel out of the Walgreens parking lot for 8 blocks to find a way to turn around and get back to West End Ave. This is not a workable long-term solution. Maybe police watching a few rush hours would help.
- Drivers making a left from 31st cut the turn too tight and drive into the oncoming lane. I've been near-clipped a couple of times while waiting at the traffic light there.

25th Avenue North

- There's a lot of traffic on 25th.
- The closed gate on the east side of Centennial Park causes cyclists to dismount and walk around to get onto 25th. There's a missed opportunity for cyclists to go through the park to Elliston Place. The road on 25th is so wide it feels very exposed and unsafe as a cyclist when having to get into the left-turn lane. It seems the motion-sensored light doesn't detect bikes; it can take forever for the light to change.
- Sidewalks are still missing in this area, 25th and streets adjacent struggle with this.
- 25th Ave is dangerous. Cars drive fast moving between Charlotte and West End. It is insane that there is no sidewalk along Centennial. Entering the park is challenging on bike as the gate along the driveway blocks access too.
- The curve on 25th Ave closer to Charlotte Ave causes very low visibility for cyclists, drivers, and walkers. (2)
- 25th Ave N is so wide and has such inadequate ped infrastructure that it is a barrier to getting to Centennial Park.
- 25th Ave just has more cars at higher speeds than I would like to be around while biking and it is generally safer to go through Centennial Park to connect to Patterson.
- A lot of these roads feel like motor speedways with cars parked along side. 25th Ave. N bends & narrows as it exits Centennial Park by Sarah Cannon towards Charlotte. I have nearly been side-swiped on a bike several times there. A cycle track along the Centennial Park side of the street and then onto 25th Ave. N would be amazing. You could make a cut-through along the side of the Centennial Art Plaza and get rid of street parking there.
- 25th Ave N needs clearly marked bike lanes and signage. Patterson St at certain times of day is too busy for biking and pedestrians
- Second half of 25th Ave (from Patterson to Charlotte) is narrow. Also believe that drivers are distracted. Maybe more things to slow them down. I like the bike lanes with the poles to have some separation.

- Car crashes occur several times a year at 25th and Parman. In two years, the BCycle Station 15' off the road has been hit by cars four times.
- The sidewalk on the west side of 25th Ave ends abruptly south of Park Plaza. Acklen Park Drive is also missing sections of sidewalk. Speeds are high on 25th Ave with the extra wide lanes and lack of striping for street parking.

Patterson Street

- Stop compliance at 21st and Patterson is low.
- Patterson used to be a reliable route for me, but construction projects in midtown have created hazardous conditions. There seems to be a fundamental lack of any consideration of pedestrian and cyclist needs in this area, and no way to report construction crew issues and get any action taken on them.
- Patterson Street is usually pretty quiet, and my preferred way to move E-W through midtown north of west end. However, the jog at 23rd crossing can be hazardous. I don't use it much E of 20th so can't speak to that.
- The road surface on Patterson is very poor.
- I frequently travel the 18th & Patterson St intersection and see someone get hit nearly once a month. Cars accelerate quickly southbound from Charlotte and visibility is poor at the NE corner of 18th & Pat. A 4-way stop would help but drivers are also very distracted.
- Patterson Street is a road of many medical offices, clinics, & testing facilities, & hospitals. It is difficult to get to appointments on time already, there is often such a wait to drop off my patients or to find parking for appointments and drivers are often distracted. I would NOT like to see bike lanes along Patterson Street in particular. More turning lanes here are needed if there is any additional space on Patterson
- Patterson along its entire length has awkward intersections with pretty much every cross street
- Many of the medical center employees along Patterson St and Park Plaza arrive/leave at approximately the same time, driving too fast and exiting garages and parking lots without notice of pedestrians or cyclists. Metered parking spaces installed along Patterson St between 23rd and 25th are rarely occupied, whereas before, non-paid parking was occupied. This has effectively widened Patterson St to 4 lanes and drivers are comfortable traveling at higher speeds. Distracted drivers are a problem across Nashville in all locations. There are no bikeways present along these routes. Construction and deliveries regularly block lanes.

29th Avenue North

- 29th is usually pretty quiet, but cars trying to cut around rush hour traffic can rush through.
- The lack of sidewalks on 29th also makes that side of centennial park feel inhospitable to walkers who want to cut through the park to get to Elliston, etc. I would add Park Plaza onto this list as well! As a biker, for pretty much all of the streets mentioned I have felt unsafe at one point due to the unpredictability of the speeds of cars, the unclear street parking/lane width/lane markings, and the poor lighting at night. These back roads are the obvious preference when compared to the thoroughfares of West

End & Charlotte, but they are not bike-friendly and I feel I have to be extra vigilant.

Overall

- Wide streets with no traffic calming encourage high speeds. No bike infrastructure, minimal safe crossings.
- The bikeway is great but the Google fiber potholes & the seam between curb & asphalt/paving is problematic. I don't ride here as much as I did, partly because to get home, I'd have to ride on 31st to Hillsboro Village, which I do occasionally but I don't love it.
- Traffic has increased
- If bike lanes and reducing auto traffic is causing backups, long waits, and slow commutes, what if auto lanes were converted into bike lanes?
- These areas are very dark at night
- I use this path, or variations of it, to regularly commute to work, from Richland Park to Vanderbilt University. I use it when solo commuting but would not take this route if I have my kids with me. With bike improvements, I could see myself taking the kids to their school along this route.
- Drivers don't full stop at stop signs and will roll through crosswalks. Crosswalks need to be more visible.
- Too many streets with inconsistent bike lane dimensions, with many lacking cohesion
- Adding bike poles and bike lanes create hazard for drivers when navigating the roads to turn into businesses.
- Need physically separated bike lanes from traffic.
- Unfortunately, you can't regulate the actions of what most people choose to do. It will not matter how many safety measures are in place - most people will still choose to ignore them.
- Very wide streets with awful road markings and excessive lane widths that encourage speeding. (4)
- These streets are narrow, as are the majority of Nashville's secondary streets. They were not designed for a lot of traffic. None of these streets needs another lane added to them. Having a bike lane offers no guaranty of accident-free traveling for bikers or anyone else.
- Needs to slow cars down and provide more bike lanes. Pedestrian infrastructure around these stretches are adequate
- Only accessible by bike for most confident cyclists, should be able to access Centennial Park as a pedestrian from many many safe access points, and should be able to navigate around hospitals as pedestrian with much more ease and safety.
- Over the past decade or so, Nashville has grown dramatically but the transportation system has not kept pace. You look at the buses, almost nobody uses buses. You look at the bike lanes, I NEVER see people in the bike lanes. All of this space is wasted. The key issue is that the streets are not wide enough.
- We hear traffic driving fast, would only see it if we're looking out the window.
- The bike lanes in 12 South are a great example of safe secluded bike ways. Every high traffic area should be equipped with similar infrastructure.

- Some of the streets related to this survey are already narrow (Acklen Park Drive, 29th, etc.). If you make too many adjustments, it can make it worse, so while pedestrian safety is important and desirable, cars still have to be able to pass through, and there still needs to be sufficient parking. So, while I am in favor of updates, don't make it more dangerous by narrowing it even more and limiting the movement of vehicles. I think this could create more risks for pedestrians.
- There is no protected bike path in this area. It would be so nice to be able to get around on a bike or on foot without feeling threatened by distracted and speeding drivers. Not to mention, the more people walking and biking there are, the less polluted and congested the place will be.
- Most of the streets (e.g. 25th) are way too wide. No one wants to walk or bike where people are speeding.

Question 5: What transportation improvements would you like to see along the identified streets in the Midtown area?

Responses: 71

(#) indicates the number of similar comments recorded.

Parking improvements

- Limited street parking (2)
- On-street parking for deliveries
- On-street parking for disabled

Transit System Improvements

- More service along 31st would be great! I believe it's the 77 that services the street, but to my knowledge those buses run very infrequently – I think it could get a lot more use, particularly as it passes by Vanderbilt

Pedestrian Improvements

- More continuous sidewalks (22)
- Better streetlights (3)
- 100% sidewalk buildout and connectivity to 440 Greenway on Long/Acklen
- More signage signaling that pedestrians have the right of way.

Crossing Improvements

- At Burch/long at 31st the signal to cross is lengthy, unclear if triggered by bike
- Safer Crosswalks. (11)

Traffic Calming Improvements

- Enforcement on the driving side re: speed and distracted/aggressive driving.
- Priority public transit lanes separate from car traffic, slower speeds, more roundabouts!
- Intensive traffic calming (18)

- Adding the rubber speed mats, flex posts, and white lines to narrow the travel lanes like how 42nd Ave and Nebraska Ave in Sylvan Park are currently set up would work wonders I think.
- Enforcement!!
- Traffic calming on both Long and Acklen would greatly reduce auto speeds and increase my comfortability on those streets while cycling. Adding some form of pedestrian zone on Acklen would also help as it is often used by people walking in the neighborhood heading to either Nebraska or Murphy.
- The 28th & 31st connector is so much better now- would be a great model for Long
- Traffic on 31st Ave N between Charlotte Ave and West End is very heavy at times. And that will get worse with all the new condos/businesses. Emergency vehicles have a difficult time driving this stretch, especially during rush hours. I have no idea how they could improve this.
- Enforcement for those parking vehicles in bike lanes.
Thanks so much for working to make improvements and for considering a few ideas!
- Narrowing roads/traffic calming, sidewalk on the west side of 25th Ave. Raised crosswalk at 25th and Parman.
Narrow the driving lanes.

Vehicular Improvements

- Vanpool and carpool programs
- Easier turn lanes
- Need more vehicle traffic lanes
- More room for cars
- Return to wider traffic lanes. Very few cars park on 31st because they could very easily be hit. Bike lanes are great, but they are incorrectly located for the traffic pattern. 31st is a major through way for ambulances and fire engines. With only one narrow lane heading towards West End (to get to VU for example) there is no room. Very very dangerous.
- The streets need to be widened to handle more cars, and the street lights need to be coordinated so that the lengths of time are more efficient.
Replace the left turn coming out of Walgreens parking lot or remove a couple of the 'no u-turn' signs on 31st. Please try to drive it and see how hard it is to find a path back to West End Ave. Signs make no sense. No one knows those are parking spots along 31st so it is wasted, unused space.

Roadway Improvements

- I do not necessarily think traffic calming is needed, but just some designated space with some sort of barriers for visual and physical separation.
- Wider streets and NO POLES taking away driving space. Haven't seen 1 biker using bike lanes
- Be fair with the measures that are put into place because everyone deserves to be able to commute safely in these areas. Motorists shouldn't have to compete for safety because how they move around is no longer a priority.

- Pave the roads and keep them free of potholes. There needs to be a moratorium on building any more buildings downtown, until time is given to assess how the current development affects the sewers, traffic, trash and other public services.
- Smooth pavement
- Turn lanes
- Higher visibility for intersections. (2)
- Street trees where possible to activate the street level retail and housing experience as well as commuting.

Cycling Improvements

- Bikeways on 25th would make for a more pleasant riding experience.
- Clear bike lanes.
- A debris-free, smoothly paved, connected and protected bike lanes. (26)
- Do not create a bike lane on Long Blvd. It will create so many problems with parking and traffic and it is not going to be at all worth it - there is such a small number of bikers and so many more residents that rely on street parking outside of our homes!
- Get rid off the bike lanes on 31st and that parking mess. Take demon out and church back to 4 lanes.
- Buffered Bike Lanes
- High-comfort bike lanes, protected pedestrian crossings (bulb outs, speed tables), visual narrowing
- Parking protected bi-directional bike lanes OR two-way path on one side with physical curb separation on these roads would be ideal where possible.
- It would be helpful to have bike protection along Park Drive behind Centennial Park. It's ok now west of 31st but as you continue east it's too busy and narrow. Would help make this project more accessible from the 440 greenway and from 31st Ave since there aren't great ways into the park from that side
- I would love to see a cycle-track down Park Plaza then arcing through the park at the intersection with 25th Ave N and then along the park side of the street till it reached West End. This would make for an amazingly safe and scenic ride.
- The streets are wide enough to have bike lanes without much trouble. Long Blvd was misnamed, it should have been called Wide Blvd. I do ride in the area, but there are points where it is not clear where best a bicycle should go.
- East-west bike ways that prioritize active transport. Currently going crosstown on bikes is hazardous

Connectivity Improvements

- Why isn't there a connection to North Nashville here? Centennial park is also very close to North Nashville yet, street design and lack of safe walking and biking infrastructure makes it very inaccessible. The lack of intentionality in connectivity to a predominantly Black neighborhood that is geographically very close is giving off segregations vibes
- Connect 31st bike infrastructure corridor to Blakemore

Question 6: What’s your home zip code?

Responses: 86

Zip Code	Count	Percentage
37203	23	26.74%
37209	15	17.44%
37205	7	8.14%
37208	6	6.97%

Question 7: If you want future project updates, please type your email below.

Responses: 48

Question 8: Do you have any additional comments/input about mobility in this project area?

Responses: 36

Pedestrians

- More sidewalks around the park. It’s ridiculous that there’s no safe sidewalk to walk from Long or the park to OneCity
- Not this project in general but I do have concerns. There are still many streets in Northwest Nashville that has poor lighting, crumbling or no sidewalks. Bus stops with no sidewalks. Call me if you want a tour.
- Please consider using our limited resources on pedestrian infrastructure and not a bunch of bike lanes that no one is going to use.
- Pedestrian access to Centennial Park

Cycling

- These streets are mostly good for bike commuting and were heavily used by me for that purpose some years ago. Getting through Centennial Park has gotten a bit tricky though. It used to be a straight shot.
- Approach to Church Street on eastern terminus is a challenge. Personal route is to 15th (signal controlled) but I imagine most cyclists use McMillin - an area that was a TDOT PRSI focus area due to high crashes. Worth working on wayfinding here.
- I bike this area routinely as part of my commute to work and it’s really bad right now. Also, the lack of pedestrian and bike routes into centennial park is ridiculous and embarrassing.

- Scooters and rental bicycles should be required to use docking stations to alleviate those being left blocking the sidewalks.
- Any amount of protection above just painted strips for bike lanes is greatly appreciated!

Vehicles

- NO BIKE LANE ON LONG BLVD! Please, it will create several more problems than it will fix. The bike lane on 31st has already made that street so unbearable and has created so much unnecessary traffic and dangerous driving habits
- No studies of the cost and impact in gas gallons and carbon spewed waiting for light in a 1 lane created to allow 3 bikers and hour to have a lane is idiotic.
- Need more vehicle traffic lanes
- There are rarely bikers using the lanes. A waste of taxpayer dollars.
- I so seldom see bikers in any of the lanes that we already have allotted to bikers... I hate to allocate the funds for more, when the current ones seem to be un-used.

Education

- It isn't always the motorist's fault as I have witnessed many cyclists fail to obey the rules of the road. I witnessed a cyclist recently run every red light instead of making sure it was clear before they proceeded. Bicyclists should carry additional liability insurance since they want all the rights of the roads, but they don't want to observe the rules of the roads meant to protect them and others. There also needs to be a cyclist endorsement and/or license issued which indicates fundamental rules of the road are understood when operating bicycles, scooters and/or other non-passenger vehicles on the roads. Please don't take any more of the road away than necessary. Motorists have to navigate on smaller lanes due to parking on the streets, barriers and many more safety factors that are being ignored by most pedestrians. More education and awareness need to be priority.
- Pedestrians and cyclists are common on these streets. Many of the vehicles are commuters from outside the area and surrounding counties who may not be accustomed to walking or biking. Targeted safety education to adjacent commercial buildings could be beneficial.

Traffic Calming

- The only way to reduce car traffic is to give people more transportation options to get around. Roundabouts implemented in Carmel, Indiana reduced traffic fatalities by a ton! We need more of those, raised crosswalks so cars understand to slow down, protected bikeways along with even traffic lights solely for bike riders as well!
- Cars can take sooo many different routes. Don't prioritize them.
- The hill on Acklen Park Drive coming up over I-440 is incredibly steep. I know you cannot do anything about it, but that will limit the usage of any bike lane headed Uphill on that road.

- Drivers now cut thru our parking plaza to turn at Hedrick attempting to go back to West End Ave from 31st since there are no other options. It is unsafe, they drive fast and will hurt a resident one day soon.

Connectivity

- Getting to Patterson St from the City is a major problem
- Great to see midtown get better connections to west Nashville neighborhoods!
- I would love to see some greenway improvements into North Nashville. I don't know how to do it or where to put them... but cycling from 37208 to St. Thomas West Hospital is pretty sketchy in some places.
- I would like to see bike and pedestrian connectivity improved on Park Plaza from the 440 Greenway to 25th Ave. There are currently no sidewalks that connect directly to the park on the north side along Park Plaza. Sidewalks along the 28th/31st Connector end at Park Plaza, providing no pedestrian access to the park besides walking through grass. There is no continuous sidewalk connection to the 440 Greenway either. Park Plaza also has extra wide lanes and the street parking is underutilized. Not including multimodal improvements to Park Plaza along with the proposed routes in this project seems like a missed opportunity to close a short gap in connectivity between a complete street, a greenway, and a park.

Roadway

- Please stop putting in poles on all the streets. They are a driving hazard. Is the city responsible for accidents created by the poles?
- I am 100% against the useless ugly "poles" that are an impediment to the use of the streets.
- Improve the paving on existing roads
- The medians and curbs are already damaged because there is simply no turn space allowed with these sharp angle turns. Rush hour traffic issues are much worse. And the speeding racers have not left. Very disappointing for our midtown community.

Parking

- Need more close parking for disabled.

Overall

- I would like to help however I can.
- Very excited this is being planned! Thanks for all you all do. I have been very pleased with 31st Ave bike lanes.
- Would love to have a little bit of a proposed timeline for these improvements and the work slated for Centennial Park.
- Can you come up with a survey to see how many commute by bike everyday, travel by other non-car vehicles? Thanks for listening

- I would love to drive less - and having dedicated infrastructure protecting my safety as a walker and biker would encourage that.
- I am really excited to see bikeway improvements in this corridor; it is my main path to and from downtown. the biggest obstacles that, if tackled, would make this area shine are safe places to cross west end, and especially #1 need right here --> a pedestrian/bike friendly way to cross i-40
- Thanks for seeking our input!
- It is a good idea but people in Nashville are not interested in biking. New bike lanes isn't going to change that.
- We know it's going to get a lot worse but don't see a solution.