

Community Engagement for Bike Projects



Profiling a Project that Didn't Succeed

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“Change happens when the pain of holding on becomes greater than the fear of letting go.”

- Spencer Johnson, *Who Moved My Cheese?*





“The quicker you let go of old cheese, the sooner you find new cheese.”

- Spencer Johnson, *Who Moved My Cheese?*





Big Issues here in Nashville

1. New residents
2. More density
3. More congestion
4. More people walking and biking
5. More traffic deaths
6. Failed transit referendum
7. Affordability
8. Gentrification
9. Mixed land uses
10. Equity
11. Mobility opportunities
12. Business opportunities
13. Adopted WalknBike Master Plan



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A large blue bracket graphic that spans the width of the list of issues, pointing towards the word 'CHANGE!' on the right.

CHANGE!

Introducing Change

- Change is difficult, but necessary.
- Allowing change to be framed in terms of loss, makes the conversation much more difficult

51st Avenue North, Nashville, TN



2016

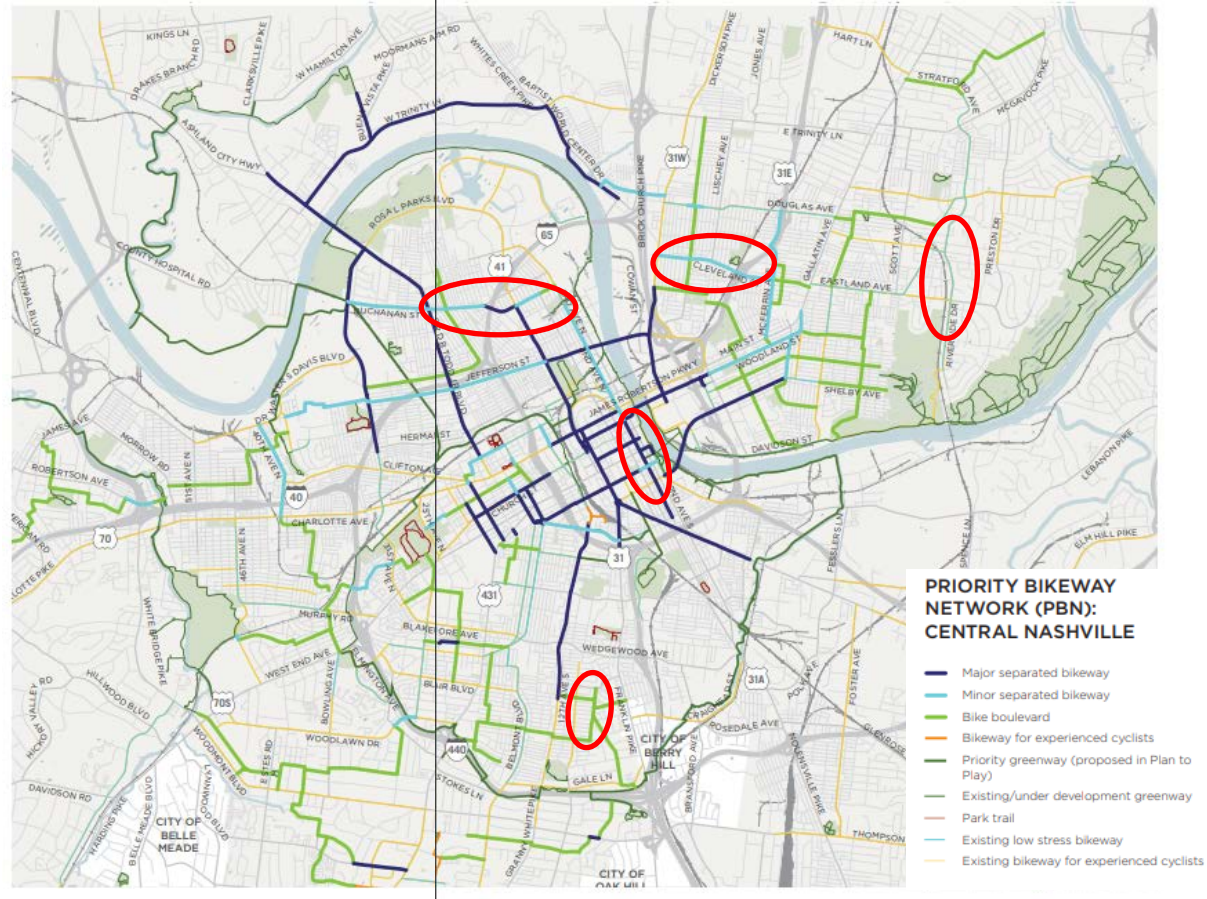


2018

Bike Projects are Change

If you don't control the narrative, someone else will.

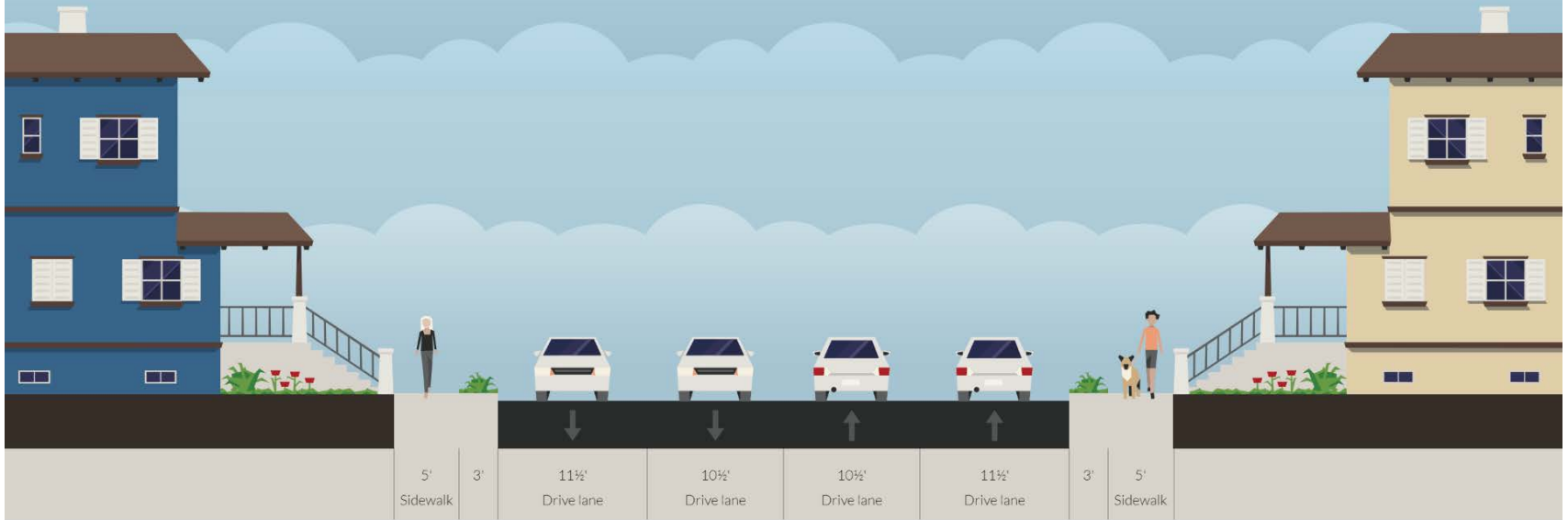
- **Talk to your audience, not *at* them.** If they care about traffic calming, show how your project helps calm traffic.
- **Don't make your project about just one thing—** whether that's bikes, transit, or anything else.





Cleveland Street

CLEVELAND ST (EXISTING)



Master Plan Recommendation




Balanced Approach




Show Advantages and Disadvantages of Different Design Options


Eastern Section - North 9th Street to McFerrin Avenue




Eastern Section Photo



Curb Extension Example



Median Island Example



Pros:

- Creates opportunities to add curb extensions at intersections, which help reduce speeding and improve pedestrian crossing experience
- Adds parking for residents and business patrons on Cleveland Street
- Creates a low-stress biking experience per Walk/Bike plan recommendations

Cons:

- Reduces the total number of lanes from four to two (increase congestion during large events such as Titans games)
- Bike lane is not protected from adjacent traffic
- Does not add any dedicated turn lanes
- Changes how the street currently operates, by adding street parking

Pros:

- No changes to number of lanes on Cleveland Street
- Flexibility on whether to keep street parking
- Can create a calm, parallel neighborhood route for bicyclists

Cons:

- Not a low-stress experience for bicyclists on Cleveland Street
- We can find a parallel route for bicyclists, but it will be less direct
- Minimal opportunities for slowing down drivers
- Does not improve pedestrian street crossing experience


Pros:

- Adds a dedicated turn lane to make left turns easier
- Creates opportunities to add curb extensions and median islands, which help reduce speeding and improve pedestrian crossing experience
- Creates a very low-stress biking experience by protecting the bike lanes


Cons:

- Reduces the total number of lanes to two (plus a center turn lane)
- Eliminates parking for residents who live on Cleveland Street
- May complicate curbside activity, such as deliveries


Place dots here:



Bridge Section - North 6th Street to North 9th Street



Bridge Section Photo



Pros:

- Creates a low-stress biking experience by adding protected bike lanes
- Makes it more comfortable to walk on the sidewalk by adding a wider buffer between pedestrians and cars
- Slows down cars by visually narrowing the street
- Keeps two lanes in each direction, including turn lanes to enter Ellington Parkway

Cons:

- Reduces the total number of lanes from five to four (removes a center turn lane that is only needed sometimes)
- May increase congestion during large events such as Titans games


Pros:

- No changes to number of lanes on Cleveland Street
- Creates a calm, parallel neighborhood route for bicyclists—but one that is indirect


Cons:

- Not a low-stress experience for bicyclists on Cleveland Street, parallel route less direct
- People will drive faster, likely spilling over into adjacent neighborhoods
- Pedestrians will continue to feel exposed to high-speed traffic crossing the bridge


Place dots here:




Western Section - Dickerson Pike to North 6th Street




Western Section Photo



Curb Extension Example



Median Island Example



Pros:

- Creates opportunities to add curb extensions at intersections, which help reduce speeding and improve pedestrian crossing experience
- Keeps parking for residents who live on Cleveland Street
- Creates a low-stress biking experience per Walk/Bike plan recommendations

Cons:

- Mimics how the street currently operates—but more formalized
- Reduces the total number of lanes from four to two (increase congestion during large events such as Titans games)
- Bike lane is not protected from adjacent traffic
- Does not add any dedicated turn lanes

Pros:

- No changes to number of lanes on Cleveland Street
- Flexibility on whether to keep street parking
- Can create a calm, parallel neighborhood route for bicyclists

Cons:

- Not a low-stress experience for bicyclists on Cleveland Street
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Pros:

- Adds a dedicated turn lane to make left turns easier
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Place dots here:



--But don't just talk about bike lanes:

Western Section Photo



Curb Extension Example



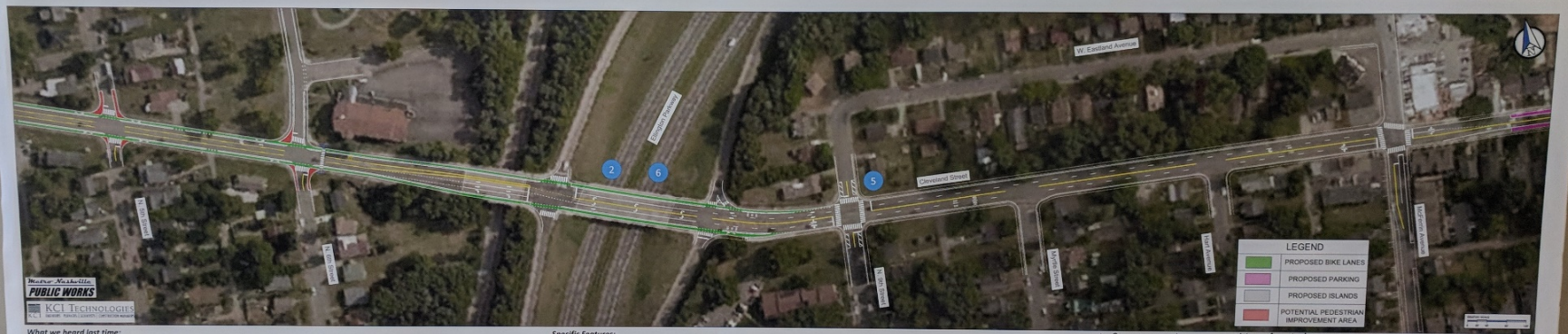
Median Island Example



Place dots here:







PUBLIC WORKS
KCI TECHNOLOGIES

What we heard last time:

- Residents on the western section of Cleveland Street need street parking
- People don't feel safe biking with traffic on Cleveland Street—especially over the Ellington Parkway bridge
- People don't feel safe walking across the street due to car speeds
- We should find ways to slow cars down whenever possible
- We should KEEP the stop sign at North 9th Street to help slow down cars in that section
- Traffic is heaviest near Ellington Parkway, so we should focus on reducing congestion there
- Development is happening on Cleveland Street and in the surrounding neighborhoods, and we need to be able to respond to changes

Specific Features:

- Keep parking, but only where necessary
- Protect the bike lanes over Ellington Parkway because that is the least comfortable currently, and there's no need for street parking there.
- Whenever possible, we make it safer for people to cross the street using curb extensions and more visible crosswalks. This also helps to calm traffic.
- The best traffic calming is narrowing down inefficient uses of space. Formalizing parking where needed, adding bike lanes per our master plan, and adding curb extensions all help calm traffic.

- We heard loud and clear to keep this stop sign. However, keeping it means we also need all four lanes. So, we'll direct bicyclists to turn on North 9th Street and get to McFerrin Avenue via parallel routes.
- By changing the bridge section to one through lane and one turn lane in each direction, we actually make it more efficient for turning vehicles, keeping them from congesting neighborhood sections.
- Everything will be done with paint and bollards, so we will be able to easily respond to changes on Cleveland Street, and in the neighborhood, as they happen. Everything here can be changed in the future.

!!! Leave Cleveland Street Alone!!!

- The fact that the plan changes every two blocks is potentially confusing.
- 2-lanes to 4-lanes (at Mission) back to 2-lanes DOES NOT align w/ input requested at the last meeting
- unsafe to remove bike lane for cyclists
- prefer to leave as is (3 people)
- Please leave as is - we can share bike lane - Justin D'Amico

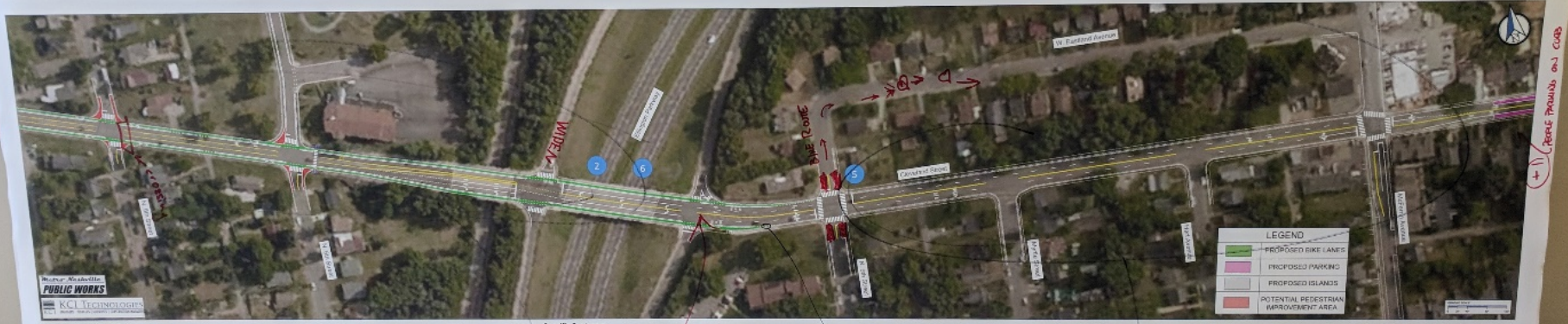
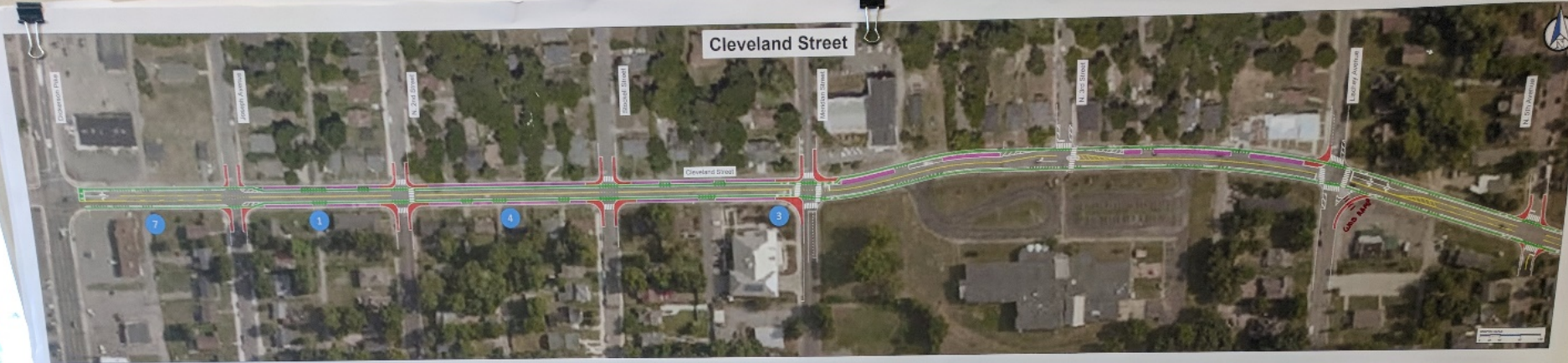
A. OK with bike lanes as proposed. Like that you all have a plan to ease traffic w/o removing stop signs. Believe alternate routes should still be considered as traffic increases.

B. Leave stop signs in at 9th Street.

* WE NEED SAFE STREETS TO WALK, BIKE, RIDE & DRIVE

- Seems like a really good compromise.
- I like 4-way stop @ 9th St
- Bike lanes over Ellington are key
- I really like red sections/pedestrian improvements at crosswalks!!
- Do not understand why street goes 2 lanes to 4 lanes back to 2
- I would like to follow results from engineering study that recommend 2 lanes & no stop sign. People were upset that they weren't told in advance last time.
- TDOT recommends 3 w/ bike lanes for less than 75k cars per day instead of 4 lanes. We only have 9400 cars per day? Why keep 4 blocks 4 lanes? Study doesn't support, TDOT doesn't support & last voting mtg doesn't support.

This traffic lane pattern makes sense to me to accomplish the goal of reducing traffic on the section of Cleveland between N 6th & Dickerson do maintain the neighborhood feel while also accommodating and incorporating dual dedicated street parking & bike lanes. (Use this street often, but live on Litchy)



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 - We should find ways to slow cars down wherever possible
 - We should KEEP the stop sign at North 8th Street to help slow down cars in that section
 - Traffic is heaviest near Ellington Parkway, so we should focus on reducing congestion there
 - Development is happening on Cleveland Street and in the surrounding neighborhood, and we need to be able to respond to changes

- SPECIFIC FEATURES:**
- 1 Keep parking, but only where necessary
 - 2 Protect the bike lanes over Ellington Parkway because that is the least comfortable currently, and there's no need for street parking there
 - 3 At major crossings, we make it safer for people to cross the street using curb extensions and more visible crosswalks. This also helps to calm traffic
 - 4 The best traffic calming is narrowing down their street uses of space. Formalizing parking where needed, adding bike lanes for our mainline plan, and adding curb extensions at all major trip points

- 5 We heard loud and clear to keep this stop sign. However, keeping it means we also need all four lanes. So, we'll direct bicyclists to turn on North 9th Street and get to McKern Avenue via parallel routes.
- 6 By changing the bridge section to one through lane and one turn lane in each direction, we actually make it more efficient for turning vehicles, keeping them from congesting neighborhood sections.
- 7 Everything will be done with paint and bollards, so we will be able to easily respond to changes on Cleveland Street, and in the neighborhood, as they happen. Everything here can be changed in the future.

MUST HAVE THIS

Please move turn lanes w/ Maridian, Lishany, including school exits
 All the red bits are great, -Adam V.

Why does road go 2 lanes to 4 lanes for 4 weeks only then back to 2?

TDOT recommends under 25% cars per day to have 3 lanes w/ bike (incl turning) and Cleveland is 9400 cars per day?

4 councilman's sole decision to keep 6th → Michigan 9-lanes (see Eastern) DOES NOT reflect majority of residents input. (council board)

Parking protected bike lanes are GREAT!

*** Traffic light**
 vel. over limit
 to the MPD so
 TDOT will do it!

Whenever bike lane ends abruptly feels unsafe

Can we understand where this comes from? Voting last night shows clear majority for no stop + two lanes?

Leave Stop Signs In!!!

(X) - Need to extend bike routes down Dickerson - extension of Cleveland (Oldham?)
 - Need to better connect this biking plan w/ Downtown

BLACK

WHY NO BIKE LANES
 NTH ST & McFERRILL AVE!
 I HATE BIKE LANE ENDS? SIGNS!
 I LIKE PARKING PROTECTED BIKE LANES!

Bike lanes over Ellington are especially important. This is the scariest part on a bike.

(X) CHANGE STOP SIGN TO AHEAD STOP FULLY FOR BIKERS & YOUNG

Share the road - Concept is working all over town. Why does it not work here. Is it because EFD at W-B-N river here?

White

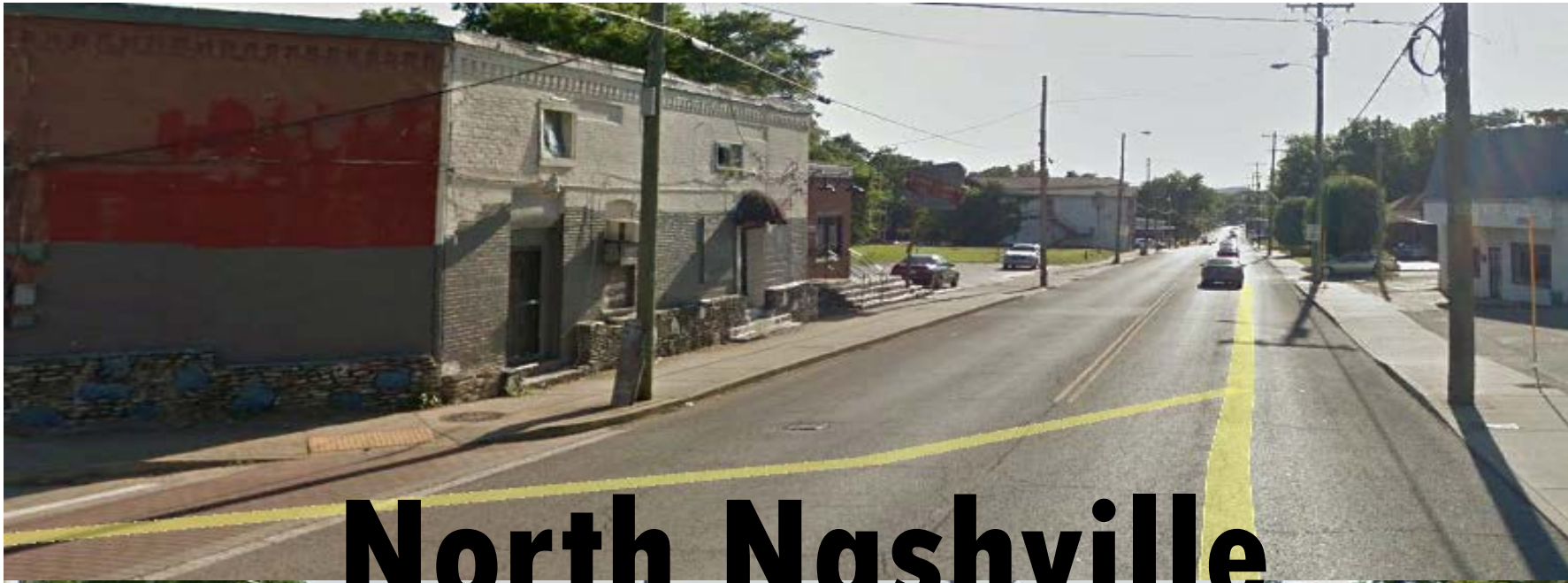
ALL CROSSINGS SHOULD BE MARKED - ESPECIALLY W/IN 2 MILES OF A SCHOOL

SITTING AREAS REDUCING LANES AT W/IN 2 MILES OF A SCHOOL SHOULD ALSO BE A PED IMPROVEMENT AREA!

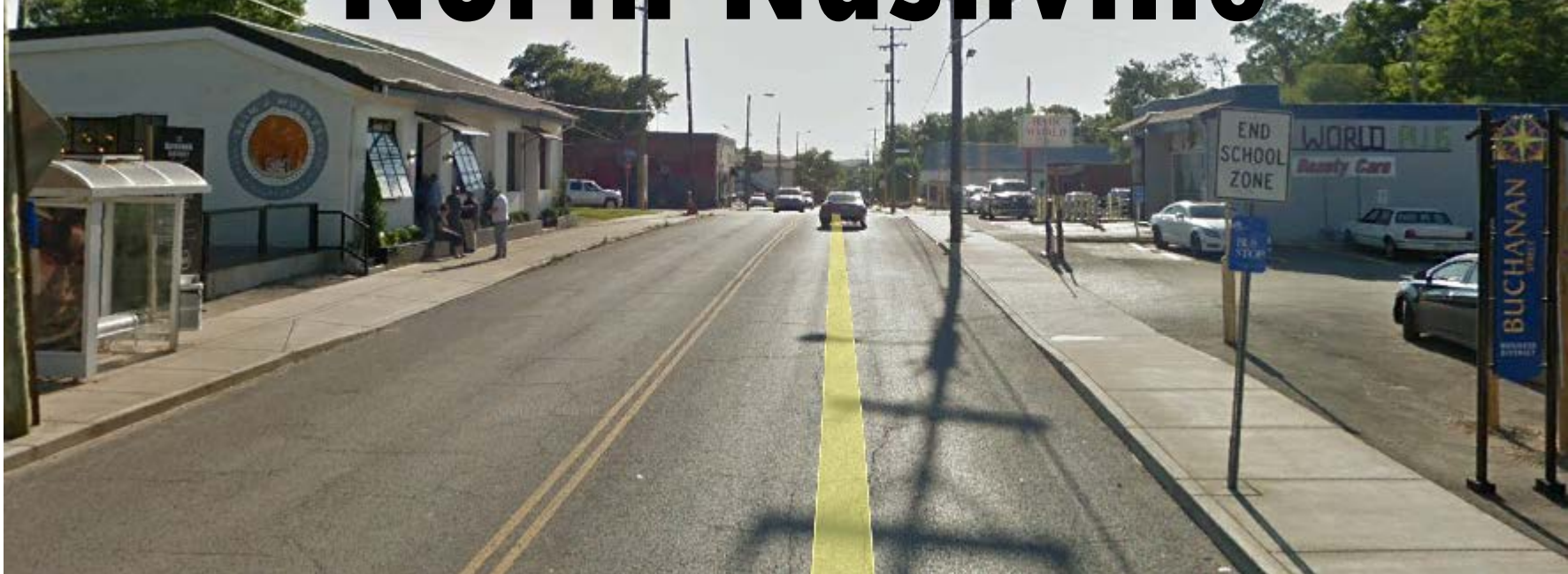
(+) (Create Pockets on) COBS

Lessons Learned from Cleveland Street

- Talk to people early and often
- Talk to elected officials early on
- Distrust is a hard thing to overcome
- Conversations about change begin loaded
- Frame your conversation
 - It can't just be about bikes, buses, or loss
- You need allies



North Nashville







Belmont Blvd





Harpeth Knoll



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Ongoing Bikeway Projects in Nashville:

mpw.nashville.gov/bikeways