
nashvillenext

pick your nashville results

This report provides a summary of public input during NashvilleNext's fourth round of community engagement. Through Pick Your Nashville!, thousands of Nashvillians assessed three Alternate Futures. A Preferred Future will be created based on public involvement.



KEY TAKEAWAYS

- Protect sensitive environmental features
- Household affordability across all income levels
- A complete transit network
- Activity centers throughout most parts of the county
- Strategic infill that supports transit lines and activity centers
- Protect and enhance the character of different parts of the county

About NashvilleNext

IN THIS REPORT

- Introduction
- Key takeaways
- Futures overview
- Engagement tools
- Demographics of participants
- Value rankings
- Detail on key values
- Futures ratings
- Other Futures input
- Other survey questions
- Focus Groups
- Community Conversations
- Goals & Policies

NashvilleNext is the two-year process to update Nashville's General Plan, an integrated effort to ensure our prosperity and well-being for the next 25 years, drawing on the needs, ideas and input of people who care about Nashville.

NashvilleNext launched in 2013, engaging thousands of Nashvillians in discussing what the future should be for their city and county.

Informed by national experts and local trends, NashvilleNext is building a community vision and a plan to achieve it.

MAKING POLICY DECISIONS

Summer 2014 was a pivotal point in NashvilleNext. The public was be asked to work with two major parts of the plan:

Alternate Futures

Three Futures provided different ways Nashville could grow in the future by looking at how and where we accommodate new homes and jobs, as well as the infrastructure and transportation system needed to support that growth.

Draft goals & policies

NashvilleNext's draft goals & policies complement the Alternate Futures by proposing how to address the many different areas related to how we approach the Future that Nashvillians care about, but which cannot be incorporated into the Futures.

NEXT STEPS

Community plans & the Preferred Future (October – November)

Draft plan released (February 2015)



About the Futures

The chart at right compares the three Futures along several key points. This gives a quick summary of how the Futures differ.

On the following pages, each Future is presented with:

1. A composite map showing where new homes and jobs are located.
2. A text description of the Future.
3. A map of where new jobs are located (pink).
4. A map of where new homes are located (blue).

Each Future explains how decisions we make on growth and development impact Nashville’s land and transportation infrastructure and the things Nashvillians have told us matter to the quality of life. The three maps show the results of different ways that Nashville could develop and preserve land through 2040. Each Future includes outcomes, which assess how growth and development will impact things Nashvillians care about, such as access to transit or preservation of natural features.

The Alternate Futures have these common elements:

- » About 185,000 new residents and 326,000 new jobs will come to Davidson County by 2040.
- » Smaller neighborhood centers occur in areas identified by community plans.
- » There is no change to existing property rights in Bells Bend. The Tennessee State Fairground does not change.
- » The same level of frequent transit service remains between East Nashville and West End. The same level of regional and commuter transit service to surrounding counties remains.
- » Metro will build street projects which already have funding, such as the Harding Place Extension.

	B business as usual	C centers with adjacent infill	D downtown and pikes
New population	Scattered, with infill and redevelopment but also greenfield development	Organized into larger activity centers, surrounded by increased residential infill	Primarily downtown with residential and service growth along the pikes
New employment	Scattered	Activity/employment centers and downtown	Primarily within downtown, with retail and services along the pikes.
Pattern priority (Infill or greenfield)	Greenfield & infill	Primarily redevelopment of major centers with infill nearby	Primarily infill in and near downtown, with redevelopment along major pikes
Transit	Transit vision (hub-and-spoke)	Transit network (adding cross-town connections)	Expanded hub-and-spoke
Infrastructure & public space investments	Uncoordinated	Coordinated to support activity/employment centers	Coordinated to support downtown and pikes
Walking/biking	Scattered	Within centers	Along and connecting pikes
Entitlements	No change	Expanded in centers	Expanded around downtown and along pikes

B

business
as usual

Legend

Residents

Some new → More new

Jobs

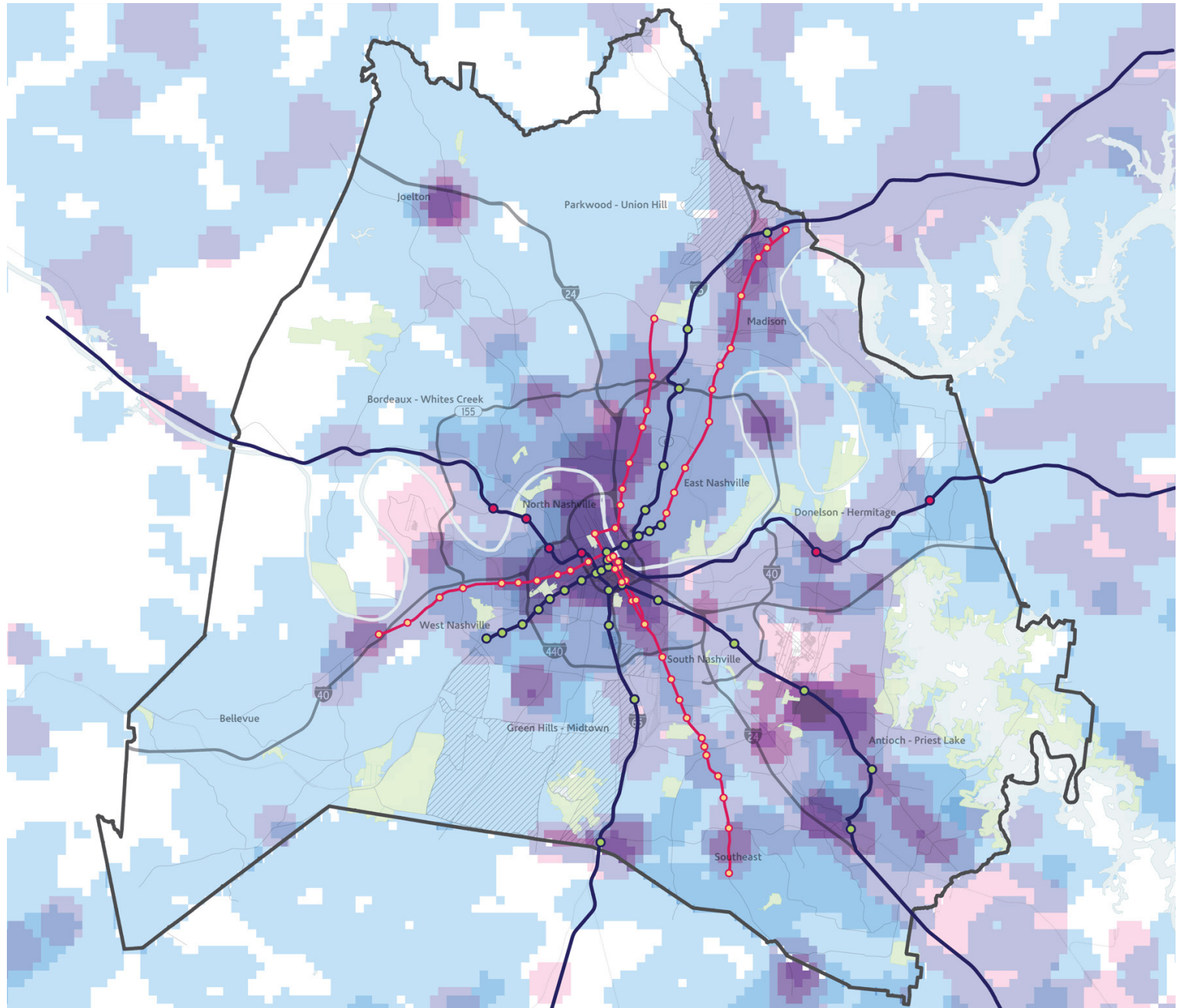
Both Residents and Jobs

Some of both → More Residents than Jobs

More Jobs than Residents → More of both

Transit features

- Frequent transit (in traffic)
- Frequent transit (dedicated lanes)
- Regional commuter service



B

business as usual

Business As Usual shows how Nashville could grow if trends from the past few years continue into the future. These trends reflect Downtown redevelopment and growth to the north and southeast parts of Davidson County. Business-As-Usual maintains the existing transit system including planned upgrades leading into Downtown.

Housing and jobs

Downtown continues as a hub for new jobs and homes. MetroCenter and near the airport receive many new jobs

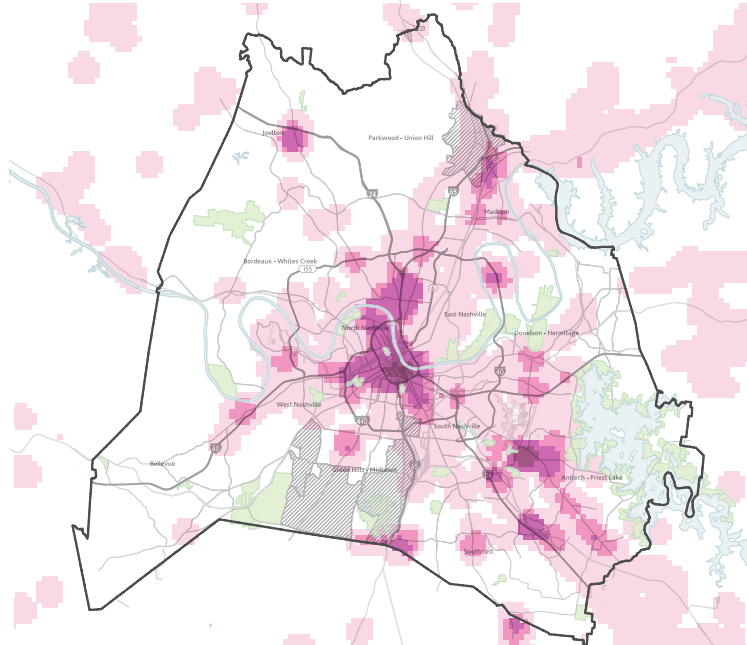
Outward growth of homes continues in all directions within Davidson County. New homes are added to neighborhoods close to Downtown. These homes – including new townhomes, new

homes on small lots, or small multi-family buildings – are built where existing structures once stood. Outside of Downtown, most growth happens in places to the north and southeast that already have roads and sewers.

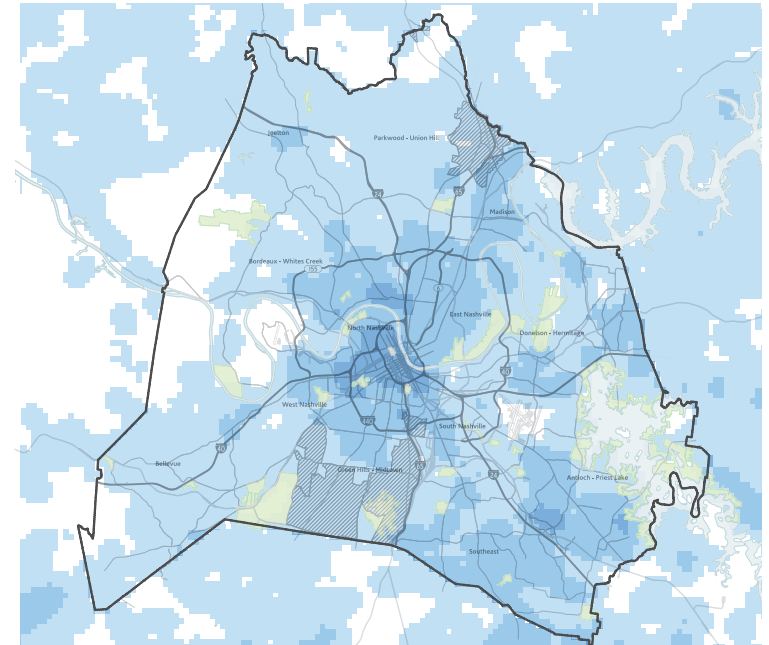
Transportation

Transit service on major roads brings people into Downtown. Most riders must travel to Downtown to get to other places in the county. The Music City Star and regional commuter bus service continue linking employees to jobs in Downtown.

Employment in Business as Usual



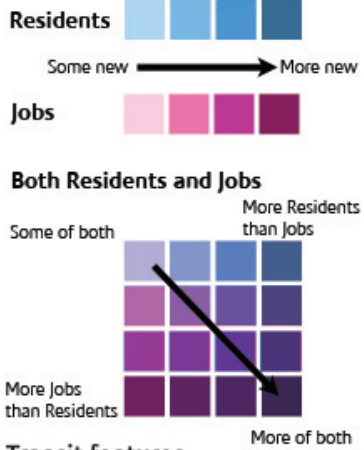
Population in Business as Usual



C

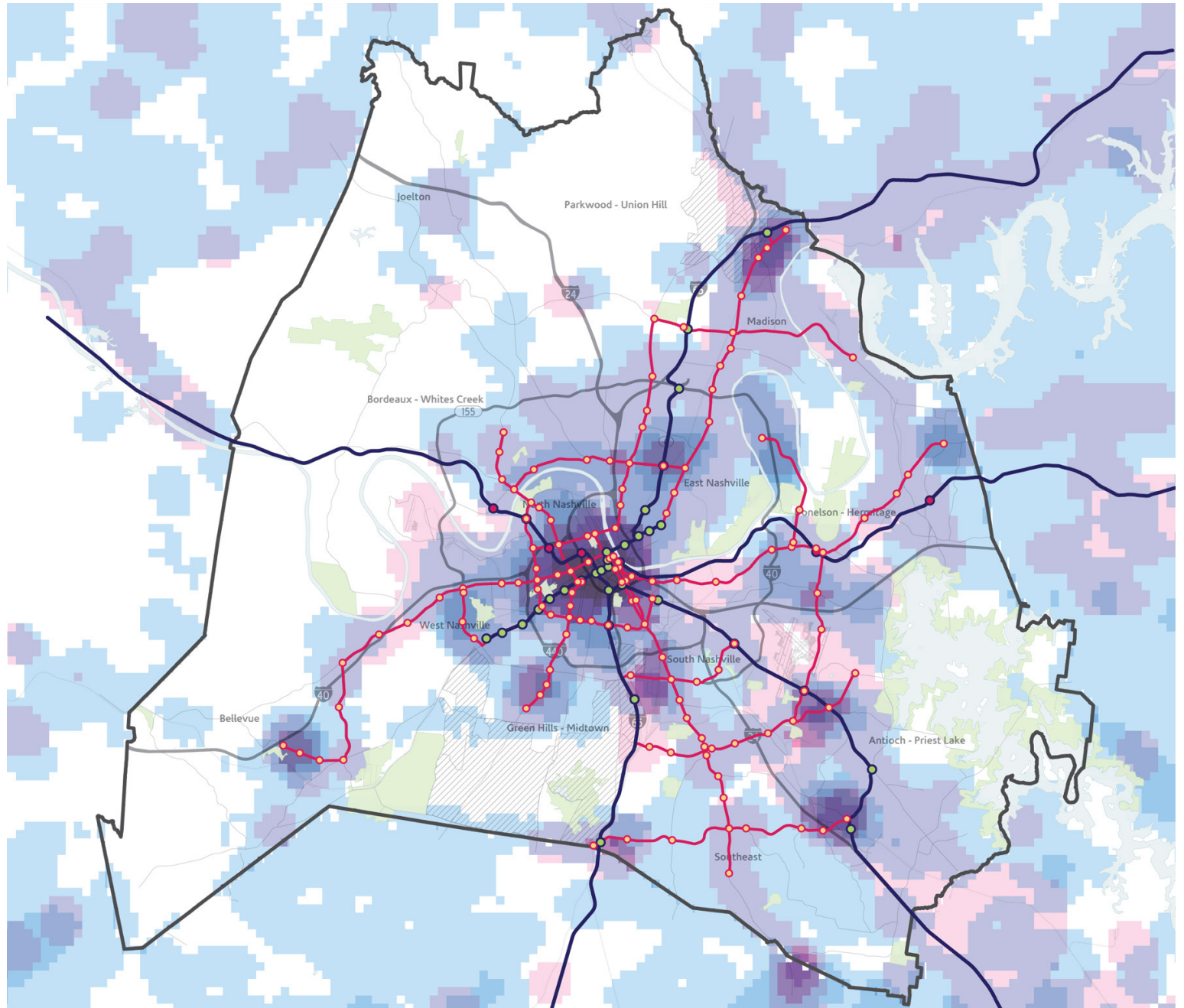
centers with adjacent infill

Legend



Transit features

- Frequent transit (in traffic)
- Frequent transit (dedicated lanes)
- Regional commuter service



C

centers with adjacent infill

Centers with adjacent infill shows how Nashville could grow by adding new homes and jobs in bustling activity centers. New homes are also added in existing neighborhoods near the activity centers. Transit connects the activity centers to Downtown and each other.

Housing and jobs

New homes and jobs are focused on and near Downtown and in intense activity centers across the county. These are walkable places that include employment centers, as well as homes, retail, and services, and connect to Downtown and one another by frequent transit service. Typical building heights could reach 12 or more stories within the activity centers. Metro, developers, and community partners work together to offer homes affordable across all income levels.

More people live in existing neighborhoods close to activity centers by carefully adding homes that complement the look and feel

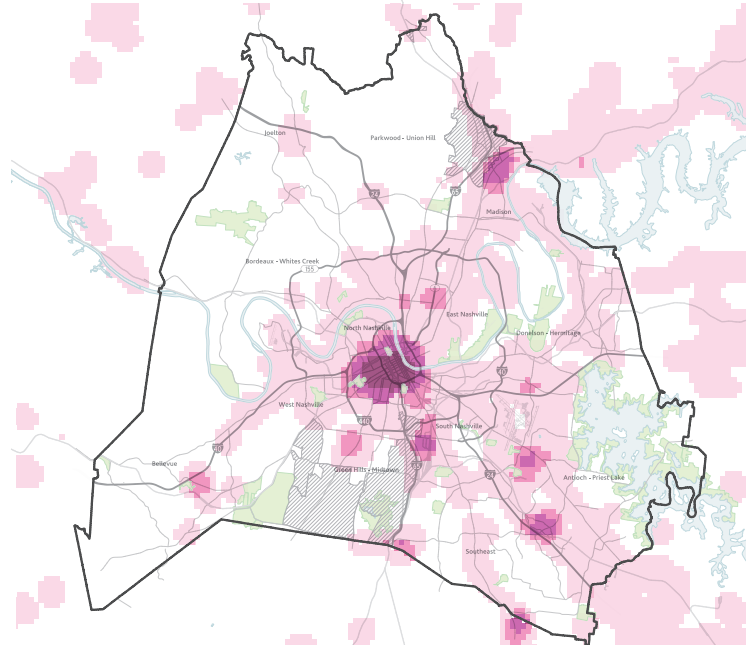
of existing homes. These new homes may be new townhomes, small-lot single family houses, or small multi-family buildings. Larger houses may be converted to multiple housing units. Homes could also be added as accessory dwellings, like garage apartments.

Standards to preserve neighborhood character outside these areas are strengthened.

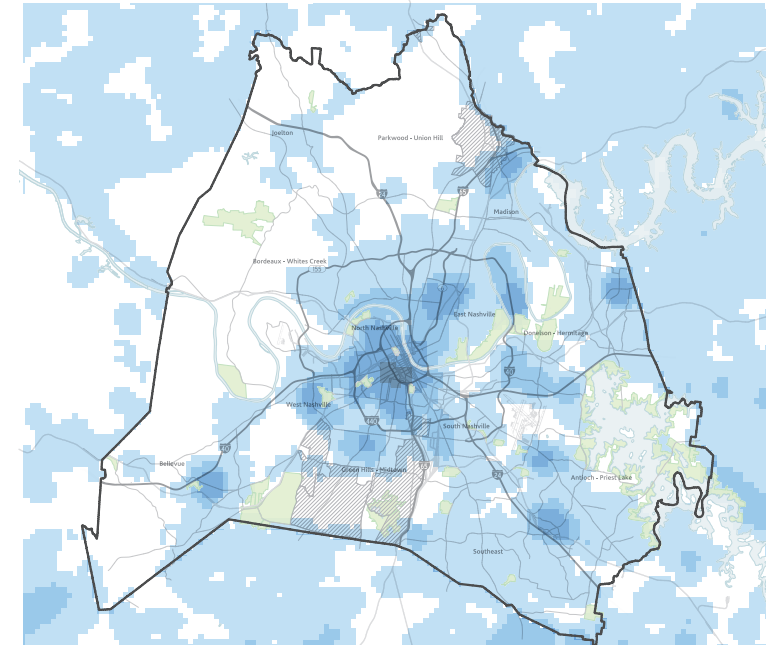
Transportation

Frequent transit routes (primarily rapid bus sharing lanes with car traffic) lead into downtown and between centers. These connector routes reduce the need to travel through Downtown to get to other places in the county. The Music City Star and regional commuter service on dedicated lanes link employees to jobs in Downtown.

Employment in Centers with Adjacent Infill



Population in Centers with Adjacent Infill



D

downtown
and pikes

Legend

Residents

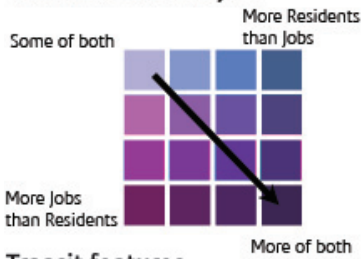


Some new → More new

Jobs

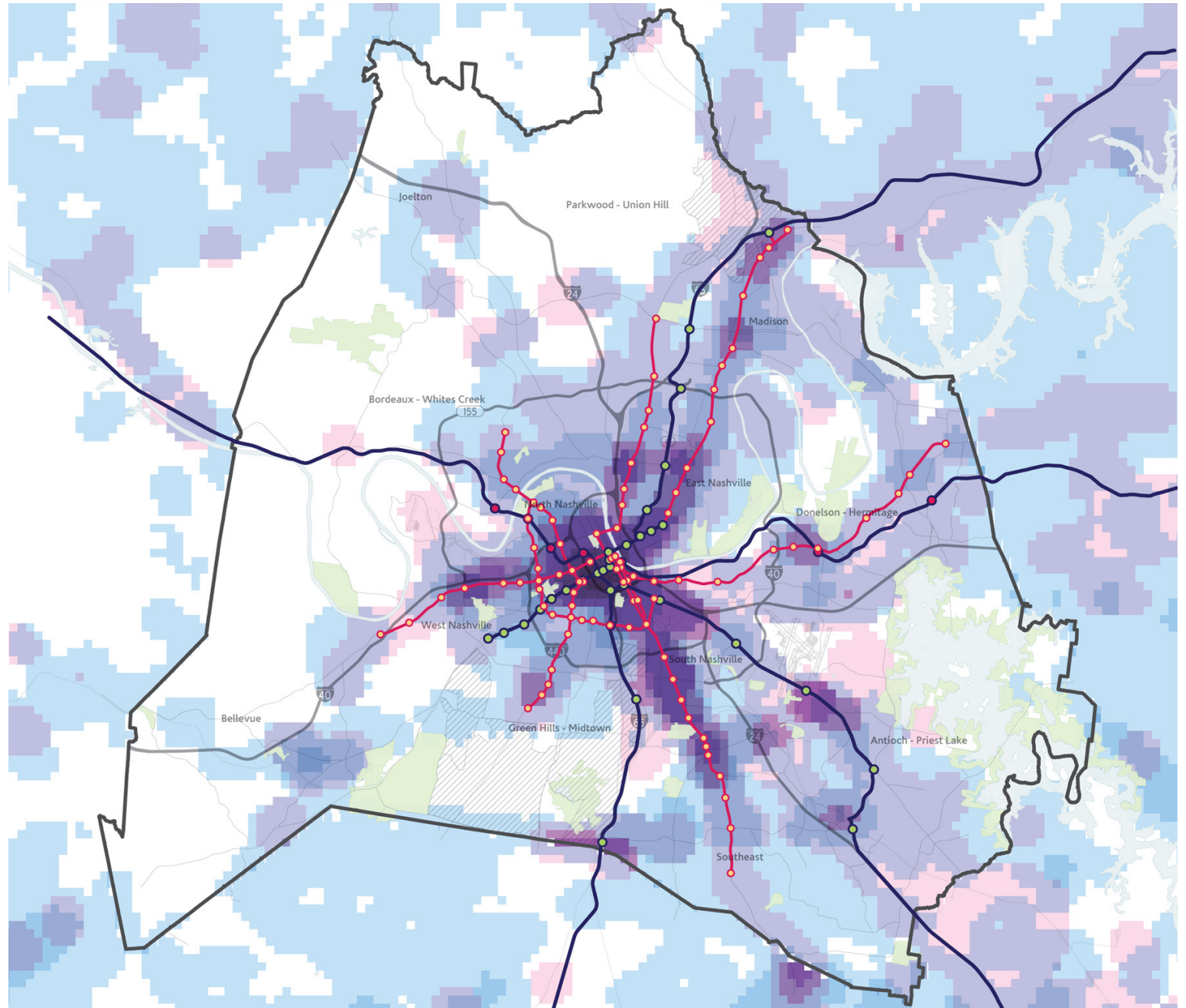


Both Residents and Jobs



Transit features

- Frequent transit (in traffic)
- Frequent transit (dedicated lanes)
- Regional commuter service



D

downtown and pikes

Downtown and Pikes shows how Nashville could grow if we place new jobs and homes in and near the Downtown and along transit routes leading into Downtown.

Housing and jobs

Downtown, Midtown, and Metro Center add many more homes and jobs to create walkable residential and work neighborhoods.

More people live in neighborhoods close to downtown by carefully adding homes that complement the look and feel of existing homes. Sometimes this may mean building new homes, but sometimes it will mean converting one house into two or more new homes, such as a duplex or triplex.

New homes, retail, and services along major roads are clustered into moderately dense community centers. These community centers are walkable, with parks and schools, and connect to employment centers by frequent transit service. Building heights in

these centers reach 5 stories or more. Metro, developers, and community partners work together to offer homes that are affordable across all income levels.

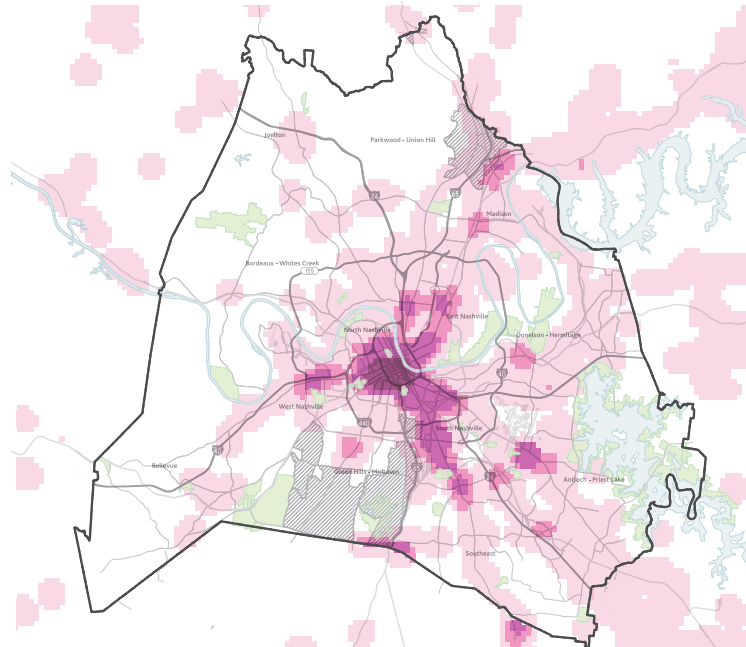
Smaller multi-family buildings, townhomes, and small-lot single family houses fill in between these community centers.

Further out, and in between major roads, standards to preserve the character of most other neighborhoods are strengthened.

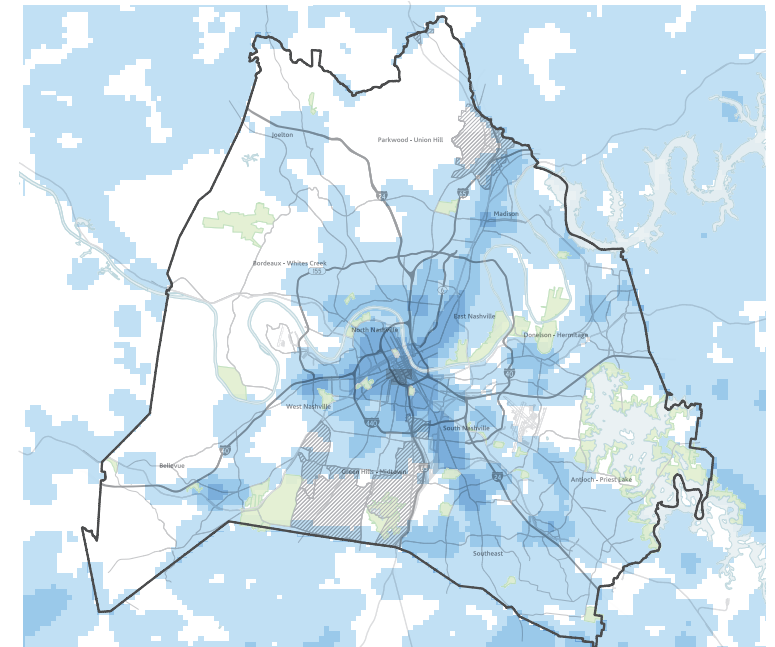
Transportation

Frequent transit routes (primarily rapid bus sharing lanes with car traffic) lead into Downtown. Most riders must travel to Downtown to get to other places in the county. The Music City Star and regional commuter service on dedicated lanes link employees to jobs in Downtown.

Employment in Downtown and Pikes



Population in Downtown and Pikes



Outcomes

These outcomes show how each Future performs on 12 key outcomes that Nashvillians care about. They were created by NashvilleNext Resource Teams, using quantitative measures reported alongside each outcome.

B business as usual

C centers with adjacent infill

D downtown and pikes

		Rating for each outcome		
Transit access	How easy is it to get around by transit?			
Walkability	How many people live or work in areas that are safe to walk around in, with places to walk to?			
Greenway access	How many people live along greenways (including planned greenways)?			
Opportunities for children & youth	Do children and youth have more access to schools, parks, community centers, and libraries?			
Demand for water and sewer	How efficient is Nashville's water and sewer infrastructure?			
Preservation of natural features	How much does new development encroach on natural features like floodplains, steep slopes, and forests?			
Access to jobs and services	How many people have transit access to jobs or walkable access to grocery stores and other services?			
Access to parks	How many people can walk to a park? Access to parks encourages community, appreciation of nature, and active lifestyles.			
Preservation of residential character	How much is the physical character of Nashville's existing diverse neighborhood's preserved or changed?			
Housing affordability	How easy is it to maintain housing affordability across all income levels?			
Economic development	Are there more or fewer opportunities for business development?			
Spending on transportation	How much do we spend on new transit services, sidewalks, and major roadway improvements?			

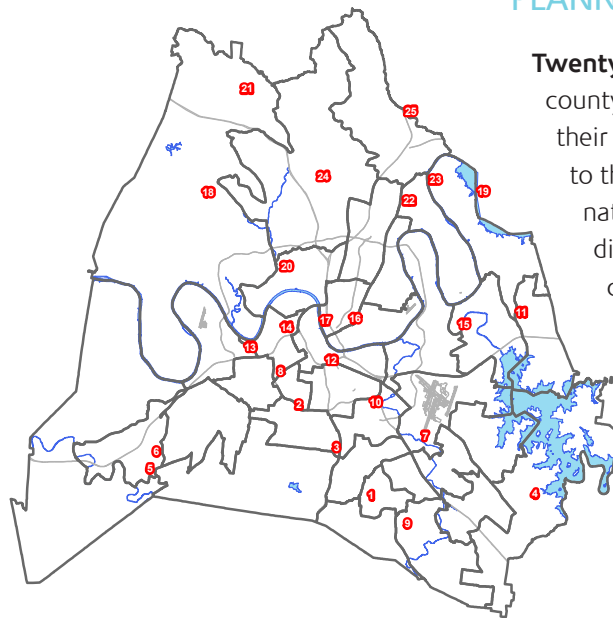
Engagement tools

Pick! Nashville asked the public to weigh in on specific policy choices. Because these choices have implications for all of Nashville's 14 community planning areas, community engagement was critical in this phase, in two ways.

First, it was important to engage the public across the county, with particular attention to areas that had not yet participated as much, and mindful that the results of this phase could result in changes to community plans.

Second, it was important to engage people not usually involved in community planning decisions. NashvilleNext has had success engaging under-represented groups. However, the Engagement Committee, engagement consultants, and planners knew that the complexity of this phase would lower participation by under-represented groups.

Because of these issues, NashvilleNext used six key tools for engaging communities throughout the county.



PLANNING MEETINGS

Twenty-five Lounges across the county allowed people to drop in at their convenience at a location close to them, review the three Alternate Futures and draft Goals, and discuss them with planners before completing the survey.



Four topical Community Conversations allowed community members to delve deep into housing and gentrification, culture and placemaking, transportation, and economic development, discussing each topic closely with other Nashvillians.



Housing & Gentrification



Transportation & Mobility



Culture & Placemaking

IN THE COMMUNITY

NashvilleNext sought to bring this phase to people who might otherwise not hear about the planning process.

Five community events

- » Musicians Corner
- » Tomato Arts Festival
- » Live on the Green
- » Hispanic Family Festival
- » Nashville Neighborhoods Celebration



Musicians Corner



Musicians Corner

Cell phone

Participation by cell phone, advertised by more than 500 posters throughout the county and on MTA buses

HARD TO REACH GROUPS

NashvilleNext conducted seven focus groups with groups that were likely to have low levels of participation at meetings and community events. These focus groups allowed planners to have detailed discussions about the three futures.

- » The Contributor
- » Safe Haven
- » Nashville International Center for Empowerment
- » Futuro
- » Tennessee Latin American Chamber of Commerce
- » Catholic Charities
- » Tennessee Council on Developmental Disabilities

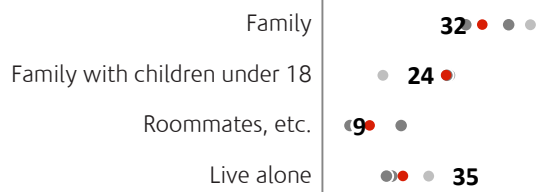
MEETINGS-TO-GO

This allowed groups with established meetings to get materials to host their own meetings at their usual times to broaden participation in NashvilleNext.



Participation & demographics

Household type



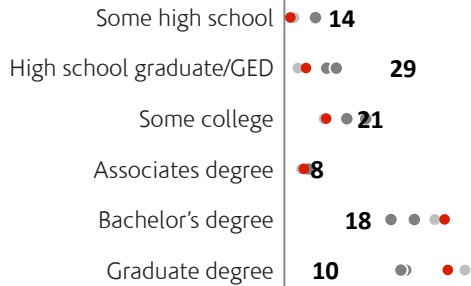
Gender



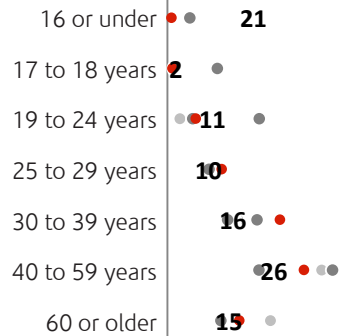
Tenure



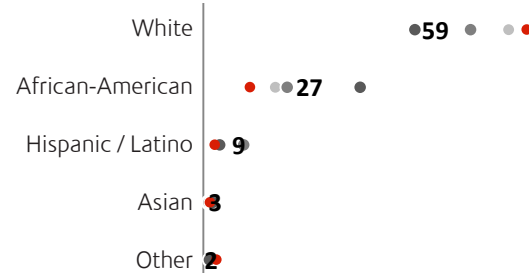
Education



Age



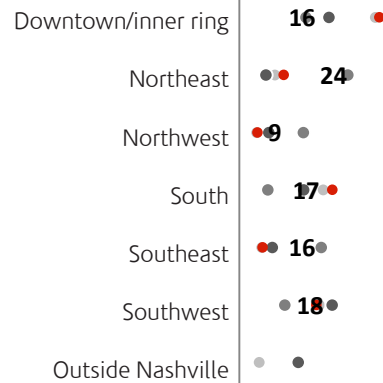
Race/ethnicity



Born in the US?



Area



Whenever possible, NashvilleNext participants are asked demographic information, to monitor who is participating, so that gaps in participation can be addressed. In phase 4, nearly 70% of respondents provided demographic information.

Legend

50 Davidson County (Census 2010)
 ● nashvillext phase 4
 ● nashvillext phase 3
 ● nashvillext phase 2
 ● nashvillext phase 1
 How to interpret these charts

50 ● Over-representation
 ● 50 Under-representation

As expected, demographics were more skewed in this round toward people with a high level of education, more who were white, and more who live in the city center.

Focus groups were the primary tool to gain indepth, qualitative input to balance these demographic gaps.

Results

This phase's Pick Your Nashville survey provided a rich and complex view of how Nashvillians relate their values to future growth patterns. Layering different ways of asking our core questions allowed planners to confirm that the results were not arbitrary.

The major sections of the results are:

- » Outcomes
- » Future ratings and choices
- » Cell phone results
- » Transit, sidewalk, and other survey questions
- » Focus group results
- » Community Conversations

More than 4,700 people participated in this round. Here's how they did it:

Source	People
Meetings/events	1,069
Online	3,238
Cell phone	346
Meetings-to-Go	70
Total	4,723

OUTCOME RANKINGS

What's an outcome? Twelve issues the public valued that could reasonably be related to Nashville's future built environment, based on each Future.

The outcome ratings were related to quantitative results from the Future models, but the final assessments (see page 10) were performed by NashvilleNext Resource Teams.

Outcome	Percentage selecting
Housing affordability	55% ██████████
Access to jobs and services	55% ██████████
Transit access	51% ██████████
Walkability	51% ██████████
Economic development	49% ██████████
Preservation of residential character	44% ██████████
Opportunities for children and youth	43% ██████████
Access to parks	32% ██████
Preservation of natural features	32% ██████
Spending on transportation	29% ██████
Greenway access	27% ██████
Demand for water and sewer	17% ████

But what about education, safety, and the arts?

Some topics of great importance to Nashvillians (notably education and public safety) were not included, because they could not clearly be related to general patterns of jobs and housing density.

In the longer online and paper surveys, participants were asked to pick the 5 outcomes most important to them. The results above show how often each outcome was selected by 3,419 participants.

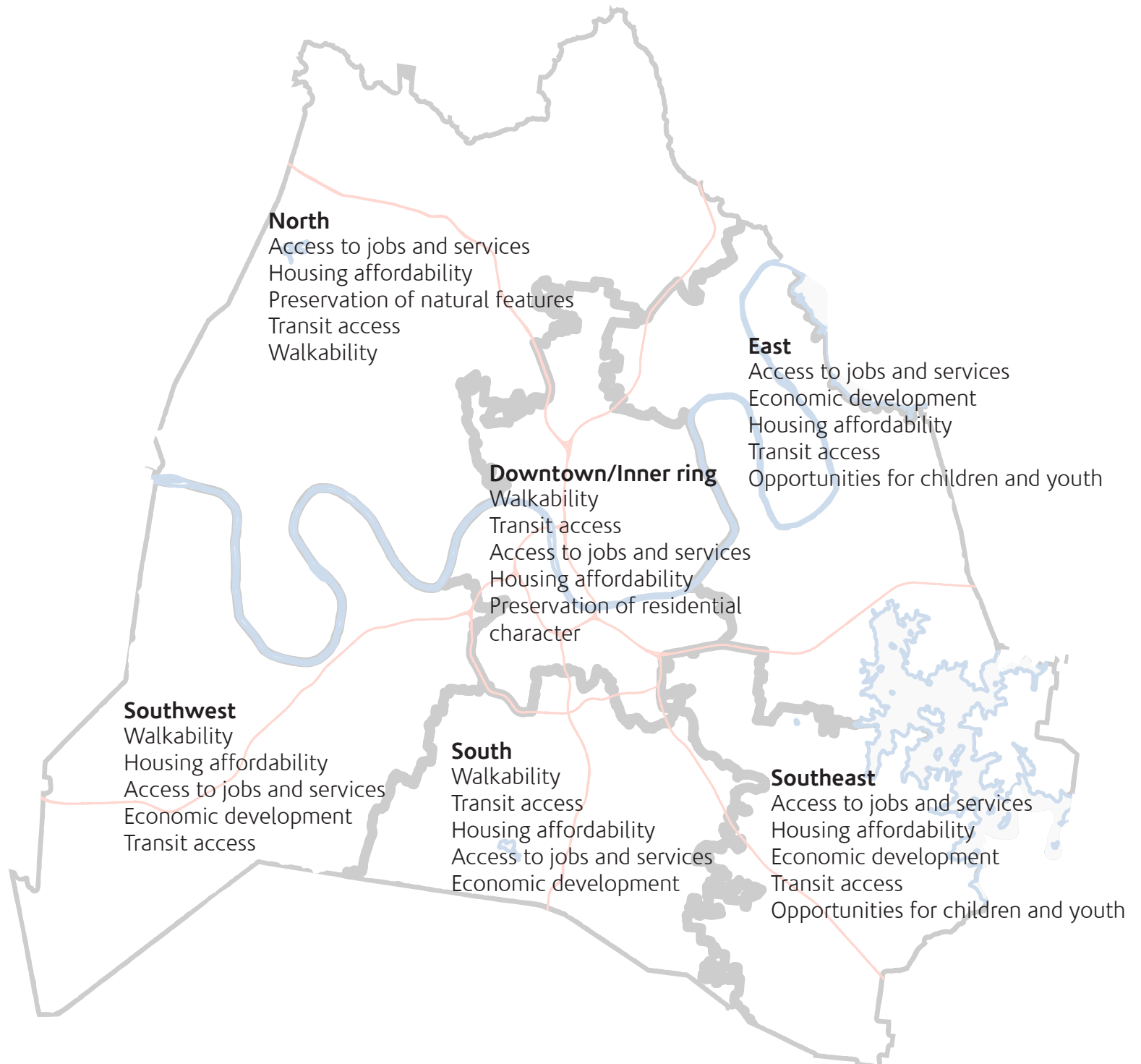
These results are consistent with earlier NashvilleNext results. They are also consistent with the in-depth discussions in the focus groups.

OUTCOMES BY AREA

The map at right shows how different parts of the county rated the outcomes. These results suggest a remarkable level of agreement, even while distinct patterns appear.

One strong pattern is the prominence of walkability near downtown and to the south and west. To the north, east, and southeast, access to jobs and services is first in importance. Meanwhile, preservation of residential character is only a top priority near downtown, and preservation of natural features is only a priority in the northwest.

Of particular interest is the widespread importance of affordability. At the beginning of NashvilleNext, affordability was an underappreciated issue among community leaders. (See the Community Issues survey report, including findings from in-depth interviews with community leaders). Throughout NashvilleNext, affordability has been one of the two top issues for Nashvillians.



FUTURES

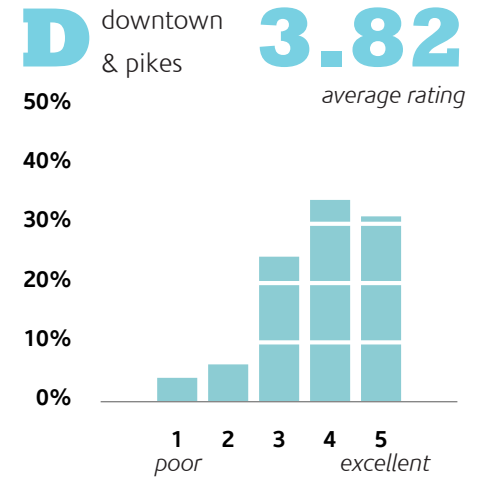
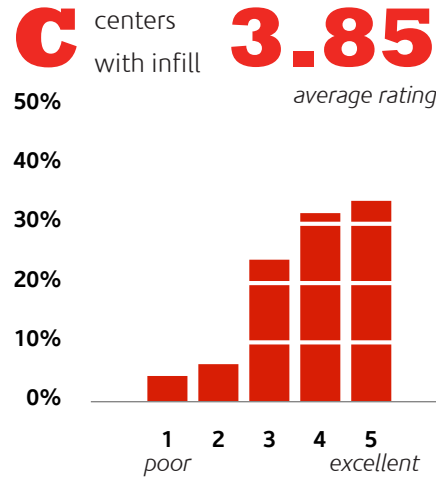
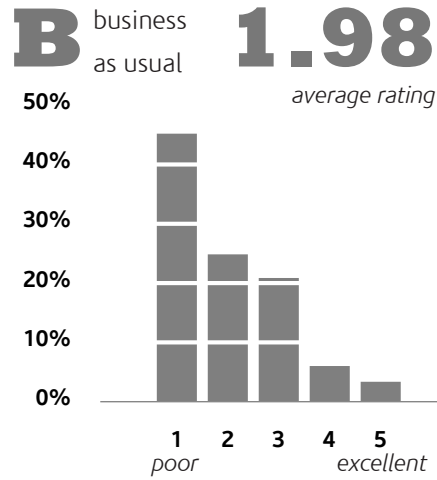
Each survey-taker was also asked to rate all three Futures on a scale of 1 (poor) to 5 (excellent). Most rated B poorly. C and D were rated equally well.

Some participants commented they had difficulty distinguishing between C and D. This led planners to worry that the close average ratings of C and D were because most participants rated them exactly the same. However, fewer than 20% of participants did so.

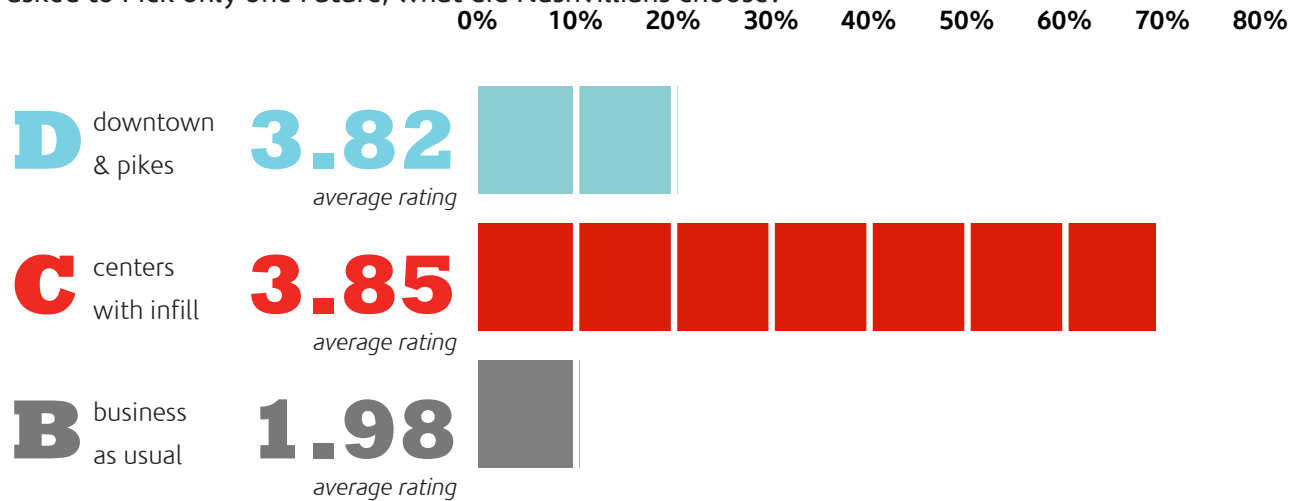
In addition to rating each Future, people taking the paper survey were also asked to pick one Future as their preference.

In contrast to the ratings, where C and D were rated equally well, here paper survey participants overwhelmingly favored Future C. (Average ratings for C and D on the paper survey were nearly indistinguishable from average ratings for C and D from the online survey.)

How did Nashvillians rate the three Futures?

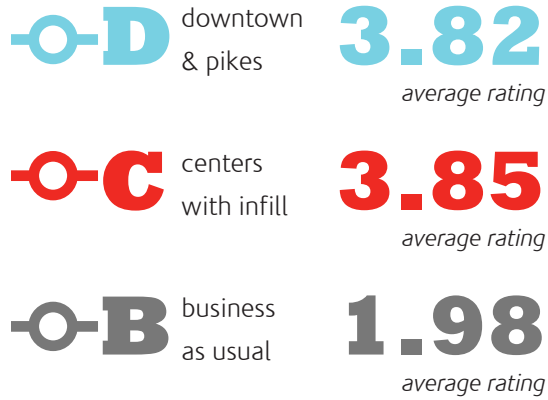


When asked to Pick only one Future, what did Nashvillians choose?

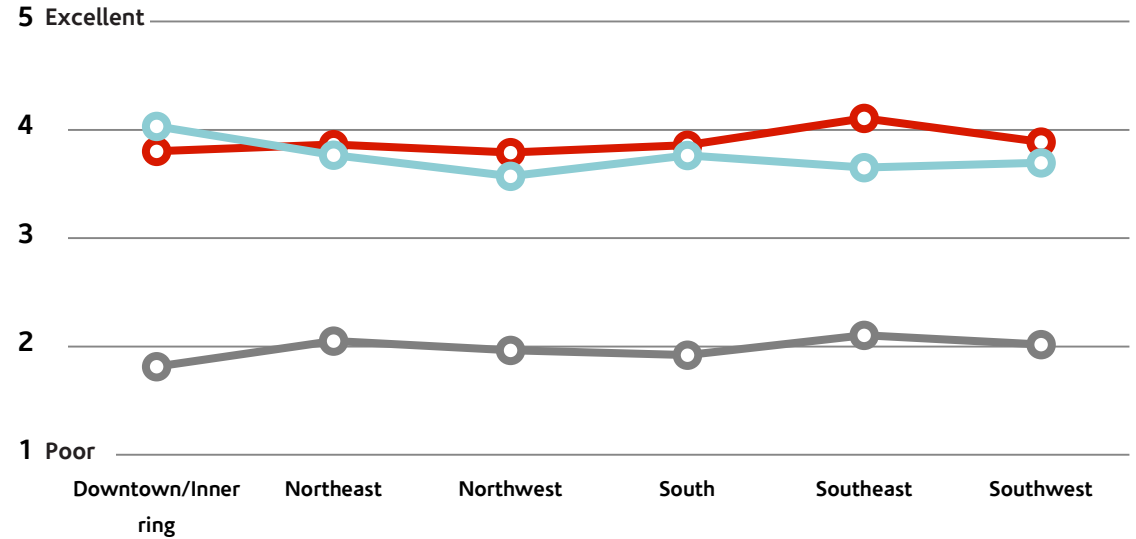


FUTURES (continued)

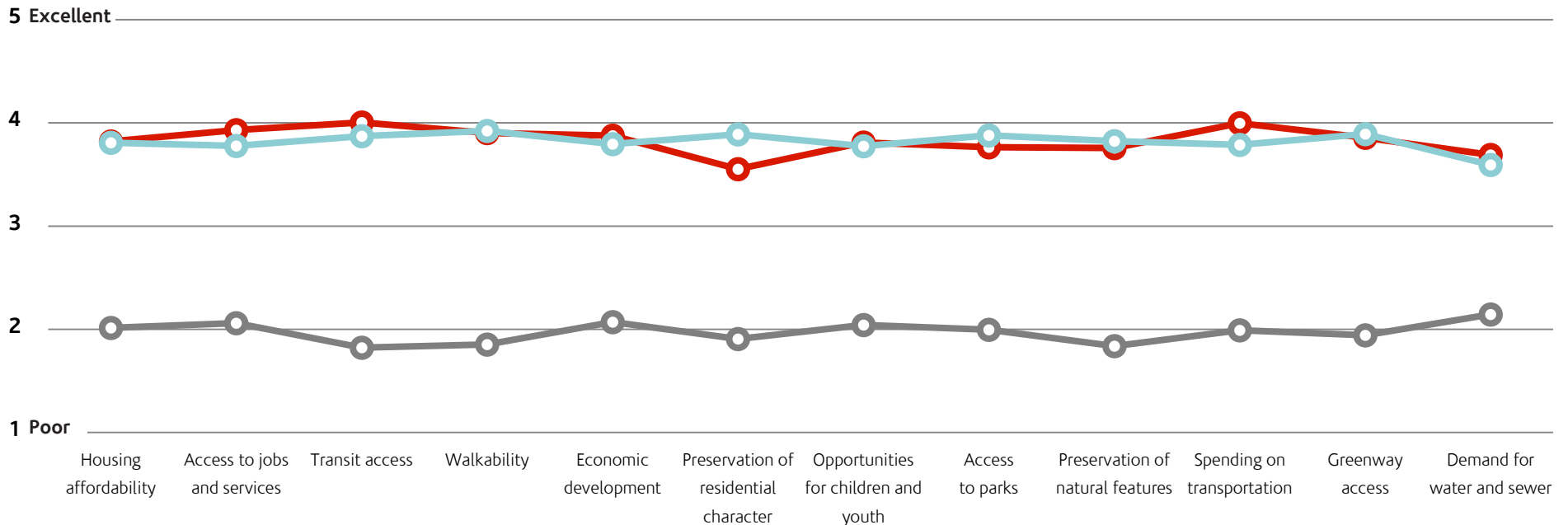
Ratings of the three Futures were consistent across the outcomes that respondents valued (**below**), as well as by geographic area (**right**).



Average rating for each Future by geographic area



Average rating for each Future for respondents who selected each Outcome as a top 5 issue



FUTURES COMMENTS

Participants had a number of opportunities to provide open-ended comments on all parts of the surveys and topics in this round of community engagement.

The tables to the right show the number of comments on each topic. Full comments are included at the end of this report.

Transportation and residential character were commented on the most, though most respondents offered other values that should be considered.

Among the draft Goals and Policies, Health, Livability, & the Built Environment received the most comments. Note, however, that this tally includes a large number of comments received from the Metro Public Health Department and the Metro Historical Commission.



Futures		Survey questions		Values/outcomes	
Downtown & Pikes	59	Sidewalks spending	63	Other values	255
Business As Usual	58	Transit coverage	52	Transit access	118
Centers with Infill	57	Infill	49	Residential character	105
Draft Goals & Policies		Transit directness	36	Spending on transportation	71
Arts, Culture, & Creativity	4	Stop spacing	35	Housing affordability	68
Economic & Workforce Development	6	Transit frequency	32	Natural features	57
Education & Youth	10	Poverty	28	Walkability	54
Health, Livability, & the Built Environment	114	Children	28	Greenway access	50
Housing	5	Businesses	22	Economic development	47
Natural Resources & Hazard Adaptation	14	Sidewalks location	19	Opportunities for youth	45
		Process & Other	47	Access to parks	45
				Access to jobs and services	34
				Demand for water & sewer	33

CELL PHONE PARTICIPATION

Posters throughout the county and inside buses allowed people to participate by cell phone (**right**). The survey had three parts:

Step 1, a list of the twelve outcomes, asking participants to text the letter of their one most important issue.



STEP 1 **TEXT THE LETTER of the issue that is most important to you.** We will respond with a recommendation for the future that works best for your **ISSUE**.

A. Access to Services

People have transit access to jobs or walkable access to grocery stores and other services.

B. Access to Parks

People can walk to a park for community, appreciation of nature, and recreation.

C. Water & Sewer

Nashville's water and sewer infrastructure is efficient.

D. Economic Development

There are many opportunities for business development.

E. Greenway Access

Nashvillians live along greenways (including planned greenways), which encourage walking and biking for leisure or transportation.

F. Housing Affordability

Housing affordability is maintained across all income levels.

G. Children & Youth

Children and youth have access to schools, parks, community centers, and libraries.

H. Residential Character

The physical character of Nashville's existing diverse neighborhoods is preserved.

I. Natural Features

New development is careful not to encroach on natural features like floodplains, steep slopes, and forests.

J. Transportation Spending

Spending on new transit services, sidewalks, and major roadway improvements is important to the health of our communities.

K. Transit Access

The ability to get around town easily by transit.

L. Walkability

People can live or work in areas that are safe to walk around in, with places to walk to.

STEP 2 **TEXT BACK YES if you agree, NO if you disagree, or the LETTER of the future you like.**

What is a FUTURE?

Possible ways Nashville could grow.

Each future adds 185,000 people & 326,000 jobs



B Business as Usual

Past trends continue into the future. Development is widespread with the least transit improvements.



C Centers with Infill

Major centers with residential infill develop countywide. Transit routes connect centers to each other and Downtown.



D Downtown & Pikes

Nashville grows by placing new jobs and homes in and near Downtown and along transit routes leading into Downtown.

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Recommended Future by issue

Recommend Business As Usual

» Greenway access

Recommend Centers With Infill

» Transit access

» Spending on transportation

» Economic development

» Access to jobs and services

Recommend Downtown And Pikes

» Housing affordability

» Preservation of residential character

Prefer Centers With Infill or Downtown With Pikes?

» Walkability

» Opportunities for children and youth

» Preservation of natural features

» Access to parks

» Demand for water and sewer

Step 2, based on their choice, the participant would get a follow-up question, recommending the Future (see list of recommendations, **far right**) that performed best on that issue. The participant was asked if the recommended Future was acceptable to them. For some issues, Futures C & D performed equally well; in these cases, participants were asked which they preferred.

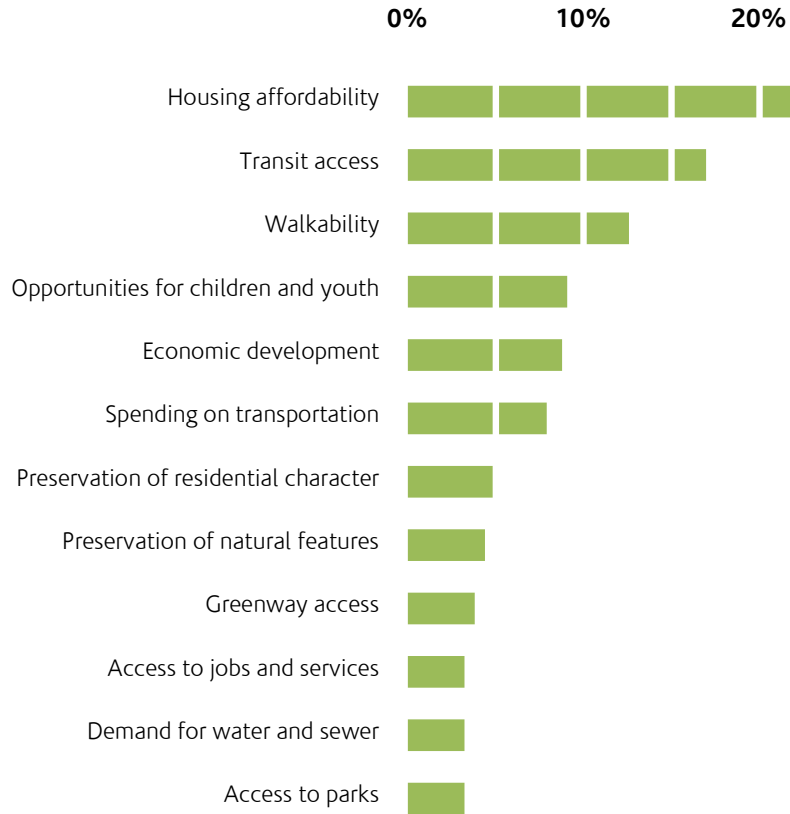
Last, three follow-up demographic questions were asked.

CELL PHONE PARTICIPATION (continued)

Step 1

The percentage of cell phone participants who selected each of the outcomes as their **one** most important value is shown below. Generally, these are in line with the values selected in the longer Pick survey.

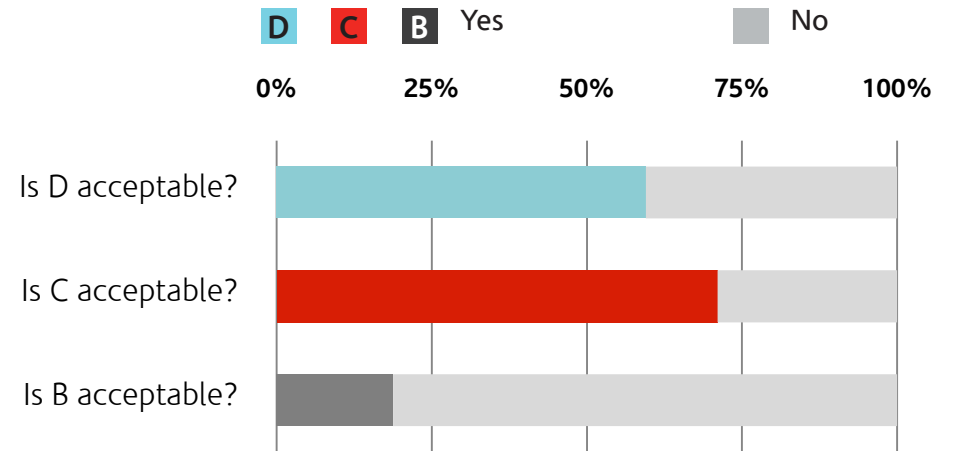
The most highly ranked values from cell phone participants



Step 2a

When Futures C and D were recommended as the best for their value, most participants rated them as acceptable. When B was recommended, most people rated it as unacceptable.

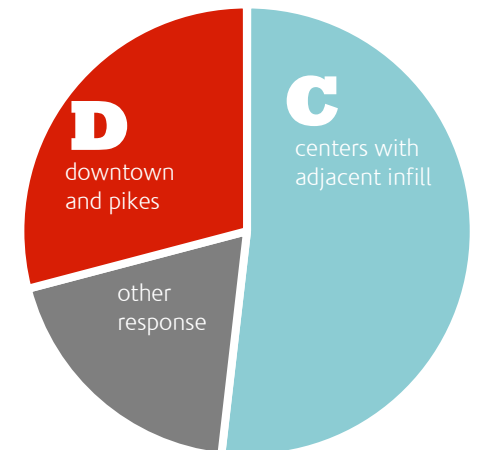
Were the recommended Futures acceptable to cell phone participants?



Step 2b

When cell phone participants were asked to choose between Centers With Infill and Downtown and Pikes, more respondents preferred C.

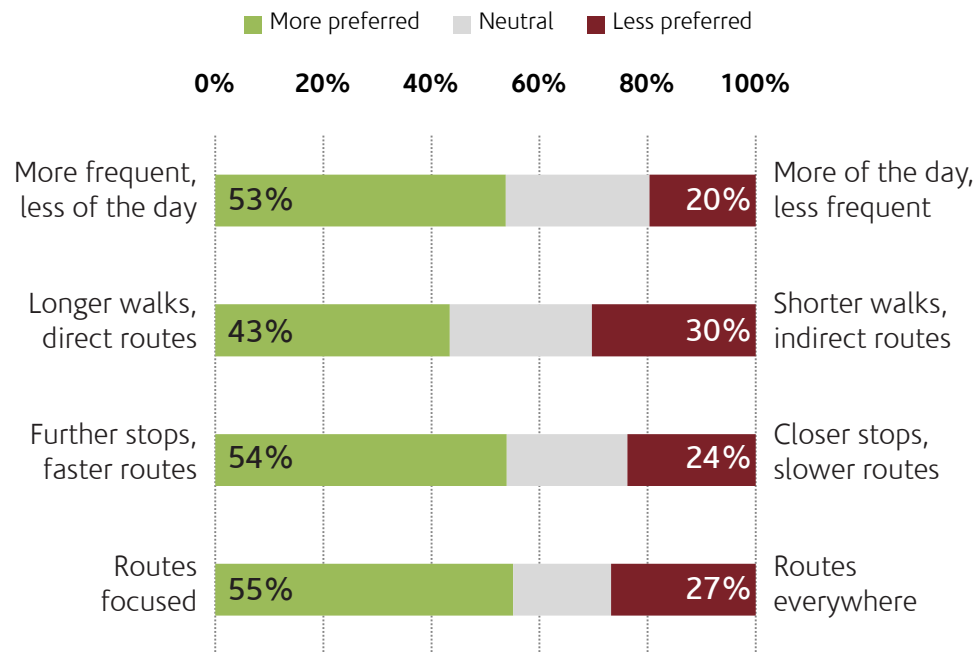
Choice between C & D



TRANSIT QUESTIONS

Working with MTA, the Pick Your Nashville survey included additional questions on trade-offs involved in creating a transit network. These trade-offs represent choices that must be made at any given level of transit funding. That is, the choice between direct routes and shorter walks must be made no matter how many buses MTA is able to run in an hour.

These questions serve to unpack assumptions about the transit system that were embedded into the three Futures. By asking them again apart from the Futures, the questions could have provided or removed support for the transit system in each Future.



The results generally confirm the approach proposed in each Future. Generally, the public supports more direct, more frequent service, even if that meant longer routes with less service in low ridership areas.

Transit question wording

Coverage

Providing transit service involves trade-offs based on limited funding. One of these decisions is where to provide transit service. With routes all over Davidson County, more parts of the county will have service, but it may be less frequent and ridership may be lower. With routes focused where demand is higher, there may be more frequent service with higher ridership, but some parts of the county won't have transit service. Which would you choose for future transit service?

- » Routes everywhere even if ridership is low
- » Neutral
- » Routes focused where demand is higher

Frequency/Span

Another trade-off is whether to run transit more often during the busiest times of day. Transit could run more often during rush hour (15 minutes or less between buses). Or transit can run for more of the day but with longer waiting times. Which would you choose?

- » More frequent service for less of the day
- » Neutral
- » Less frequent service but for more of the day

Directness

MTA currently serves major streets in Davidson County, but some routes also travel different loops or in and around neighborhoods. By providing transit on less-traveled roads, people have shorter walks to reach a route. This can create longer, more indirect routes. On the other hand, people can walk longer to a more direct route that will reach its destination faster. What would you choose for future transit service?

- » Shorter walks to more indirect routes
- » Neutral
- » Longer walks to more direct routes

Stop Spacing

Some transit routes have a lot of stops so that you do not have to walk far, but this can make the route longer and less frequent. Other routes have stops that are further apart. Some riders walk farther to their stop, but the bus runs faster. If you could pick between shorter walks with longer bus routes, or longer walks with faster bus routes, what would you choose?

- » Stops further apart on faster routes
- » Neutral
- » Stops closer together on slower routes

SIDEWALK QUESTIONS

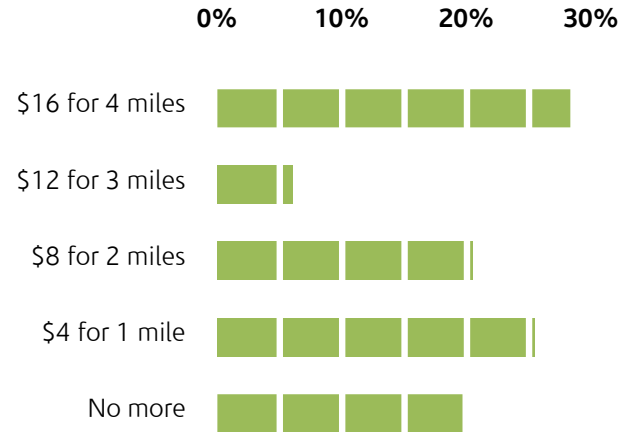
The survey included two questions about sidewalk priorities.

One addressed how much additional each household in Davidson County should pay for additional sidewalks.

Most people said residents should pay additional money for more sidewalks; the most popular response was \$16 per year, the highest amount. Several respondents wrote in to ask if they could select a higher amount.

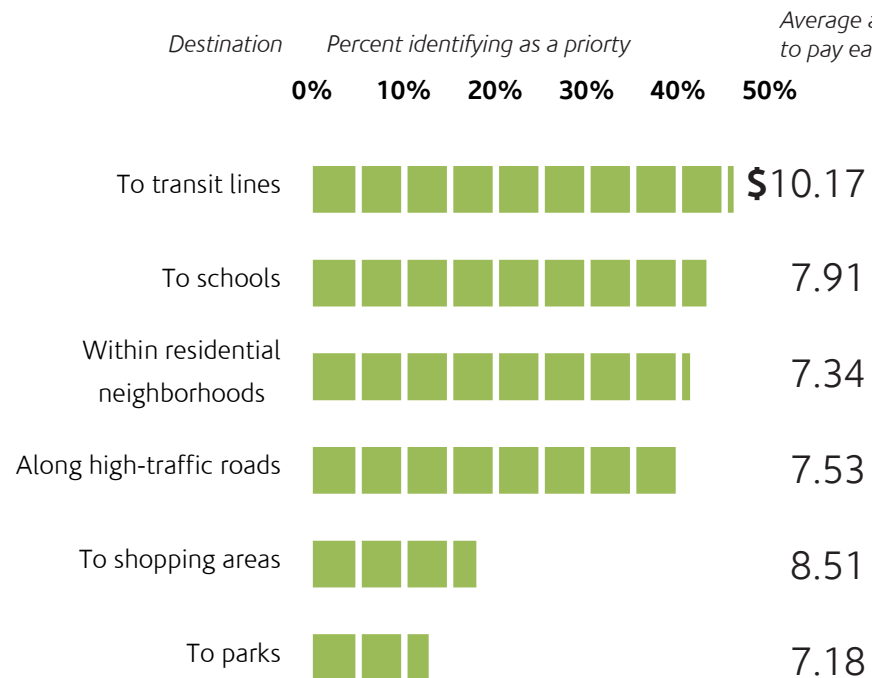
The highest priority destinations were transit lines and schools. Further analysis paired these questions together to identify, on average, how important these destinations were to the people selecting them as priorities.

How much additional do they think households should pay for more sidewalks each year?



Note: The figures used in this question were based on approximate costs for new sidewalks: \$1 million per mile of sidewalks. This is lower than the average cost of sidewalks that also require adding curbs and gutters to manage rainfall, but higher than the average cost of sidewalks that do not require curbs and gutters.

Where do Nashvillians most want new sidewalks? How much additional do they think households should pay for them?



OTHER SURVEY QUESTIONS

The survey also included questions on other topics related to how Nashville grows, but not captured by the three Futures.

How to deal with infill pressure

Add amenities like parks and stores	48%	
Keep their affordability	47%	
Keep their look and feel	38%	
Add a mix of housing types	30%	
Keep their mix of single-, two-, and multifamily homes	18%	
Keep different housing types separate	11%	

How to reduce the concentration of poverty in particular neighborhoods?

Services and basic needs in these neighborhoods	60%	
Job training	54%	
Increased transit service	46%	
New subsidized housing across the county	20%	
New housing in these neighborhoods	15%	

How to help children improve in school and prepare for life?

More parental engagement with schools	40%	
After-school and summer programs	36%	
Safe, walkable neighborhoods	32%	
Student mentoring by positive role models	26%	
Free pre-kindergarten	26%	
Support for parents	23%	
Increased access to school choices	21%	

How to help businesses start, locate, and expand?

Re-use existing underused buildings	74%	
Allow artisan and small-scale manufacturing businesses in more locations	39%	
Allow small businesses at selected neighborhood street corners	30%	
Identify areas for major new employment centers	24%	
Allow and expand use of small-scale home businesses	16%	
Allow commercial uses to expand adjacent to major corridors	11%	

Focus groups

NashvilleNext conducted seven focus groups with communities that were likely to have low levels of participation at meetings and community events. These focus groups allowed planners to have detailed discussions about the three futures.

Each focus group was organized in partnership with a particular community organization, in order to directly engage their constituents.

Each organization was given \$100 to provide an incentive for attendees. Generally, this money was used to provide food and drinks.

TENNESSEE COUNCIL ON DEVELOPMENTAL DISABILITIES

January 16

Participants reviewed NashvilleNext's seven plan elements and identified strengths and weaknesses related to each. Clear issues related to the futures were transportation and public transit, sidewalks and other infrastructure, and affordability. Participants also discussed the need for accessible and visitable homes.

THE CONTRIBUTOR

June 25

The Contributor, a street newspaper sold by people who are homeless or formerly homeless, convened twelve vendors, two staff members, and two board members for this group.

Discussion among vendors focused primarily on job quality, pay, and transportation. Transit service beyond the urban core and outside of Davidson County were particular concerns.

Some participants discussed ways to educate the broader public about homelessness and sought ways to address community concerns.

One participant noted the importance of street trees for comfort in public spaces.

SAFE HAVEN

July 2

Safe Haven, a shelter-to-housing program designed for families, hosted a group with four clients and three staff members.

Participants reported that Nashville's Homelessness Commission needs to be restarted. They are seeing an increase in homeless families. There is a dire need for more affordable housing and more well-paying jobs. Families especially need larger affordable units. Many of those currently being built are too small for larger families. This is worsened when looking for homes in safe, walkable neighborhoods with access to decent schools. Safe Haven is having a harder time helping families find housing.

Many jobs available to Safe Haven clients are outside Davidson County. Transportation and child care limit access to these jobs, particularly for shift work. Sometimes relationships between Safe Haven and employers can help, but these relationships only exist with a small number of businesses.

Once adults in the family get a job, many sources of support stop. Therefore, transitional assistance was also identified as a need.

NASHVILLE INTERNATIONAL CENTER FOR EMPOWERMENT

July 16

NICE, a community-based organization working with immigrants and refugees, hosted a group with one client and five staff members.

Discussion focused on the availability of very affordable housing, transit, and the separation of affordable housing from places offering low-skill employment. Participants noted that refugees need to settle together, so they can be part of a supportive community that helps them transition into their new country. As costs increase in currently affordable neighborhoods, such as Woodbine, Antioch, and Nolensville Road, communities and their support networks and services are pushed out and unsettled.

Other issues faced by refugees include:

- » the quality of housing available to them
- » access to skilled jobs for those with education from their home country
- » language barriers to access services, such as taking drivers license tests or obtaining assistance to start small businesses
- » assistance transitioning into and learning about Nashville, Tennessee, and the United States.

FUTURO

August 13

FUTURO, a professional organization for Latino college students, hosted a group of 19 members and advisors. Key topics from the discussion included housing affordability, traffic, public transit, and walkability.

Participants observed trade-offs between the Centers with Infill future and the Downtown & Pikes future.

Participants also discussed equitable access to magnet schools and having Latinos more broadly engaged civically.

TENNESSEE LATIN AMERICAN CHAMBER OF COMMERCE

August 14

TLACC, a business organization representing Latino-owned companies and Latino professionals and students, hosted six members. The group's largest concerns were jobs and public transportation. The Latino community in Middle Tennessee is generally lower middle class families with one or two cars at home, but multiple generations at home under one roof. Lack of public transportation makes it difficult for family members to find and keep jobs.

Participants also discussed the importance of sidewalks to get to grocery stores, banks, and other daily needs.

CATHOLIC CHARITIES

September 5

Catholic Charities, the social service arm of the Catholic Diocese of Nashville, hosted a group with four immigrant clients and one staff member. Participants discussed the importance of schools and after-school programs to immigrants, as well as the need to help immigrants better understand how to access services or how laws (including zoning and building codes) are applied.

Participants noted that, when Metro employees are diverse and include immigrants, it helps Metro provide services better. However, it also provides a connection to a community and give them a better sense of what the community can do and what services are available.

Participants noted similar trends in housing preferences as the county at large (younger people preferring condos and apartments, older people preferring quiet places outside of the city). Safety, walkability, and greenways were desired, as they relate to health and childhood obesity. However, participants see less community support for them than in their home countries, particularly for the elderly.

Participants discussed availability of employment opportunities, and difficulty accessing them without a car, noting that many people carpool as a result.

Community Conversations

Four Community Conversations provided more in-depth discussion on different topics. Each Conversation has its own report, available online at www.nashvillenext.net

HOUSING & GENTRIFICATION

What are the positive and negative consequences of revitalization?

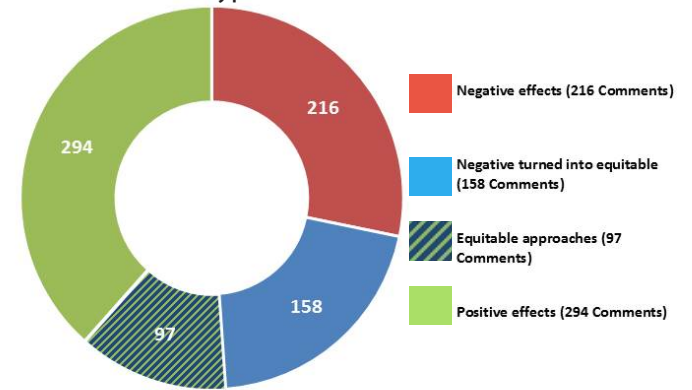
Gentrification is what can happen in the midst of revitalization, therefore making gentrification a negative consequence of revitalization. There are, however, positive effects of revitalization.

The framing of this question allowed the community to think broadly about the positive consequences of revitalization as well as the negative consequences. For negative consequences, participants were asked what kinds of policy changes could reduce or eliminate the negative consequences to make new development more equitable?

The most commonly reported topics are listed below, with the breakdown of how many comments on each topic were negative effects that could be made equitable, equitable policy changes, negative effects only, or positive effects only.

Tag	Total	Negative --> Equitable	Equitable only	Negative only	Positive only
Displacement	139	42	5	92	
Affordable housing	99	31	31	32	5
Crime	74	6	2	7	59
Community involvement	73	26	21	4	22
Neighborhood improvements	68	1	6	2	59
Property values	55	3	1	14	37

Number of each type of comment



A packed house of more than 300 people attended



CULTURE & PLACEMAKING

The purpose of this community conversation was to get a better understanding of where culture was happening within in the county and how it could be enhanced. Culture happens all over the county — in rural, suburban and urban environments among Nashvillians from every walk of life. Attendees were asked to explain where they participate in cultural activities and how they were participating in them.

One key takeaway is that access to cultural activities is hindered by transit and the cost of participating.

*Discussion Part 1
How do you participate in culture?*

*Discussion Part 2
What could help enhance access to the culture happening in our communities?*

Type of event	Rural	Suburban	Urban	Total
Art Gallery	1	19	33	53
Arts/Crafts	3	8	8	19
Festival	7	13	22	42
Food	7	28	23	58
Literary		2	2	5
Music	7	11	37	55
Outdoors/Recreation	27	42	22	91
Theater/Performances	2	16	44	62
Other	12	40	51	103

Community character	# of mentions
Rural	68
Suburban	147
Urban	175

Enhancement strategies	# of mentions
No Solution	182
Improve access and participation	117
Attract and retain creative talent	37
Creative placemaking to spur economic development	43
All of the above	37
Other	12



TRANSPORTATION

Over 90 people attended a Community Conversation on August 5 at the Municipal Auditorium to discuss the challenges, opportunities and ideas for success in planning a multimodal transit system. Gabe Klein, a senior fellow with the ULI and former transportation chief for Chicago and Washington, D.C., discussed the status of transportation in the United States in the 21st Century and provided examples from other cities for addressing some of the challenges in providing a multimodal network.

According to the comments gathered from the Community Conversation, the biggest challenge to creating a multimodal transit system is changing the thinking of the city as a whole to understand the benefits of changing the priorities of our planning for mobility. As Gabe Klein said in his presentation, “we are all pedestrians first.” The second biggest challenge is funding – how much money goes toward transportation and how the money is allocated.

Key insights

- » Changing demographics = different needs for transit options.
- » We all can't/shouldn't drive.
- » Good transit makes Nashville more competitive with peer cities.
- » Maintenance of existing system requires money, which currently comes from non-sustainable sources, such as fuel taxes.
- » Change in how we currently operate streets and funding infrastructure maintenance/improvements is needed.

Most common topics	Comments
Public Transit	78
Transit Access	32
Education	30
Engagement	19
Funding	18
Bikes	14
Multimodal	12
Safety	10
Sidewalks	9
Complete Streets	6
Affordable Housing	5



THE EXERCISE

What are the challenges and opportunities for how we get around Nashville in the next 25 years?

Based on what you've heard from Gabe Klein, what could make these challenges or opportunities into successes?

ECONOMIC DEVELOPMENT

Courtney Ross, Chief Economic Development Officer for the Nashville Area Chamber of Commerce, discussed the role of economic development in Davidson County and Middle Tennessee. She discussed the benefits of economic development, as well as the kinds of companies the Chamber works to recruit to Nashville.



What companies look for in expanding or relocating

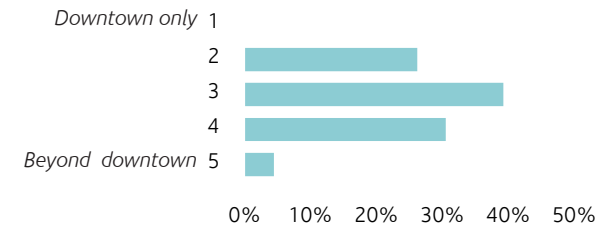
- » Workforce/ Talent
- » Real Estate Options (land and existing)
- » Transit Options
- » High-performing K-12 Education
- » Quality of Place

Key sectors that the Chamber works with, with different land use needs

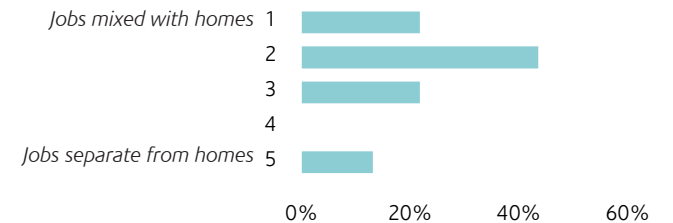
- » Offices, including corporate headquarters, shared services, financial services, and call centers
- » Home-based, remote-access, and start-up companies
- » Industrial, including light manufacturing, food manufacturing, automotive, and distribution.

Participants were asked to consider four trade-offs in how Metro and partners focus their efforts and rate how they would balance each one. The results for the four trade-offs are shown below.

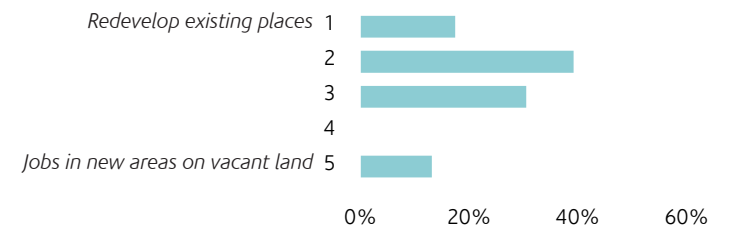
Downtown/Beyond downtown



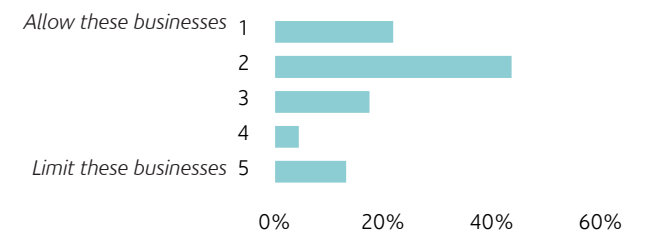
Jobs and homes



Redevelop existing places or vacant land



Home-based businesses in residential neighborhoods



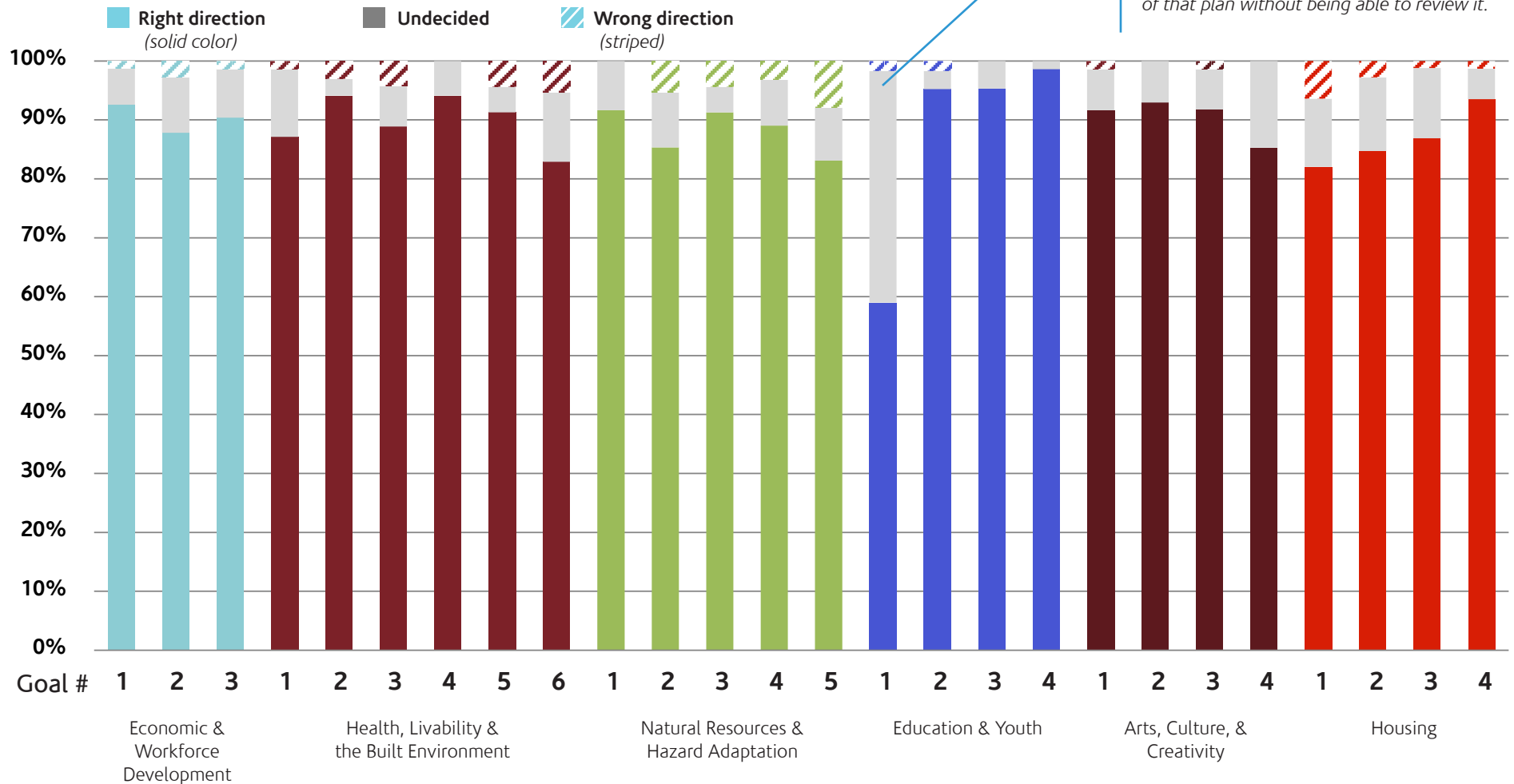
Goals

At the Lounges, people were also able to review draft Goal statements developed for six of Nashville-Next's plan elements. (The seventh, Land Use, Transportation, & Infrastructure, will develop draft goals and policies based on the results from this round of community engagement.)

In reviewing each goal, participants were asked to mark whether each was the right direction or the wrong direction for Nashville, or whether they were undecided. People marking wrong direction or undecided were asked to write an explanation for their concerns. The chart below shows overwhelming support for the goal statements.

Education & Youth goal 1

The first Education & Youth goal had many more people mark "undecided" than the other goals. This goal references another document, The Children & Youth Master Plan. Many people were uncomfortable agreeing with the direction of that plan without being able to review it.



Each color represents a different plan element (labels on the bottom row).
Each bar represents one goal statement (numbers on the top row).

Open-ended comments

Futures Values/Outcomes Questions Goals & Policies Process/Other

Futures

Business As Usual

We have to do better than this!

46 *Source: MetroQuest*

We can not ignore the growth of the city... not planning for it will be devastating in many ways.

47 *Source: MetroQuest*

Metro needs to stop spending money and lower taxes.

48 *Source: MetroQuest*

this is a waste of an option

115 *Source: MetroQuest*

Need a Futures without one corridor earmarked for frequent bus service. Therefore, Nashville Next needs to provide a method to register "none of the above" for a Futures.

171 *Source: MetroQuest*

I would like to see more 'spokes' in the Music City Star added. I would like to see light passenger rail service to and from Nashville from Murfreesboro/Smyrna/La Vergne, Portland, Springfield, Gallatin, Clarksville, Columbia, Dickson, and Ashland City. I would also like to see Amtrak or a 'feeder' longer distance regional or state passenger rail built through Nashville, both North/South routes and East/West routes. If CSX won't work to share rail lines, then explore building aerial monorail type commuter trains. With increased passenger and freight transportation and industrial growth to outlying yet, nearby counties, with stronger connectivity Nashville/Davidson County could much better support the projected near-term growth and far exceed it. I'd also like to see tourism expanded to attractions in Middle Tennessee, and we have alot.

251 *Source: MetroQuest*

Futures

Business As Usual

This future is completely unacceptable and gets no stars.

919 *Source: MetroQuest*

I noticed that all these things that are being downtown are for the younger group of people. What is going to happen when the young people grow up and start families. They will be moving out. I wonder what it will look like in the future, probably like other big cities, empty. Too much money being spent on downtown. Nothing is being done to improve areas like Hermitage and some other areas. We have gone over board on spending money on fireworks. I don't care if we are the top city in the world. I also thought it was against the law to shoot fireworks in davidson county, they have worn us out and nobody will end it. Where are the police?

923 *Source: MetroQuest*

I see nothing about the children. The green arrow is not moving to the right

924 *Source: MetroQuest*

I like this option because older neighborhoods are being revitalized and this would continue to be the case. I believe Zoning Overlays must be implemented in these areas.

926 *Source: MetroQuest*

I like this option because older neighborhoods are being revitalized and this would continue to be the case. I believe Zoning Overlays must be implemented in these areas. I do not like this option because living near downtown is getting too expensive for the employees of downtown Nashville. We should be able to afford to live where we work.

927 *Source: MetroQuest*

Open-ended comments

- Futures
- Values/Outcomes
- Questions
- Goals & Policies
- Process/Other

Futures

Business As Usual

This sounds like the Wild West for unbridled development. Not good.

1897 Source: MetroQuest

This is probably the most likely future; however it is also the least desirable.

1899 Source: MetroQuest

Let businesses choose where to build. Keep govt spending and thus taxes down by not wasting money trying to tell them how to run their business.

1902 Source: MetroQuest

I value the current residential character of the neighborhoods of our city but who is to say that the "character" that comes in its place will necessarily be negative? Change is not always bad.

2155 Source: MetroQuest

Just because transportation spending/access would be more than today doesn't mean that we will have nearly enough being spent on transportation or a decent system. We have one of the worst public transit systems in the entire country and should be embarrassed.

2157 Source: MetroQuest

You are threatening us to get your way. How can residential character be "less than today" if you do not make changes to land use overlays or zoning to allow for infill and other deforming changes to current residential areas? Business as usual will fix itself without your manipulation.

2158 Source: MetroQuest

Futures

Business As Usual

This future strikes me as one with no compromise and no unified plan for any future development. More buy-in from ALL residents will be crucial in the future of our city. Thusly, all residents need to have something they will champion. This future seems to be more about what people DON'T want, rather than what we DO want.

2162 Source: MetroQuest

Business as usual is not an option. Traffic is already out of hand. Adding 200,000 more people will make life as we know it miserable under current conditions. A solid public transportation system is Nashville's only hope if we want to remain marketable to new business.

2165 Source: MetroQuest

Nashville is not a city that has long been particularly attentive to the transit, housing, and health (e.g. public smoking, urban deserts needs of its residents; therefore, "Business As Usual", in both theory and practice, is something to consider only within the context of what not to do.

2336 Source: MetroQuest

Terrible sprawl. More must be done to concentrate development.

2400 Source: MetroQuest

I miss transportation of living in Chicago where everyday people take normal trains, metros, buses. Having grown up in the Raleigh, NC area, I am already used to the sprawl which requires a car for everything. It's a bad waste of energy and with the amount of people moving, traffic and parking area already a mess as it is. I think it would be detrimental to keep things the way that they are.

2432 Source: MetroQuest

Type...

2544 Source: MetroQuest

Open-ended comments

- Futures
- Values/Outcomes
- Questions
- Goals & Policies
- Process/Other

Futures

Business As Usual

I am disappointed in the lack of positive growth for Nashville children and the negative trend for natural features. These areas are the future of Nashville. They are the bigger picture for years beyond 2040. How can we be better stewards of the environment and our children? How we approach both of these areas impacts our legacy for the future in a major way. I am curious to see how other areas of the country and how other countries incorporate growth in economy and features similar to Greenways in ways that consider preserving natural features and children. Are there ways to view all of these features in a more relational than linear way? How can growing one area also help grow another area in a positive way?

2555 Source: MetroQuest

If all this building is going on in the housing we need to have the roads to compensate for the new traffic!

2602 Source: MetroQuest

Tennessee is beautiful in all its natural glory. Change is inevitable but Nashville will lose its originality/authenticity if the greenness gives away to cement and the older, historic places are gentrified. I would hate to see that happen and I think preserving it is important... not only for the current Nashville residents/native but for the future (it will bring more tourists in).

2606 Source: MetroQuest

I'm worried about Gallatin Rd Traffic

2674 Source: MetroQuest

Children are number one and there needs to be the most focus on bettering education!

2724 Source: MetroQuest

Futures

Business As Usual

This option is not in the best interest of Nashville residents as it virtually ignores the #1 issue to consider, which is increasing & improving mass transit options.

2740 Source: MetroQuest

Greenways, walkability etc. are good, but if we don't have residential character improve, then no one will want to live in Davidson County.

2742 Source: MetroQuest

The Fairground must change!

2747 Source: MetroQuest

Midtown is rapidly overtaking downtown as the biggest employment center and destination for long distance commuters and others seeking specialty healthcare from midtowns 5 hospitals. Yet virtually all regional transit planning assumes people want to go downtown and transfer on local transit after parking their car or exiting an RTA bus...SOLUTION: Establish direct to midtown regional bus service along with a midtown multimodal terminal so courtesy vans serving the various hospitals, hotels, universities, etc can provide "last mile" door to door transport. Also explore remote parking near interstate exits north and south of midtown and an elevated tram system that would connect these regional commuters, patients and visitors to the above mentioned hub, as well as walkable areas like Hillsboro Village, Centennial Park etc.

2790 Source: MetroQuest

Though Downtown has plenty of space for growth within it, the infrastructure of the interstate systems having so many merges so close together EXTENSIVELY limits the utility of this option. It would be nearly impossible and expensive to move the interstates ;) So no - not this option.

2828 Source: MetroQuest

Open-ended comments

Futures Values/Outcomes Questions Goals & Policies Process/Other

Futures

Business As Usual

We must do something about our water and sewer system before it's too late.

2829 Source: MetroQuest

We cannot continue this sprawl!

2830 Source: MetroQuest

This future would jeopardize the character and distinctive style of our city and surrounding communities. We CANNOT let this future play its course. This type of development has claimed many other previously distinctive cities and landscapes. We must direct development in some form or fashion, or we risk losing a unique, beautiful city and county.

2835 Source: MetroQuest

Traffic's awful. We need a Comprehensive Transit system, that actually connects North & South routes to East & West routes-! THAT way, many more people could USE the MTA-!

2837 Source: MetroQuest

Loss of trees and rural and lack of addressing transit in this model is disturbing

2839 Source: MetroQuest

Some of the saddest things that I have personally watched happen in various areas of the country are direct products of this model: Business As Usual. Precious landmarks disappear, the history of the area slowly dissipates, rural areas become more urban. Growth is good, but controlled and directed growth is far superior.

2841 Source: MetroQuest

Futures

Business As Usual

We do not need business as usual. We need stricter zoning regulations to prevent tearing down one house and putting up 4 in its place. This practice is destroying Nashville's livable and attractive neighborhoods.

2845 Source: MetroQuest

This sounds catastrophic.

2929 Source: MetroQuest

I wish there was an option below 1 star.

2939 Source: MetroQuest

I think it would be a shame to ignore the need for a larger and more comprehensive transit plan that takes into account the skyrocketing rents and home prices near job centers.

3135 Source: MetroQuest

Clearly not working

3137 Source: MetroQuest

This is not going to be a pleasant place to live

3205 Source: MetroQuest

Centers with Infill

I prefer this alternative because it shows lots of growth in my neighborhood and along my corridor. I'm a YIMBY - Yes In My Back Yard! If other neighborhoods don't want to grow, that's fine; they can languish behind and be stuck in 2014 while the rest of

50 Source: MetroQuest

centers and infill vs. Downtown and pikes - can't tell the difference, the videos sound the same

51 Source: MetroQuest

Open-ended comments

- Futures
- Values/Outcomes
- Questions
- Goals & Policies
- Process/Other

Futures

Centers with Infill

Residential character fails in all three options.

93 *Source: MetroQuest*

fair option

113 *Source: MetroQuest*

Good in theory, but it's hard to imagine tens of thousands of people locating downtown for the long term.

118 *Source: MetroQuest*

Nashville used to look like Boston, with beautiful homes and stores and the downtown was vibrant and alive day and night. All the homes were torn down instead of being remodeled. We wanted to be another Atlanta or Dallas. Until there's decent shopping downtown, there's no real revitalization. Lower Broad tourist traps, a new civic center and sports arenas that can't pay for themselves and new apartment buildings do not a city make.

609 *Source: MetroQuest*

Urban density with increased access to the downtown area will not only spur economic development and the poverty reduction of low socioeconomic groups but drastically reduce the need for suburban sprawl and reduce city carbon emissions

918 *Source: MetroQuest*

I like this plan for growth but REALLY like Transportation plan for "Centers & Infill" We've GOT to get bus routes running on the "circular routes" (Briley, OHB) around town to connect routes on the pikes coming downtown.

920 *Source: MetroQuest*

Futures

Centers with Infill

When you make these decisions make sure that you take every culture in mind and how it would impact that area and not just from a money making point of view. Also while you are doing all of this building up make sure you let all cultures make money and not just certain or the same CONTRACTORS all the time. If you do this it will have make every one stockholders in the city and just a chosen few.

922 *Source: MetroQuest*

This option appears to put too many people in one place creating congestion but could help to revitalize downtown, which must happen for Nashville.

928 *Source: MetroQuest*

This option appears to put too many people in one place creating congestion but could help to revitalize downtown, which must happen for Nashville. It would also allow mid-level income residents to live near downtown.

929 *Source: MetroQuest*

One major area of concern I have with the whole "Pikes" idea is that you will end up with heavily congested sections of the city that are unappealing to visit and stay in. Green Hills comes to mind here. There are so many nice businesses in the Green Hills area but all of them are concentrated on the very congested Hillsboro Pike. Even with a rapid transit line and more sidewalks it is just not a place I want to "hang out" in. I don't feel a sense of neighborhood or community there. It's more, "get my business done and get out"

1113 *Source: MetroQuest*

Open-ended comments

Futures

Values/Outcomes

Questions

Goals & Policies

Process/Other

Futures

Centers with Infill

Economic and Workforce/Access to services
Northwest Nashville and rural areas of Nashville are being completely neglected. There needs to be an increase of Centers with Infill in the Northwest and rural areas. Residents in these areas are poor and cutting off access would be detrimental...equality in Growth is vital in creating a strong city and region.

1833 Source: Harding Place YMCA

I see little difference between this and the Centers and Adjacent Infill plan.

1872 Source: MetroQuest

D&P is the "best" plan for Residential Character, but honestly none of these 3 plans are particularly beneficial for Residential Character. Why is that?

1874 Source: MetroQuest

I really like the idea of concentrating business downtown. With this type of growth people would likely move to the downtown area to be closer to work which would in turn encourage the pursuit of alternative transit such as walking, biking, or taking the bus.

1875 Source: MetroQuest

Congestion would increase on the main roadways.

1893 Source: MetroQuest

There's more to preserving Residential character, which is one of my priorities, than just leaving the existing community nodes alone. Trying to force all growth downtown wouldn't work for everyone, and spillover would happen anyway but without consideration and forethought.

1896 Source: MetroQuest

Futures

Centers with Infill

Best use of existing infrastructure and revitalizes the core. Difficult answers will be needed to questions like: How will we support public education to retain families once their kids reach school age? How will we fund a robust rapid transit system? What incentives / disincentives will we offer to counteract market distortions that are driving growth and developers to the fringes?

1898 Source: MetroQuest

Main roadways will see more congestion.

1901 Source: MetroQuest

We specifically focused our homebuying on nearby access to a greenway and proximity to downtown and the highway system. Sure there were trade-offs (zoned school is not desirable) but we were able to compensate for that through Metro's open enrollment option.

2156 Source: MetroQuest

I believe there is so much potential along the pikes for multi-family and dense residential to reclaim the spaces that lay dormant. Pulling that growth back to the existing infrastructure seems paramount to accommodate the influx of residents with minimal environmental impact.

2159 Source: MetroQuest

As a young professional, I would love to have Nashville become a thriving metropolis with an extremely healthy, active downtown. However, I don't believe this fits in with the character of the city that most Southern residents truly desire. I feel many area residents cherish their access to more rural areas and don't have any significant desire to go downtown if they can avoid it. Downtown either has to be so accessible and desirable as to overcome their objections, or the development has to spread out a bit.

2160 Source: MetroQuest

Open-ended comments

- Futures
- Values/Outcomes
- Questions
- Goals & Policies
- Process/Other

Futures

Centers with Infill

I am really uncomfortable that two out of three futures emphasize transit to downtown Nashville and that none of them address transit across county lines. Growth in this area will not confine itself to Davidson County. A planning process that addresses only Davidson County for whatever reason--we want the tax revenue of additional residents? it's hard to coordinate with other county governments to plan for growth and transit needs?--is illusory.

2288 Source: MetroQuest

Would it be possible to have commuter rail coming in from the outlying communities such as Hendersonville, Ashland City, and Franklin? We already have this in Lebanon.

2324 Source: MetroQuest

This is a very attractive reverie, save for the lacking attention to crosstown transit.

2339 Source: MetroQuest

New jobs don't need to be IN or NEAR downtown - too many vacant buildings downtown as I is.

2401 Source: MetroQuest

I like the small town feel of Nashville with individual neighborhood: maintaining their charm. However, I do think that more growth toward the city could be good as long as areas outside of downtown are still preserved and desirable places to live. I think that part of the reason why people like moving to Nashville is to live outside of a "downtown" area and so it might be hard to expect that everyone who moves to Nashville would gravitate towards living within a quarter mile of Broadway.

2431 Source: MetroQuest

Under Future C: "Allows decentralization of access for surrounding counties."

2461 Source: Black Chamber BAP

Futures

Centers with Infill

I'm concerned about how biased the assessment of this plan is, considering all of the arrows seem to be on the "green" side. It seems too good to be true on the surface.

2553 Source: MetroQuest

Glad to see that wooded sections will be preserved and most of the growth relegated to the urban/downtown area. Transit really needs work though... I think Nashville has the option/capability to fix the transportation issues right now because traffic/populations haven't gotten out of hand yet. Once they do, it's very hard to change anything.

2603 Source: MetroQuest

Town center. As stated in previous community plan, livability, study, ULI study--we want to focus on Madison as a town center with housing affordability/mixed use.

2627 Source: Madison Police Precinct

I notice there is no "growth" or "progress" in the mayor's neighborhood, only in the yuppie zones and the poorer section of south Nashville. You need to add an overlay of the flood zones before you go this route.

2630 Source: MetroQuest

need this type of development

2672 Source: MetroQuest

Slightly better than "business as usual" but still barely scratches the surface in regards to improving & expanding mass transit options for Nashville -- which should be the #1 goal over the next few years

2739 Source: MetroQuest

Open-ended comments

- Futures
- Values/Outcomes
- Questions
- Goals & Policies
- Process/Other

Futures

Centers with Infill

Stop concentrating on just downtown and 'East Nashville', and start thinking about revitalising some of the other areas that have high population, but not the rich and trendy areas. Tired of hearing about all the good in downtown and East Nashville...what about Antioch, Madison etc.

2744 Source: MetroQuest

The Fairground must change!

2746 Source: MetroQuest

Downtown and pikes is okaayyyyy IF the pikes lane are expanded to at least double their current lanes, maybe triple. The Pikes such as Nolensville and West End are already bursting at the seams during morning traffic, and have you ever driven out Murfreesboro Pike in the evening rush hour? I'd rather work late than have the stress of sitting in my car - stuck.

2826 Source: MetroQuest

Looks like too many American cities. Would prefer Boston over Chicago as a model.

2831 Source: MetroQuest

Downtown cannot expand in a southeasterly direction, nor can Murfreesboro Pike be improved unless something is done to improve the Napier area public housing, be it along the lines of Hope VI type improvements or something more drastic.

2833 Source: MetroQuest

Futures

Centers with Infill

I think this future has merit but lacks efficiency. It is certainly better than "Business as Usual" but with urbanization/new construction taking place along the lengths of the pikes, it seems, based on the given information, that there would be more significant changes to neighborhood character than the parameters suggest. It seems like urbanization would be felt more widespread than it might otherwise need to be. And I fear there would be a significant impact on what are now quaint historic neighborhoods by the development reaching out so deeply on each side of the pike. I also fear that, with transportation/transit routing remaining largely the same while development increases along adjacent roads, this would spell disaster for getting around easily from place to place and would leave Nashville more congested.

2834 Source: MetroQuest

Get places. Take Public Transportation-! YAY-!

2836 Source: MetroQuest

This model is the picture of why I love America! This country was founded in diversity. Diversity promotes the arts, education, interest in the future, care for the environment, and community involvement. Homogenization, as promoted in Business as Usual is the antithesis of this. By centering the growth around Downtown in this model, Downtown and Pikes, diversity is promoted. Not only diversity within the city by concentrating most of the population's growth in town, but the layout of the model itself provides more options for people moving to the area. If they prefer rural, suburban, or urban, there will be a choice for them to find a home in an area that they like with every blend of these 3 descriptors in existence as well. This model also is a picture of what the old cities of America were like in their golden age of growth following the Industrial Revolution. Not only that, but Downtowns are very hip today and will only become more so if we propagate the growth of our Downtown.

2844 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Futures

Centers with Infill

In 25 years we may find ourselves in "Detroit" circumstances when all the growth predictions do not come true and we have over extended with too much money spent on things never needed. Slow growth allowed by doing updating as opposed to tearing down and building new construction constantly. As letter to edito in today's paper asks, "Why build new bridge for Gulch when we have 3 bridges already that only need better access? And demanding sidewalks be a part of any new construction. Transit can be increased as needed by adding smaller, personalized routes not tearing up most used arteries to make a grandiose statement. Find out who needs rides and give them one on an "as needed basis." Love the plan to let people pick schools and ride city bus tc it free. People will let you know if you ask an area at a time before letting developers run the city.

2933 *Source: MetroQuest*

yes- make it functional as we prepare for future- attract more riders early

2938 *Source: MetroQuest*

Transit is necessary! Otherwise, we will lose residents and tourists

3138 *Source: MetroQuest*

Downtown & Pikes

It's difficult to tell the difference between the Downtown & Pikes model and the Centers with Infill model. What are the key differinq features between the two?

52 *Source: MetroQuest*

Centers with Adjacent infill is also appealing aside from the loss of residential character. I think it will take a combination of Downtown & Pikes and Centers with Adjacent Infill to really make this city better for living.

53 *Source: MetroQuest*

Futures

Downtown & Pikes

centers with Adjacent Infill my choice

54 *Source: MetroQuest*

Don't think the Centers with Infill is clearly distinguished from the Downtown & Pikes alternative. Both seem to have a huge spike in downtown growth. Videos were also very similar.

94 *Source: MetroQuest*

probably the best option

114 *Source: MetroQuest*

Depending on where those centers are, this is a good option. However, doubt the neighbors in leafy suburbs like Donelson and Green Hills will go for tall buildings and dense infill.

117 *Source: MetroQuest*

Need to combine transit in this scenario with Downtown and Pikes scenario.

120 *Source: MetroQuest*

This plan reminds me of Dallas or Chicago, where mini-cities go on and on. They look the same, souless and cookie-cutter sprawl.

610 *Source: MetroQuest*

I do not understand how residential character can decrease by so much. As the Planning Department, that should be one area where you have some control. Disappointing to see that in every aspect character is valued less than growth. But then again, if you don't live there, it may not matter to you that your house looks at a cheap "duplex" that's connected by a seven foot section that looks more like an umbilical cord than a structure.

917 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Futures

Downtown & Pikes

I like this option because it spreads the growth but also allows downtown to be revitalized. What is nice about Nashville right now are the commercial pockets for dining and shopping. I would like to see that continue to grow.

925 Source: MetroQuest

I like the idea of centers. Centers to me translate to neighborhoods. Areas that feel warm and invite you to hang out and stay for a while. Public squares and parks with businesses dotting all around beckoning you to explore and discover. Places where people live, work, play and shop all intermingled instead of segregated. Places where you can see "regulars" and stop for a chat, instead of just doing your business and then getting in the car or bus to leave.

1112 Source: MetroQuest

I see little difference between this and the Downtown & Pikes plan.

1873 Source: MetroQuest

It is best to work with what we already have than start from scratch elsewhere.

1894 Source: MetroQuest

I don't see why this has to be bad for residential character, which is one of my priorities. For this to work, it would need to identify and protect the character of the Centers. Otherwise it's no better than Business as Usual.

1895 Source: MetroQuest

Improve what we already have before starting from scratch.

1900 Source: MetroQuest

Futures

Downtown & Pikes

I feel this future is the most likely path forward and most healthy for the desires and habits of our residents. We have a constantly growing number of residents that prefer a walkable, densely urban landscape and will continue to flock to downtown. However, there are just as many that will continue to prefer the suburbs and rural areas, yet will desire many of the conveniences that the urban core will attract. This future seems to be a proper compromise that might satisfy the largest number of residents.

2161 Source: MetroQuest

I would like to see tiny house movement be legal and be able to park on land without issues

2163 Source: MetroQuest

Access and Growth are my biggest interests in this case. I am not a homeowner, so I can't speculate as to how I may feel about the market after this is implemented, but livable neighborhoods with great transit options to get to downtown quickly and efficiently seems like a winner to me.

2164 Source: MetroQuest

I think affordability and residential character are important, and I don't understand why they are not affected as positively by this model. I am voting for centers in spite of the indicated disadvantages for affordability and residential character because I think cross town buses are the most important part of making our transit system work.

2166 Source: MetroQuest

I prefer to keep adding density where we already have infrastructure--i.e. along the pikes. However, that model needs a bit more east-west transit options, rather than so much focus on spoke and wheel. Getting folks from East Nashville to Vanderbilt--without having to transfer downtown is a top priority.

2315 Source: East Park Community Center

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Futures

Downtown & Pikes

D is the best, but we should have the transit connectors of C-- development of centers off the pikes and downtown is great, but should follow transit routes and connectors for best effect of NEW growth.

2318 Source: East Park Community Center

One detrimental feature of Nashville is that it has only limited arteries (e.g. 40/65/Briley, the Pikes, OHB, TL, Harding/Battery) that do not adequately serve movement in/out/across the city. Given our choices, this is the only option that allows Nashville to make sure all its in-town residents and feeder communities are able to get to and from making and spending money. The social climate in the U.S. (especially in Southern urban areas) has officially turned in a different direction. Any city, aspiring to maintain upward movement, is going to have to concentrate not just on attracting (and KEEPING) an educated/skilled workforce. We'll need to make sure even our working poor are able to get to and from the jobs that allow them to contribute to the too-damn-often bemoaned tax base.

2338 Source: MetroQuest

No more infill. Too many contractors went 'bankrupt' (and by 'bankrupt' I mean that they will only start another business under another name) and left us with half-developed neighborhoods. Habitat for Humanity builds a bunch of houses as in-fill and a whole lot of people from Brentwood come to pound in a few nails and then go back to their gated communities.

2402 Source: MetroQuest

Futures

Downtown & Pikes

Would like houses to maintain their character and one thing I love about Nashville is all of the little neighborhood areas with their shopping/restaurants. I'm not sure how this option decreases residential character because it seems like those areas that have restaurants/shops would just continue to expand and would now be connected by better transit systems into the city. Wondering if i'm interpreting this wrongly...

2434 Source: MetroQuest

I really like this idea, because it will help the property value of those suburbs (and business and homeowners) which are not fairing as well as Sylvan Park, Eastland Avenue or Franklin.

2435 Source: MetroQuest

Obviously I would have issues with the loss of residential character, but if the new homes and businesses are mindful of the current neighborhood and are built to enhance that character, I think this could be a sound plan.

2554 Source: MetroQuest

PLEASE leave the suburbs alone! Can we just spread rumors that Nashville is a terrible place to live in/be at, with nothing to do, real backwards, etc etc so all this doesn't happen?

2604 Source: MetroQuest

Should combine C and D. Growth on the corridors as well as more residential centers.

2626 Source: Madison Police Precinct

Makes more sense than anything else I've seen. Actually looks as if someone consulted a city planner.

2631 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Futures

Downtown & Pikes

Surely we have to spread out over the county, not just focus on downtown. We live in the Joelton, Ashland City Hwy area. While we love that it is still so rural, there is so much space here available for a business/jobs/residential areas. Is there no way this space couldn't be made available? I do hope that old vacant shopping centers could be remade, not just the big ones mentioned in this video but others like Madison Square shopping center.

2632 Source: MetroQuest

Depending on how it is implemented, yes.

2721 Source: Textizen

NO THERE SHOULD BE AFFORDABLE HOUSING ALLAROUND NASHVILLE NOT JUST IN CERTAIN PKSCES OR AREAS ONLY ??,WHAT ?? IS REALLY NEEDED IS THE AFFORDABLE HOUSING FOR PEOPKE ON ALL INCOME LEVELS AND DO TIATALLY AWAY WITH ALL THESE TOO EXPENSIVE CONDOS HOTELS ERC!!,

2722 Source: Textizen

The problem with D is public transportation leading mainly downtown so everyone will keep using their cars

2723 Source: Textizen

Areas like Madison, Antioch, etc. need economic development and the same infrastructure that has been given to downtown in order to thrive.

2730 Source: MetroQuest

Futures

Downtown & Pikes

This option is SO much more desirable than either of the other 2 options! It has several advantages -- most notably the much greater focus on mass transit options. Also seems to be very smart in regards of the areas of growth -- reaching a very healthy balance of large growth in the areas that are already more urban, but still preserving the more rural areas & presumably not doing anything that could hurt Nashville's "character". Support this option 100% and wholeheartedly!!!

2741 Source: MetroQuest

The Fairground must change.

2748 Source: MetroQuest

I would like to see business infill. For example, The Bellvue Mall location needs to be invested in before we allow a developer to destroy Bell's Bend.

2791 Source: MetroQuest

It seems that there is ambiguity about the term "residential character". For me, the Centers with Adjacent Infill which you describe as most negative for preserving residential character actually promotes neighborhoods by setting up business centers away from homes and providing strong transit routes to/from those locations. People will exit their neighborhoods onto transit corridor roads or to access public lines rather than congest their immediate area with businesses with emissions and noise.

2792 Source: MetroQuest

I like this one the most because it lays a foundation that can be built on for the even further out future. We do NOT want to be like Atlanta, we need to build the infrastructure to expand and do it WELL! And we need to get to it before it's too late. By the way, did you notice that none of these futures preserve the residential character any more than today?

2827 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Futures

Downtown & Pikes

Would love to see the beginnings and later expansion of an Elevated Train/Monorail system. Faster than buses and would get more people out of cars, though way more expensive. A true long range investment.

2832 Source: MetroQuest

Why "Residential Character" have to suffer-? I love my "Diversified" Neighborhood-!

2838 Source: MetroQuest

preservation of rural and wooded areas in this future and utilization of defunct mall areas is great!

2840 Source: MetroQuest

This model has its benefits, particularly to certain areas such as the Bellvue mall and Hickory Hollow. However, the model as a whole is somewhat counterproductive. It would be nice to see limited growth in the centers set forth in this model, but having each of these centers almost as their own little city could take away from the growth potential and diversity of Metro Nashville as a whole. Many of the areas in this model are already growing on their own, whereas in Downtown and Pikes, there are several currently depressed areas in need of help that will benefit greatly such as Nolensville Pike and Gallatin Pike. Bellevue mall, as targeted in the Centers model, is an area that could just as easily fall back into rural area rather than be pushed into a mini city.

2843 Source: MetroQuest

Some combination of Centers....and Downtown would be my preference. Retaining the residential character to a greater degree while improving crosstown transit.

2931 Source: MetroQuest

Futures

Downtown & Pikes

While centers have some appeal for concentration of services, loss of neighborhood historic character would not be wise. I do not think convenience and preserving neighborhoods need to be mutually exclusive.

2932 Source: MetroQuest

I think this choice will positively impact our future the most starting with our children and giving them jobs and education in order to carry the city forward into prosperity for many generations to

2934 Source: MetroQuest

No good choices here.

2935 Source: MetroQuest

This is the smartest option. Instead of being all things to all people, highlight strengths in each area. This will work as a magnet to those interested in those targeted businesses and communities. This concentration will also increase pride and ownership.

2936 Source: MetroQuest

Practical from infrastructure perspective Protect greenspace that can't be replicated people-centric versus car-centric

2937 Source: MetroQuest

It doesn't matter what THE PEOPLE want...all three of your scenario's will have negative effects on the 'residential character' that we loved so much, we bought homes here. Out the window goes Nashville's 'quality of life'. We need new forward thinking leaders, who are not beholden to the almighty dollar!!!

2940 Source: MetroQuest

A good transit system will allow this city to prosper! This plan would keep me living here!

3136 Source: MetroQuest

Open-ended comments

- Futures
- Values/Outcomes
- Questions
- Goals & Policies
- Process/Other

Futures

Downtown & Pikes

I don't understand why affordability has to suffer in this scenario. Affordability should be a feature when more transit opportunities exist.

3139 Source: MetroQuest

Values

Access to jobs and services

Let public business do jobs and services, not Metro.

16 Source: MetroQuest

We need better paying jobs, and job training, especially here in the Donelson-Hermitage area. We're a built-in employees pool for the airport.

18 Source: MetroQuest

Allow private business provide this service, Metro stay out of it.

176 Source: MetroQuest

Since we have moved income based housing to the outer limits of the city, we have not moved connections to services as readily. We need more sidewalks, bus transportation, and grocery stores close to the apartment complexes. More "farmer markets" closer to income based housing as well.

974 Source: MetroQuest

People need access to public transportation in low income communities. People try to have a better life and should be afforded that opportunity. Buses should run later to help those without transportation and make stops more accessible. Place cameras on buses like accessride. Monitor buses that run, later in high crime areas. Low income areas do need those buses running later, many have children and lack of positive supports. They depend on public transportation to shop for the household.

1917 Source: MetroQuest

not all of our young men and women are qualified for college or in many cases even want to go to college. there are lots of jobs they could train for that pay very well and to not require a college education

2062 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Access to jobs and services

there are many good jobs in plumbing, carpentry, electrical etc. many of our young people waste there time going to college. we should not think in terms of all our young people preparing for college

2063 Source: MetroQuest

Not many people have transit access to jobs or walkable access to grocery stores and other services

2210 Source: MetroQuest

In addition to good connections, physically allowing jobs, services and housing to be close to each other is required to create functioning neighborhoods, unlike the ridiculous zoning system used in America today, which results in unnatural places.

2233 Source: MetroQuest

Maintaining our momentum with job creation and retention is very important.

2328 Source: MetroQuest

Step 1, access to jobs and services: and daycare.

2508 Source: Coleman Community Center

people should have more access to jobs and services.

2569 Source: MetroQuest

Madison is not a walk to community only downtown Nashville spend some money in Madison and not all of it downtown or out west

2685 Source: MetroQuest

Rather than tie up lanes of current undersized roads with dedicate buses how about looking into an elevated train? I would never ride the bus but I would ride a train.

2706 Source: MetroQuest

Values

Access to jobs and services

Connecting all areas (not just the "underserved") should be a top priority. Our interstate corridors are already overwhelmed!

2761 Source: MetroQuest

I hope to see a Nashville that is more inclusive. Most projects, being a true Nashvillian, seemingly have been geared towards bettering and providing services and entertainment to an ever increasing white middle-upper class resident. Inner city residents are being relegated to impoverished communities that do not reap any benefits of a growing Nashville. HOW MANY TIMES DOES ONE HAVE TO WITNESS THE FAILURE OF A TRICKLE DOWN MINDSET? Affordable, decent housing has become a joke in that the places that are being built all around the inner city are not affordable to the working class, white and non-white members.

2772 Source: MetroQuest

Considering the high level of professionalism among African Americans in Nashville, the portrayal in "Access to jobs and services" is skewed. There should be a more balanced view.

2975 Source: MetroQuest

Quality jobs paying people decently is more important to me then whether somebody can walk or take a bus to work. If not paid well enough they will not be able to afford to live and survive in Nashville. I am against AMP on West End. Perhaps it could work or Charlotte Ave or better yet expand the train service we already have to go on around from downtown to the Belle Meade area.

2979 Source: MetroQuest

I agree that people should have walkable access.

2985 Source: MetroQuest

I agree that this should be a top priority.

2986 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Access to jobs and services

to many buses run with almost no people on bus

3028 Source: MetroQuest

Ensuring access to jobs for all members of the community will keep Nashville vibrant and safe.

3032 Source: MetroQuest

The market show determine this...not your study and or the Mayor...

3045 Source: MetroQuest

Make opportunity for all who want to work..

3074 Source: MetroQuest

We live in a beautiful, vibrant city that tourists visit daily and spend money. .this money adds to our city tax revenue and if all works the way it should, the citizens of Nashville benefit in services. . .an investment in tourism training for youth and retired citizens is my idea. . .those soft skills that go a long way in making a visitor "ours."

3174 Source: MetroQuest

many of the poorer communities have fewer of these services and opportunities. we need a city that serves all.

3223 Source: MetroQuest

Access to parks

Two river golf course or Clover Bottom should be develop Like Louisville KY Six Flags/State fair expo.

26 Source: MetroQuest

Again, essential to quality of life and health. Access to parks MUST remain free.

150 Source: MetroQuest

Values

Access to parks

More should be done to make the parks and rivers accessible to older and disabled citizens

317 Source: MetroQuest

this we could actually use more of

966 Source: MetroQuest

We could use access to more parks in the Northeast end of the city and in the outer suburbs. We could also use more sidewalks so we can walk to the park safely.

977 Source: MetroQuest

Large parks are nice but small neighborhood parks are the best.

1677 Source: MetroQuest

Parks are always appreciated but if you don't have the budget to maintain and improve them, then why have them????Land every day is being given to Metro Parks, yet their budget doesn't support the up keep of all the green parks we can enjoy.

1885 Source: MetroQuest

The value of greenspace and its connections to both walkability and use by the children is imperative.

2204 Source: MetroQuest

I think that Nashville does a great job maintaining parks in different areas of town.

2299 Source: MetroQuest

I think that Nashville does a great job maintaining parks in different areas of town. Centennial Park is my happy place.

2300 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Access to parks

number 2 priority. shelby parks is the only mid sized park in nashville. centennial is nice to look at - obviously great for concerts and festivals but for exercising and walking- not a reasonable size.

2306 Source: MetroQuest

We live in South Nashville. The parks we have in the area are havens for drug deals and no where to safely ride our bikes or walk

2580 Source: MetroQuest

There are not enough neighborhood parks. A goal that would be meaningful would be to have a neighborhood park within walking distance to every home - within 1/2 mile.

2648 Source: MetroQuest

clean up peeler park and make it safe

2682 Source: MetroQuest

It seems that almost every month a park or green space is being put into place. How many parks are enough?

2705 Source: MetroQuest

Lack of parks downtown is just shameful

2766 Source: MetroQuest

Continue to expand our beautiful parks. They are gems in this city.

2981 Source: MetroQuest

It would be great to have access to parks for most people.

2988 Source: MetroQuest

Metro spends to much on parks

3013 Source: MetroQuest

Values

Access to parks

More people and visitors will need more Parks to visit.

3054 Source: MetroQuest

Important if used..

3071 Source: MetroQuest

Need biking lanes and walking lanes striped into existing roads, to provide walking access from West Meade to Percy Warner Park.

3083 Source: MetroQuest

Love, love, love them!!!

3100 Source: MetroQuest

I CAN walk to a park and consider myself incredibly fortunate for that. . .

3172 Source: MetroQuest

Metro parks can be a hub for rapid transit and greenway access.

3220 Source: MetroQuest

Demand for water and sewer

Keep prices low and get water somewhere other than the river

88 Source: MetroQuest

If we are going to have Future of "centers with adjacent infill," we'll have to plan water and sewer in more compact areas.

91 Source: MetroQuest

Infrastructure replacement and upgrades is critical when planning for the future.

152 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Demand for water and sewer

Stormwater is equally important and much neglected in most parts of Metro.

617 Source: MetroQuest

I agree that providing water and sewer infrastructure in more compact areas is more efficient. If Nashville is going to grow sustainably, please encourage more density in the urban core in conjunction with improved transit and pedestrian infrastructure. Infill developments such as what's taken place in the Gulch are tremendous. The free MTA circulators make downtown urban living so much more desirable. A new bridge connecting the Gulch with downtown would help considerably for pedestrians.

622 Source: MetroQuest

if i am paying for a storm water fee...I think my neighborhood should have storm water drains.

962 Source: MetroQuest

Stormwater control

2366 Source: MetroQuest

Please keep water and sewer compact and prevent their expansion in rural and natural areas of the county such as Joelton and White's Creek. Sprawl is expensive for the city, inconvenient for livability, environmentally damaging, and threatens both a way of life and conservation efforts in rural areas.

2412 Source: MetroQuest

This implies projects or closely built neighbors are easier to service. Why not find an efficient way to serves any area and keep the cost down.

2548 Source: MetroQuest

Values

Demand for water and sewer

Why does Madison get two bills?And my bills are higher here than when I lived 10 miles down the road in Metro/Nashville.

2574 Source: MetroQuest

Nashville desperately needs a new water and sewage system. The sewage system along popular walking and tourist routes smells so badly that it makes me embarrassed to take guests by those areas.

2575 Source: MetroQuest

More permeable landscapes. Catch water before it end in the sewer. Swales, rain gardens, trees!

2645 Source: MetroQuest

Living next to a street drain, I wonder if sewer water is in these drains. The smell is embarrassing when the Marathon runners come down our street. They make faces.

2692 Source: MetroQuest

Need to monitor existing system and keep it functional while expanding to areas that can lead to development and an increased tax base.

2801 Source: MetroQuest

flood control and creeks dredged out

2803 Source: MetroQuest

The water system here uses one of the oldest methods still in use ir the United States! Time for an upgrade. I haven't drank tap water since I moved here. NO MORE CUMBERLAND PUNCH!

2868 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Demand for water and sewer

Seems to work, right up until it DOESN'T... AND, I'm sure there are not enough "High-Functioning" Fire Hydrants around.P.S. Is there anyone who DOES clean out the Street DRAINS-? (It appears that answer is NO.)

2892 Source: MetroQuest

Water & sewer are basic necessities. I am not ranking water & sewer because whatever else is done in the other categories, the water & sewer infrastructure has to be maintained and upgraded as needed.

2900 Source: MetroQuest

get water from other than dirty Cumberland river

3011 Source: MetroQuest

let market determine

3072 Source: MetroQuest

Need to deal with stormwater issues in an effective way in neighborhoods, buying low areas and small parks for flood spill.

3085 Source: MetroQuest

This would be #6. We do need to address the sewage system, especially in high rains.

3094 Source: MetroQuest

Also emphasize clean water and water run-off.

3105 Source: MetroQuest

We should be concerned about this!

3177 Source: MetroQuest

Values

Demand for water and sewer

Water and sewer are essential utility services; therefore I expect them to be maintained and extended as needed regardless of the priorities of the other values.

3184 Source: MetroQuest

Economic development

I would like to see commercial development sprinkled in the neighborhoods near downtown. East Nashville has some of this like at 17th and Fatherland.

137 Source: MetroQuest

The city's economy, coupled with affordability and its natural attractiveness, draw people here. We need to continue developing manufacturing & other high-skill blue collar work.

145 Source: MetroQuest

Reduce Metro fees on businesses.

183 Source: MetroQuest

Nashville is a great place to live and offers something for everyone. I think the spending needs to be guarded. Not everyone can endure a big tax hike due to spending when the funds are not necessarily available. The AMP is an example of waste. The transit system is under used now.

952 Source: MetroQuest

Build Bellevue with stores and businesses

1662 Source: Bellevue Baptist Church Nashville

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Economic development

For our community of Bellevue, it would certainly be good if city councilors and city leaders would word together and attracted businesses to Bellevue. It would especially be good if Bellevue had the following six businesses:

1. A cafeteria or a buffet restaurant
Bellevue has so many fast food resturants like most cities and towns have. It would be especially good if Bellevue had a cafeteria such a Luby's or a buffet restaurant such as Golden Corral or Ryan's
2. A Kohl's store
Kohl's is a wonderful store in our nation. Kohl's has fantastic sales regularly. But no Kohl's store is near Bellevue. We need a Kohl's store right here in Bellevue.
3. A photography business
It would be good if Bellevue had a photography store business established that sells cameras, tripods, lenses, and projectors. Also it would be good if large poster pictures (16x20, 24x36) were sold showing America's scenic sities, wildlife, and special people. Also develop people's film and digital photos.
4. A bowling alley
A bowling alley sure would be good for our community of Bellevue to have, and one which has approximately 30 bowling lanes. Different bowling leagues could be formed including the following:
 - 1) A beginners' league
 - 2) A house wives' league
 - 3) A mixed doubles' league
 - 4) A church league
 - 5) A mens' league
 - 6) A senior citizens' leagueThis would give people of all ages in Bellevue to the opportunity to have fun and fellowship together.
5. A Big Lot's Store

Values

Economic development

Big Lot's is one of the top three leading discount chain stores in our nation. You can buy things in Big Lot's stores for as much as 31% less than you can in most other stores. And big bargain deals can be found there. We need a discount store in Bellevue.

- 6) A Christian Living Store
A Bible book store such as Lifeway that sells Bibles, daily devotional books, Christian Living books, tee-shirts with Bible scripture printed on them, sermon books, books about how to be a good Christian Witness, family relationships, and books about how to live a godly life is certainly needed in Bellevue. All human beings need God's Word. Another very good Bible store to attract here is Mardel which is popular in Oklahoma, Kansas, and Texas. Mardel is considered by many people to be the best Christian Living store around.

1663 Source: Bellevue Baptist Church Nashville

Nashville is a great place to live and offers something for everyone. I think the spending needs to be guarded. Not everyone can endure a big tax hike due to spending when the funds are not necessarily available. The AMP is an example of waste. The transit system is under used now.

1675 Source: MetroQuest

This is always a important part of a growing city to have more opportunity for business development, creates job!

1886 Source: MetroQuest

Lower property taxes also attract business.

1918 Source: MetroQuest

It's the economy - stupid! Jobs create the tax base to support our community.

2201 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Economic development

Nashville is HOT, we need to continue to support economic development efforts.

2329 Source: MetroQuest

13: reuse....properties (as well as buildings)

2493 Source: United Methodist Church of Bellevue

Bellevue needs businesses attracted to it which it does not have today. It especially should have a buffet restaurant, a Christian Living Bible book store, and a bowling alley.

2501 Source: Bellevue Baptist Church Nashville

yes

2571 Source: MetroQuest

Nashville needs more tourist attractions for families. Developing a theme park would spur tourism and job growth.

2578 Source: MetroQuest

get all the check cashing title loans businesses out of Madison stop putting section 8 in madison

2683 Source: MetroQuest

People that live in the largest community which is antioch should shop at home 1st.im tired of hearing excuses

2686 Source: MetroQuest

We keep hearing how Nashville is bringing in more and more tourism dollars as well as money from growth. City employees that provide services to keep our city a great place should reap some benefit of this with better pay. Especially police and fire.

2707 Source: MetroQuest

Values

Economic development

In some ways, residential character encompasses almost all of the other items on the priority list.

2736 Source: MetroQuest

Few city enhancements will help if the city itself does not have a thriving economy.

2775 Source: MetroQuest

A diverse economy is essential to the city's growth. We have to continue to offer startups incentives to start their business in Nashville. Additionally, we have continue to incent large corporat HQs to relocate to Nashville. A healthy mix of startups and established businesses in diverse industries will ensure jobs, which ensures money which ensures funding for schools, neighborhoods, civic projects etc....

2780 Source: MetroQuest

Helping ourselves economically rather than be dependent on federal funds.We can then have more local control.

2800 Source: MetroQuest

where are the jobs for people ver 50 or people that have a slight o medium lever disability??? OH there are no suck jobs. YEs there are jobs moving here BUT there are no jobs for the common person. what few jobs there are piss poor paying 8-9-10 dollar a hour part time no benefits jobs.Nashville in the next 5 years will be a city where to poor, middle and working class will be no more or be forced to live in where ? not Nashville??? the city must pull its head out of its ass and implement a county wide min wage of @ least 10.00 pr hours even at that rate a person cannot make it.

2812 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Economic development

Coming away from a city like Cleveland, OH, really brings it home to me the importance of a political climate that supports businesses.BUT we need smart spending on public structures - I don't understand the convention center or the new baseball field! The convention center is sucking the budget dry from what I've read and the new baseball field... for real!?! What? It's a minor league team. :(

2865 Source: MetroQuest

Jobs for all socio-economic classes

2896 Source: MetroQuest

Salaries need to be decent for people to be able to live and purchase items in Nashville. Taxes have to be reasonable or people will move away from the city.

2980 Source: MetroQuest

We have more opportunities than ever to expand business.

2997 Source: MetroQuest

stop spending money, let free enterprise do this

3024 Source: MetroQuest

Must have economic model that will produce creative and entrepreneurial minds.... not downtown entertainment and party environment

3075 Source: MetroQuest

Values

Economic development

Zone trans-national chains (like Wal-Mart, Target, etc.) away from residential areas. There should be no more than four concentrated areas in the city where such chains can build and operate. The city must be friendly to small businesses (franchises that are part of trans-national chains like McDonalds are NOT small businesses). Set a county-wide minimum wage of \$15 and index it to the cost of living plus one percent. No pandering to powerful corporations. No corporation employing over 500 people or with annual gross receipts over \$50 million nationwide should receive any subsidies, including tax abatements, TIFs, etc.

3092 Source: MetroQuest

There is plenty of empty lots, with very easy and quick access to downtown on West Trinity Lane. This area desperately needs better businesses than the current offerings.

3102 Source: MetroQuest

By diversifying our city, we can create more economic possibilities. By creating more jobs and more opportunities, we can have everything on this list.

3214 Source: MetroQuest

Needs more jobs opportunity in Nashville area.

3215 Source: MetroQuest

our citizens who are earning minimum wage need help. the city needs to be active in passing an ordinance that raises the minimum wage to at least \$10 per hour to give working people a chance to have a better living situation and hope for the future.

3226 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Greenway access

Metro wastes money on greenways

14 *Source: MetroQuest*

Extremely important to quality of life and health in Nashville.

151 *Source: MetroQuest*

Greenways are great! Please extend the Greenway along the Cumberland River out west to the trailhead near the Lowes and Walmart. A dedicated funding source could be a small percentage of sales tax in the areas around trailheads could help cover the costs.

620 *Source: MetroQuest*

I live in Inglewood and being able to hop on the greenway and bike a good distance is important to me.

994 *Source: MetroQuest*

Essential for physical and mental health. Every Nashville citizen should be within walking distance of a greenway. The obesity epidemic costs billions of dollars. Greenways help fight this devastating problem.

1671 *Source: MetroQuest*

should take part of the Shelby Bottoms Golf Course and make it into greenway that connects to near ugly mugs/portland brew are;

2225 *Source: MetroQuest*

It would be wonderful for more Greenways to connect to different areas of town so they are more practical to use for transportation.

2302 *Source: MetroQuest*

Values

Greenway access

I noticed new developments around my area. I was wondering if there is regulation on cutting trees and removing all the greenways in Tennessee. What makes Nashville and surrounding areas beautiful is the vegetation!!!

2422 *Source: MetroQuest*

In deciding whether to accept a job and move to Nashville - the abundance of parks and greenways was a big deciding factor!

2688 *Source: MetroQuest*

It may be beneficial to cover some areas of the greenways with a track-like material to ease pressure/pounding on the joints. Certain places in other countries (I am personally referencing Japan) do this and it increasing greenway usage.

2714 *Source: MetroQuest*

Greenways in Nashville are becoming non-existence - every plot of land is being developed with concrete buildings -- green spaces are few and far apart and in fact threaten the city's and surrounding counties wildlife.

2771 *Source: MetroQuest*

Folks are getting more and more exercise these days, thankfully. They want a city that fosters that.

2776 *Source: MetroQuest*

Nashville could certainly use more parks and green areas. All we have are several well known parks but that's not enough. Also, more emphasis should be on pollution reduction in the areas of vehicles and noise reduction.

2888 *Source: MetroQuest*

Greenways would be nice as part of planning.

2984 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Greenway accesss

not safe with gangs and drugs

3018 *Source: MetroQuest*

Green was are nice...but not a the price of others who own the land and are force to sell.

3042 *Source: MetroQuest*

I would love to see all of the parks conected by a ribon of green.

3052 *Source: MetroQuest*

I live int he Vanderbilt area and wish there were safer means of biking to things to use biking as transportation. With the traffic in the area, I don't feel like biking on the streets is safe, and it's especially not safe for kids.

3057 *Source: MetroQuest*

Our growing network of greenways is a wonderful asset.

3063 *Source: MetroQuest*

Green ways are important if they support economic development and are not for show..

3070 *Source: MetroQuest*

Greenways are great and worth every dollar spent - are great for attracting residents to our city.

3081 *Source: MetroQuest*

Loved living a couple blocks from one in East Nashville and also in Belle Meade. No access north of the city.

3101 *Source: MetroQuest*

Try to avoid walking or biking.. on any street . A great way to tie ir rapid transit and greenway. Bus stops access.

3222 *Source: MetroQuest*

Values

Housing affordability

Don't raise property taxes from 10 to 20 years. Cut way back on spending

7 *Source: MetroQuest*

Multiple options for housing at all economic levels should be provided in EACH AREA of town.

107 *Source: Green Hills Library*

People move to Nashville because it's possible to live a high-quality life on a middle class income. We need to work to keep that feature--it's our calling card.

144 *Source: MetroQuest*

High density and high cost development is raising barriers for established members of the community.

163 *Source: MetroQuest*

Reduce all Metro fees for new lots and homes.

181 *Source: MetroQuest*

Without affordable rentals within communities, Metro will be forced to offer more subsidized housing. As we make neighborhoods "more livable," we need to make sure that we include those who ALREADY live there.

263 *Source: MetroQuest*

People need to have access to affordable living. Wages have not increased yet cost of living has.

265 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Housing affordability

Developers/speculators have built or bought and resold three houses on my street for 3 times what the houses have been selling for causing our values to increase and our property taxes to be increase thus making it a lot harder for us and other aging homeowners to continue to keep our homes

316 Source: MetroQuest

I'm already seeing a slow-down in home sales in the area. New construction staying on the market a lot longer now ... stuff still with For Sale signs after several months. I'll be interested to see what happens with the Benham Place atrocities across from GH library, can't imagine who'd pay \$850,000-\$950,000 for those eyesores. So looks like we're reaching "overbuilt" stage again, and you know what happens when a neighborhood gets overbuilt: EVERYBODY'S property values suffer. Meanwhile the developers pocket the cash and move on to the next "it" city. Thanks for nothing, fellas.

366 Source: Other

Affordable housing is important. Putting all of the government subsidized housing in the same area (known as "The Projects") is a terrible idea. You can paint these and make them look nice but they will always be "The Projects". We should be encouraging mixed neighborhoods with both low income and high income in the same area. This used to be common place where large estate homes were built along prominent boulevards and smaller homes were built nearby for the servant's quarters. As Nashville redevelops its housing stock, care should be taken to promote affordability. This will likewise help desegregate our schools. The "Affordable" units in Nashville's new condo developments are an attempt, but this hardly solves the problem. Most people earn too much to qualify for the "Affordable" (subsidized) units and not enough to afford the market priced units.

619 Source: MetroQuest

Values

Housing affordability

it is not affordable

964 Source: MetroQuest

This city is pricing out an income level of people who are working for the city and the state at a rapid rate. Housing is much higher and not as nice for this income bracket(\$35,000-\$55,000)as a lot of these people are single, mostly female, and/or parents. Trying to pay rent, utilities, transportation, and food as well as involve your child in activities is becoming quite a juggling act that usually the family is losing.

975 Source: MetroQuest

This is huge. I work full time for Metro and still can't afford rent or home ownership that is adequate to the needs of my family.

989 Source: MetroQuest

It is very important that the neighborhoods have a mix of income levels living together. Currently, moderate income level professionals can barely afford to live in the neighborhoods in which they work.

996 Source: MetroQuest

Why no choice for senior services?

1242 Source: MetroQuest

There are affordable homes in N'ville in good neighborhoods, but the land values are soaring; therefore owners are selling out to developers which then over build and sell for mega dollars. Thus, a loss of affordability within the charming neighborhoods.

1680 Source: MetroQuest

Less affordable housing in inter city pushes those out further into surrounding counties. There will be a higher turn around rate with expenses housing.

1881 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Housing affordability

An increasing number of zoning change requests are being made that replace smaller, more affordable homes with larger, more expensive homes. These zoning changes are sanctioned by the planning department, often in the name of density. However, it is inconclusive whether or not this policy supports density goals.

1888 Source: MetroQuest

Moderate

2207 Source: MetroQuest

Society consists naturally of different peoples living together. Developers must not be allowed to continue creating the type of monocultures currently seen in suburban America, as this leads to the current breakdown in social structures we hear about on the news every day, such as race riots, mass shootings, disgruntled youth, etc.

2234 Source: MetroQuest

One of Nashville's unique assets is the affordability of a high quality of life, this should remain.

2332 Source: MetroQuest

The free market should be responsible for meeting the housing need in an economically viable manner without government incentives.

2376 Source: MindMixer

Values

Housing affordability

The 'free' market is not ideally suited to serve the provision of housing that does not have a high margin of profit. High profit home building is supplying large houses at high prices on undeveloped land.

Small efficient home redevelopment in depressed urban areas should be incentivized with a green building certificate that promotes low operating costs, storm water management and small foot prints. These homes are more liquid in the secondary market and provide valuable space for middle income workers to access local jobs.

Large developments like the proposed Natchez View estates will be oversized and expensive to support by the city and county with wider roads, traffic infrastructure and a low property tax payback for the municipality. Workers will need to travel across 895 or down Highway 40 to employment centers and will most certainly add to strained resources in nearby communities. These types of development should be taxed for the burden as such.

2377 Source: MindMixer

I would re-phrase to say that neighborhoods should be clean and safe at all income levels. What is meant by "affordable"? Due to the rapid gentrification of Nashville, "affordable" could mean different price points in different neighborhoods. A neighborhood which was once affordable for most is now out of reach except for the wealthy. And what is meant by "inclusive, and meet the needs of a changing market"? Does that mean that people displaced by gentrification be accepted into parts of the city which once were just fine but will now become the less desirable areas because they are not trendy? Will all of Nashville become like Antioch?

2380 Source: MindMixer

Small, well-constructed, affordable houses would be welcome in Nashville. Affordable rentals and apartments are also needed.

2413 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Housing affordability

I feel there is enough housing in the downtown area that is too expensive for the average working person. We need affordable, safe senior housing in North/Northwest Davidson county.

2416 Source: Hartman Park Community Center

yes

2570 Source: MetroQuest

Taxes are outrageous and for what to pour more money into the schools that are already being over funded.

2579 Source: MetroQuest

I am so thankful to have moved to East Nashville and bought my house 4 years ago. I could not afford to buy my house now. I am worried that the soaring prices of homes in East Nashville is the start of another housing bubble. Very low square footage homes are selling for over 400K - it doesn't seem sustainable.

2687 Source: MetroQuest

affordable housing is hard to find in Nashville with the average one bedroom running about \$700 dollars a month. It makes it hard to afford other necessities. There is no reason why people renting should be so high. And most of the time you mortgages are cheaper than rent.

2694 Source: MetroQuest

The housing/living costs now seem to be on the verge of pushing out the native creative class. Housing is hardly, if even at all, affordable. If the government can't or won't do it, then it should provide more accessible funds to the private sector and non-profit pool here in Nashville.

2716 Source: MetroQuest

Values

Housing affordability

Nashville MUST do something about the cost of housing NOT every one can afford a 600k+ glass condo. OR a million dollar + townhouse. I'm disabled from a stroke I live on a whopping 1230.00 a month. I currently live in a ghetto apartment in of all places the hickory hollow area. I'm spending 76% of my income on some place to live. I have to decide if I eat buy medications or go to the dr. this b/s if the I I I I I oe me me me me is killing people like me. how are the mcdiggles, wallie world krogers people suppose to live?? where do people like me live in a box under a bridge or in a car or truck in a parking lot or hidden in some ally way ever night. WAKE UP NASHVILLE !!!!!

2810 Source: MetroQuest

We need affordable housing badly! Get these developers under control.

2817 Source: MetroQuest

It would be nice to insure that the middle class can afford Nashville in the years to come.

2872 Source: MetroQuest

Nashville needs to work with developers to encourage a mix of housing types and price points for new construction especially as traditionally lower income areas of Nashville get re-developed.

2882 Source: MetroQuest

Higher property taxes WILL, eventually, FORCE out the Low income people, AND, the Elderly- These folks have lived here for 30, 40, & some for over 50 years-!THIS IS BAD-!

2890 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Housing affordability

harmony among people of different backgrounds (economic, race, religion) has been proven to be improved if there is a mix in the neighborhoods and schools. This reduces the need for busing children to school as well if the neighborhoods and schools are encouraged to be mixed.

2901 Source: MetroQuest

I have lived and grown up in Nashville and my jobs have not come close to paying me what it takes to live in the area I grew up in Belmont Hillsboro neighborhood. Salaries for most here are stagnant and decreasing as cost on everything is rising. It making affordability not a possibility for many Nashvillians.

2977 Source: MetroQuest

The rent and housing pricings have gotten too high in Nashville. It is difficult for middle class to afford a place to live.

2994 Source: MetroQuest

allow more homes per acre

3001 Source: MetroQuest

Let the market it determine..Provide opportunity not support..

3044 Source: MetroQuest

Let the market determine..

3073 Source: MetroQuest

Values

Housing affordability

Livable communities have neighborhoods that include households of various income ranges. There need to be middle income housing options in low income areas and low income housing options and middle and even upper-class neighborhoods. It should not be possible to completely flip a low income housing area into an upper middle class housing area that excludes completely excludes the previous residents. This is easily accomplished in large, single-developer neighborhoods. A way needs to be found to accomplish the same goal in existing neighborhoods that are ripe for redevelopment.

3097 Source: MetroQuest

It is inexcusable to have residents of our city who are fully employed but homeless, for lack of affordable housing

3176 Source: MetroQuest

Residents of Davidson County should not be forced into long commutes to find affordable housing, whether to buy or rent. Affordable housing promotes diversity and the vibrant evolution of neighborhoods.

3180 Source: MetroQuest

the problem of housing costs is continuing to put the lowest income in a position of spending too much of their limited income on housing. my wife works in the public school system and has families living in cars, on the street and in sub standard motels. there are no public housing openings, let alone affordable housing for those who need it.

3227 Source: MetroQuest

Affordability was the MAIN attractor for me and my hubby relocating to Nashville.

3230 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Opportunities for children and youth

Hermitage needs a new High school

9 *Source: MetroQuest*

Our teens need a fun and safe gathering place. Maybe something themed around music, and then maybe work towards community service projects.-

12 *Source: MetroQuest*

Education in this city is a travesty. If we don't fix it - it will be our downfall. There are lots of young families here. Huge opportunity to change the demographics of our school system. If the school better reflected our communities, everyone would be better off.

134 *Source: MetroQuest*

The way we fund schools has to change. Where is the support to come from so that all children have excellent public schools to attend? Lotteries for children's education is an unfair, inadequate solution. Excellent public schools for ALL children, whatever the cost, is essential. But property tax increases on elderly, fixed income folks is not the answer. Income tax--YES. Businesses supporting education--YES. Let's make education our number one priority and give our children all the tools they need to be successful.

260 *Source: MetroQuest*

Good public schools in all neighborhoods are key to keeping Nashville competitive.

261 *Source: MetroQuest*

Values

Opportunities for children and youth

I love Nashville's neighborhoods, but the public schools are terrible. Hillwood High School and Hill Middle School need to be completely renovated. These could be fantastic neighborhood schools if Nashville was willing to invest in renovations here. Most families in West Meade sends their kids to private schools because the public options are so bad. Busing kids to these schools from elsewhere to keep the classrooms full only makes the schools worse. Building more affordable housing in affluent areas is the better way to encourage desegregation in our schools. Sidewalks are also needed here.

623 *Source: MetroQuest*

seems like to me you would put in sidewalks where school buses go....See a lot of childrens in the streets waiting on the buses.

965 *Source: MetroQuest*

More affordable children's clubs, places where they can learn foreign languages, scial groups, learn sports skills; truly multicultural.

970 *Source: MetroQuest*

This could be improved all around the city. More sidewalks are needed and parks and libraries in the areas where income based housing exist could be better. In a lot of places we have one (eithe a park or a library) but not the other. Children need both.

976 *Source: MetroQuest*

we need to put the children first instead of the teachers.I am very much in favor of KIPP for example until our public school system gets its house in order

2065 *Source: MetroQuest*

Improving our public schools is my number one priority.

2066 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Opportunities for children and youth

We are not going to be able to keep our families in the city of Nashville if we don't make our school systems better. Bottom line.

2213 *Source: MetroQuest*

Encourage having children. -Promote patriotism, widespread prosperity, and high quality of life; -Treasure front porches, backyards, and lower fences; -Establish neighborhood public education, healthcare. -rebalance disposable income (destination)development with homesteading necessities.

2214 *Source: MetroQuest*

Nashville needs more libraries, particularly in close in neighborhoods.

2226 *Source: MetroQuest*

Metro schools need help. Unless the school situation is fixed businesses will continue to flock to surrounding counties with better schools.

2229 *Source: MetroQuest*

There is a dire shortage of Good quality childcare and school spaces in East Nashville. A 2 acre minimum lot size for development of new schools is stifling supply.

2235 *Source: MetroQuest*

Our children are truly the future of this city, they need good schools, early intervention and mentors.

2334 *Source: MetroQuest*

There should also be summer hiring for youths in underserved areas who can reach those opportunities via transportation network. A summer work plan for youths - more interships.

2547 *Source: MetroQuest*

Values

Opportunities for children and youth

children are the first priority to everything that happens.

2568 *Source: MetroQuest*

Sidewalks within walking distance to all schools

2584 *Source: MetroQuest*

build up the schools in Madison to many of the wrong people sent to madison

2681 *Source: MetroQuest*

Having a first-class educational system might be the second most critical factor influencing relocation.

2778 *Source: MetroQuest*

Give kids a healthy and happy environment in which to grow up and they will be more likely to stay and invest in their community.

2782 *Source: MetroQuest*

Nashville wants to complain about poor schools but not invest the money in things that would make a difference. Preschool, parenting classes, mentoring for single parents and young boys and girls who need role models, quality free afterschool care are some things that make a difference. Do not continue to blame schools for society's ills.

2884 *Source: MetroQuest*

Improving public education in the Metro area a must

2905 *Source: MetroQuest*

Your suggestion that children go to all these places on their own is not safe for children now. Children need lawns and back yards to be able to run and play with their friends.

2909 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Opportunities for children and youth

A good education is important for every child.

2976 *Source: MetroQuest*

Children and youth should have more access to schools, parks, community center and libraries.

2983 *Source: MetroQuest*

no longer safe for children to be out side because of gangs and drugs

3016 *Source: MetroQuest*

Have opportunity to devolpe and grow is more important than walk around ..

3043 *Source: MetroQuest*

MNPS is not doing a good job of educating our children. Witness to that is the number of children sent to private schools simply because of the need for a quality education the children.

3059 *Source: MetroQuest*

I had much more ability to get around by myself as a child than my grandson.

3060 *Source: MetroQuest*

In many areas of Nashville there are still no sidewalks and school playgrounds are at least a mile away. If children want to bike, skate or others then the bikes, helmets, knee pads etc. must be loaded in a car to drive to the best location for outdoor activities. Many areas in the Inglewood area which are median to above median income homes have no sidewalks or community centers.

3066 *Source: MetroQuest*

Values

Opportunities for children and youth

The biggest issue for children and inner-city neighborhoods is the lack of extra curricular educational activities. In particular, fun and engaging activities related to life skills, career planning, and life planning are critical to the healthy development of children into adults.

3098 *Source: MetroQuest*

Sidewalks, for children.

3169 *Source: MetroQuest*

Much of the educational success of a child depends on the interest and participation of their parents. Historically, many services were provided by parental volunteers. That pool of volunteers has dwindled as more women entered the workforce. We need to figure out how to fill that gap, possibly with more cooperation with the regional colleges and universities as student aides and tutors.

Although neighborhood schools are the optimum, school choice is also important. Longer school days for all grade levels, and a later start time for high school students should be considered. Once again, access to efficient, affordable public transportation is key.

Synching the holiday and break schedules with the private schools would be a sensible move to simplify many family schedules. Investment in the creative arts is critical, as well as an emphasis on healthy lifestyles. Better use of the training and education of the school librarians is essential. It's not just about the Dewey Decimal System anymore. The days on which the neighborhood libraries are closed should be staggered, rather than all being closed on the same day.

3178 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Opportunities for children and youth

I added education as a value, b/c children and youth did not seem to include it sufficiently. I think education alone demands enough attention that it should be called specifically apart from other wrap around services.

3186 *Source: MetroQuest*

Other values

Services for older citizens.

28 *Source: MetroQuest*

Strong Neighborhoods

29 *Source: MetroQuest*

Excellent design. This means excellent design in every detail of every component of what Metro builds as well as Nashville's raising the bar for everything built by the private community. Universal access to art and music-- education and enjoyment. Uniq

30 *Source: MetroQuest*

Garbage and recycling collection. Due to extraordinary growth since the original boundaries were drawn, Donelson-Hermitage now contributes a goodly amount of funding via taxes, and we deserve the same services that our neighbors to the west of us receive.

31 *Source: MetroQuest*

infill growth

33 *Source: MetroQuest*

Support mechanisms for low-income and homeless families

35 *Source: MetroQuest*

Values

Other values

The arts

38 *Source: MetroQuest*

Arts and Culture

40 *Source: MetroQuest*

The arts! Nashville will never be a world class city unless and until it fully and enthusiastically embrace a commitment to the arts!

92 *Source: MetroQuest*

Keep the green in Green Hills. Quit subdividing lots resulting in more driveways and parking pads and removal of grass/yards. Do not allow more than 3 story commercial buildings in Green Hills. Stop it!

164 *Source: MetroQuest*

Public Safety

184 *Source: MetroQuest*

Road infrastructure upgrades, interstate overpasses.

185 *Source: MetroQuest*

Making Nashville a Green City. All government buildings should be built green and we should make existing buildings green too.

268 *Source: MetroQuest*

1. Job Training / Neighborhood Economic Development
2. Education

269 *Source: MetroQuest*

Job Training / Neighborhood Economic Development

270 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Other values

Low traffic congestion on roadways

271 *Source: MetroQuest*

Residential diversity

272 *Source: MetroQuest*

Public education

273 *Source: MetroQuest*

A COMMON-wealth (not corporate-wealth) foundation: fairness of access underlies all decisions.

276 *Source: MetroQuest*

Historic Preservation

318 *Source: MetroQuest*

Commuter biking

641 *Source: MetroQuest*

Public Schools

642 *Source: MetroQuest*

Schools - 5th & 6th grade centers

643 *Source: MetroQuest*

Arts & Culture

998 *Source: MetroQuest*

Library funding

1000 *Source: MetroQuest*

Public Safety

1002 *Source: MetroQuest*

Values

Other values

We need more patrols, we have drugs and damage to properties and break ins. The cars driving with this real loud music should be stopped. There is no way they can hear emergency equipment. It is very annoying after you go to bed at night and be blasted out and woke up.

1003 *Source: MetroQuest*

Municipal high-speed internet

1004 *Source: MetroQuest*

Schools & Education

1005 *Source: MetroQuest*

healthy environment

1006 *Source: MetroQuest*

Infrastructure -- not just water and sewer -- I know that the overhead power is not directly controlled by the city, but we should invest as much as we can in burying electrical lines -- it makes for a much more appealing streetscape with street trees, etc.

1007 *Source: MetroQuest*

Community

1008 *Source: MetroQuest*

Safety

1135 *Source: MetroQuest*

Crime

1137 *Source: MetroQuest*

Utility hardening/safety

1138 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Other values

Parking

1182 *Source: MetroQuest*

Beautification, standardization, and clean up of residential and business areas. Create zip code standards requiring business and residential codes are established to create and maintain cleanliness and beauty.

1245 *Source: MetroQuest*

Senior services.

1246 *Source: MetroQuest*

Culture

1247 *Source: MetroQuest*

Education, cultural and arts availability

1395 *Source: MetroQuest*

Educationi

1396 *Source: MetroQuest*

Density. I prefer more construction where infrastructure already exists rather than continued sprawl.

1686 *Source: MetroQuest*

Bicycle safety

1688 *Source: MetroQuest*

Food Access--eradicating food deserts, fresh, healthy local foods for schools

1861 *Source: MetroQuest*

Traffic light synchronization

1863 *Source: MetroQuest*

Values

Other values

The bias inherent in each of these is obvious. This entire process is driven by a particular agenda and is greatly flawed.

1865 *Source: MetroQuest*

Equity (equitable distribution of community resources)

1866 *Source: MetroQuest*

safety

1867 *Source: MetroQuest*

Education

1891 *Source: MetroQuest*

Education need special attention. Poor families need access to quality education. Even if we have choice, students need transportation to the schools they have chosen

1919 *Source: MetroQuest*

CHURCHES/RELIGIOUS EXPRESSION

1920 *Source: MetroQuest*

Public education

1921 *Source: MetroQuest*

Restoring the historically black neighborhoods and their heritage and building a Civil Rights Monument to highlight Martin Luther King, to boost awareness of that era in Nashville promoting cultural awareness and diversity.

1922 *Source: MetroQuest*

Quality of Education/Schools (K-12)

1924 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Other values

Lower property taxes

1925 Source: MetroQuest

Lower taxes by providing less services and cutting waste

1926 Source: MetroQuest

EDUCATION!!!! Metro school are terrible.

1928 Source: MetroQuest

Education: improve primary and secondary education, provide technical/trade school alternatives.

1930 Source: MetroQuest

Low taxes

1940 Source: MetroQuest

we need to continue to work on sidewalks where practical

2069 Source: MetroQuest

Public Education

2238 Source: MetroQuest

More amenities near the airport.

2239 Source: MetroQuest

Centralizing density into clusters throughout the city thereby giving people choices about where and in what type of neighborhood they want to live.

2241 Source: MetroQuest

Values

Other values

Improve divability to eliminate conjection where it exhists. That is public transpostation spending for those who drive. White Bridge Road/Briley Parkway/Woodmont Blvd needs to be connected with a "fly over" of Harding Road for example.

2242 Source: MetroQuest

BIKEABILITY

2243 Source: MetroQuest

Extend better businesses along Jefferson ST. Stop putting everything in Germantown!

2245 Source: MetroQuest

Public schools

2247 Source: MetroQuest

Low Property Taxes

2249 Source: MetroQuest

Less government intrusion.For example, the push by some to ban vaping e-cigs in public. I don't need the government to be my mommy.

2250 Source: MetroQuest

Lower taxes and more emphasis on individual responsibility. My vision of an alternate future is NOT a bigger, more powerful, and more intrusive government.

2251 Source: MetroQuest

community gardens

2252 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Other values

Reduce Inequality - progressive taxation; - limit private spending on public elections; - reduce privatization of public resources and services

2253 *Source: MetroQuest*

Public Education

2254 *Source: MetroQuest*

Cultural Vitality/Creativity/Diverse Expressions

2256 *Source: MetroQuest*

Education

2308 *Source: MetroQuest*

Aging Population

2309 *Source: MetroQuest*

K-12 Education

2311 *Source: MetroQuest*

Bike-ability

2313 *Source: MetroQuest*

Diversity

2349 *Source: MetroQuest*

Environmental Health

2350 *Source: MetroQuest*

Sustainability

2351 *Source: MetroQuest*

Values

Other values

We need expansion of Nashville's rec centers and pools to other areas, such as Old Hickory, Madison, Donelson, Hermitage. This encourages health and helps kids and their health education.

2363 *Source: Old Hickory Community Center*

Safety - safe zones for children, neighborhood watches, police involvement

2367 *Source: MetroQuest*

Safety - safe zones for children, neighborhood watches, police involvement

2368 *Source: MetroQuest*

Environmental sustainability: Biodiversity conservation, preservation of ecosystem services, and emissions reductions are vital to avoid a breakdown in our natural world extending--as it will--to a breakdown in society.

2415 *Source: MetroQuest*

Quality education

2425 *Source: MetroQuest*

Diversity in entertainment arts

2426 *Source: MetroQuest*

Park and Ride Monorails

2427 *Source: MetroQuest*

Technology

2428 *Source: MetroQuest*

Arts and Culture

2445 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Other values

public education

2446 *Source: MetroQuest*

Cultural Representation is something that is starting to show up on the radar. Nashville encompasses a wealth of diverse communities and cultural history that very little municipal effort seems invested in developing a community asset.

2447 *Source: MetroQuest*

theatre

2448 *Source: MetroQuest*

hello--where's education? and curbing government spending?

2454 *Source: MetroQuest*

Health care availability

2455 *Source: MetroQuest*

Q1 other suggested value: Historic Preservation

2528 *Source: Nashville Opera BAP*

Recycleables - Surely we can use recycle materials to support our budget, give youth jobs, keep our city clear both air and surface etc

2550 *Source: MetroQuest*

Economy; children & youth; jobs/employment, access to transit

2585 *Source: MetroQuest*

Preservation of Historic sites.

2586 *Source: MetroQuest*

Historic Preservation

2587 *Source: MetroQuest*

Values

Other values

Health and Wellbeing

2588 *Source: MetroQuest*

Arts and Culture

2592 *Source: MetroQuest*

Arts and Culture

2594 *Source: MetroQuest*

Art & Culture

2595 *Source: MetroQuest*

Historic Value and Preservation

2596 *Source: MetroQuest*

ART

2597 *Source: MetroQuest*

Education. Our Metro Public Schools are overcrowded and routinely receive low scores. We need to do more to bolster education for children in Nashville.

2599 *Source: MetroQuest*

Historic Preservation

2600 *Source: MetroQuest*

Eco-friendliness

2623 *Source: MetroQuest*

Highways and Roads

2625 *Source: MetroQuest*

Heritage

2657 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Other values

Churches and places of worship

2658 *Source: MetroQuest*

basic services: trash collection, fire protection, police protection, trash collection. Police protection and lack of trash collection are major issues in my neighborhood.

2659 *Source: MetroQuest*

Affordable housing for rental and buying that's very nice not cheap looking

2661 *Source: MetroQuest*

Animal welfare, MACC reform

2662 *Source: MetroQuest*

Safety from crime.

2663 *Source: MetroQuest*

City wide curbside recycling

2664 *Source: MetroQuest*

Medicaid Expansion for everyone

2667 *Source: MetroQuest*

Historic musical sites

2668 *Source: MetroQuest*

Safety

2695 *Source: MetroQuest*

AREA SAFETY

2697 *Source: MetroQuest*

Values

Other values

Culture/Arts

2698 *Source: MetroQuest*

Take care of the children

2699 *Source: MetroQuest*

Ridesharing to stay in Nashville (Lyft, Uber, etc...)

2701 *Source: MetroQuest*

Law Enforcement

2702 *Source: MetroQuest*

Library

2703 *Source: MetroQuest*

Affordable and sufficient parking

2718 *Source: MetroQuest*

History

2719 *Source: MetroQuest*

Local, sustainable food

2720 *Source: MetroQuest*

Rail Mass Transit

2737 *Source: MetroQuest*

24-hour Diner downtown

2738 *Source: MetroQuest*

Preserving heritage and to not lose the "small town" feel that I grew up in and that drew so many people here in the first place

2786 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Other values

Lack of parks downtown is just shameful.

2787 Source: MetroQuest

Codes enforcement to ensure out neighborhoods aren't allowed to get trashy!

2788 Source: MetroQuest

12 September Growth of 200,000 will add 156,000 tons to our waste stream or 10%. Since we already do a horrible job with our solid waste landfilling it out of county in terrible landfills we have to recognize that Nashville's antiquated export/landfill system does not work. The sensible change is to source separate food waste to create animal food and food for humans and also source separate paper and yard waste to compost. Bruce Woodburnt.tn@gmail.com

2818 Source: MetroQuest

building codes and parking

2820 Source: MetroQuest

Highway Development, getting large volumes of 18-wheelers out of the city and on a loop around the city. SAFETY for all.

2821 Source: MetroQuest

Animal welfare

2824 Source: MetroQuest

Historical Preservation would come in third for me.

2825 Source: MetroQuest

Maintenance Parks, streets and landscaping require ongoing attention to ensure preservation of what looked good when it was installed/planted etc

2910 Source: MetroQuest

Values

Other values

Influence of multiple institutes of higher learning

2912 Source: MetroQuest

Quality medical services.

2913 Source: MetroQuest

Dog Parks

2914 Source: MetroQuest

Cleaning up Nolensville road

2915 Source: MetroQuest

Clean Air and Water. The traffic glut including the hours people spend running their cars while semi truck accidents are cleared are degrading the air and developing major health issues. Water is also being degraded, particularly by the metal recycling business next to the river.

2916 Source: MetroQuest

LGBT Equality

2917 Source: MetroQuest

Do not allow land use or zoning changes in residential areas that permit any further density of the property to the demize of the current residential character.

2918 Source: MetroQuest

Historical context/preservation/integration

2919 Source: MetroQuest

Nashville should raise the minimum wage, focus on creating more jobs, and universities should play a dynamic role in this process.

2921 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Other values

We need a GOOD Grocery store, akin to the "Turnip Truck", so people can shop for Organic (or @ least "Natural") Vegetables & meats, rather than that bag of Potato Chips (& Beer...)

2922 *Source: MetroQuest*

Historic Tourist Destinations

2923 *Source: MetroQuest*

Permaculture

2924 *Source: MetroQuest*

low property taxes

2925 *Source: MetroQuest*

What you are suggesting seems to make the developers economy better!

2926 *Source: MetroQuest*

Education

2927 *Source: MetroQuest*

City planning by the CITY and not by outsourced business interests. It's overdue.

3109 *Source: MetroQuest*

Education

3110 *Source: MetroQuest*

Historical preservation should be top priority, as this is what brings people to Nashville and maintains it's quaint features.

3111 *Source: MetroQuest*

Values

Other values

Access to Arts & Culture; Support of artists, creatives, and nonprofi arts orgs

3112 *Source: MetroQuest*

Public Safety

3113 *Source: MetroQuest*

Public art

3114 *Source: MetroQuest*

Safety

3116 *Source: MetroQuest*

Education

3117 *Source: MetroQuest*

Education

3118 *Source: MetroQuest*

Education -- more emphasis on charter and structuring to meet the needs of those who are college bound and those who are trade school bound.

3119 *Source: MetroQuest*

homelessness and access to service

3120 *Source: MetroQuest*

Nashville is a great place to live. I think it is because by so many of transplants that has added to this quality of life and diversity. I think there needs to be an effort to plend this wonderful opperitunity into making Nashville an even better place to be.

3122 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Other values

Affordability

3123 Source: MetroQuest

Diversity

3124 Source: MetroQuest

Education- presently MNPS leaves a lot to be desired

3125 Source: MetroQuest

Safety

3127 Source: MetroQuest

Housing for the working poor

3128 Source: MetroQuest

Clean, Local Energy

3129 Source: MetroQuest

Education

3130 Source: MetroQuest

Culture and economic Development Most of your items have to do with living and transportation models. I did not see any serious attempts to provide opportunities nor new business state-ups nor improvement of education....where will the jobs come from...the city is based on an entertainment model with the down town filled with party goers each weekend...which creates some low level jobs....where are the jobs that create value and product for the next generation of creative thinkers....I do not see your plan for this type of Nashville. I am glad it is likely I will be dead before your models are in place. Wil Clouse, PhD 615 545 9461

3131 Source: MetroQuest

Values

Other values

Infrastructure - initiatives such as converting cables from over ground to underground; attracting providers such as Google Fiber, etc.

3132 Source: MetroQuest

Healthy environment...clean water & air, local organic farms and neighborhood food markets, affordable & accessible health care, well-lit city streets, pedestrian overpass for busy streets.

3134 Source: MetroQuest

High quality education for ALL students

3188 Source: MetroQuest

Diversity

3190 Source: MetroQuest

entertainment needed such as an Opryland.

3191 Source: MetroQuest

Reduced Taxes

3193 Source: MetroQuest

Reduced Taxes Budget Constraint

3194 Source: MetroQuest

Education

3195 Source: MetroQuest

Sustainability

3196 Source: MetroQuest

education

3197 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Other values

Visual Clutter-wires, billboards, signage, trash, light pollution

3199 Source: MetroQuest

affordable home options

3200 Source: MetroQuest

Racial harmony

3202 Source: MetroQuest

Education and public schools

3203 Source: MetroQuest

Education

3204 Source: MetroQuest

Education and technology investment.

3228 Source: MetroQuest

help for low income teens....we need a summer program that functions to help teens have a job, cleaning parks, working in private industry, any job that would put money in their pocket. this could be funded by private and public money. it is what i have named...."put some money in their pocket damn if...they need a job"

3229 Source: MetroQuest

Preservation of natural features

There should be a way to develop without destroying natural resources.

19 Source: MetroQuest

Stop building in flood plains.

20 Source: MetroQuest

Values

Preservation of natural features

Creation of open space and urban agriculture zones; neighborhoods built around preservation (instead of, e.g. golf courses) or agriculture

24 Source: MetroQuest

Our weak spot is protecting our natural beauty from development encroachment. We need to preserve slopes, floodplains, Davidson county farmland, & wooded areas. We don't do a good job regulating development.

143 Source: MetroQuest

We now know we shouldn't build or develop in floodplains. Let's not build or develop in other natural feature areas subject to land or mud slides, either.

155 Source: MetroQuest

Again, development is yet another problem here. Tearing out large growth trees so we can fit multiple homes on a small swath of land is not smart and will not help Nashville be a long-term leading city.

160 Source: MetroQuest

This is absolutely essential if we want quality of life.

264 Source: MetroQuest

What? Forests are not dangerous to build on or near.

618 Source: MetroQuest

All of these cookie-cutter developments are ruining the appeal of what people love about Tennessee. We will lose the natural beauty that people want to enjoy if we don't stop this

1176 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Preservation of natural features

All of these cookie-cutter developments are ruining the appeal of what people love about Tennessee. We will lose the natural beauty that people want to enjoy if we don't stop this

1179 Source: MetroQuest

We have great park now, but we need to preserve them. I visit Radnor Lake very regularly and I feel strongly that it needs to be preserved and protected.

1392 Source: MetroQuest

It is so imperative that these natural features be protected. Their existence is vital for the psychological health and well being of the city as well as the physical health and safety.

1673 Source: MetroQuest

We absolutely HAVE to protect waterways and their watershed areas!!! The Richland Creek watershed involves a huge portion of Davidson County and it MUST BE PROTECTED!!!

1913 Source: MetroQuest

Nashville needs to stop allowing developers of residential property to destroy trees that are over 12 inches in diameter : these are also " commercial "developments and yet they're able to skirt the 6 " diameter / replacement trees factor because it's " residential."

2068 Source: MetroQuest

should plant more native plants around the city -especially in landscaping

2221 Source: MetroQuest

Values

Preservation of natural features

Complete ignorance of the role of nature in determining our comfort levels has got us into the dangerous situation we are now in with regard to climate change, water use, air pollution and lack of physical activity. We need to change this, starting at the local level by recognizing that we are part of the eco-system, not above and in charge of it.

2231 Source: MetroQuest

Leave this area as is please. I like the quiet area. There is a reason we live out here. If I wanted to live in a more crowded area, I would move towards town. Thank you.

2355 Source: Beaman Park Nature Center

Nashville's forested hills are irreplaceable, as is the biodiversity in northwest Davidson county (Joelton, White's Creek). Conservation needs to be taken seriously by all government departments.

2411 Source: MetroQuest

We are taking over all the land and leaving nothing for animals - where will they go ????????

2423 Source: MetroQuest

PROTECT our environment

2583 Source: MetroQuest

Nashville should be greener. There is a serious lack of tree lined sidewalks. If you have ever walked our superblocs without a bit of shade cover - you will find out quickly why there is a lack of pedestrianism in Nashville.

2646 Source: MetroQuest

I think we need to stop destroying habitats and start repairing old buildings to live in.

2656 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Preservation of natural features

open space is a must in Nashvilles future

2709 Source: MetroQuest

It's really hard to decide on this vs. children/parks vs. greenways. I appreciate the greenways a lot, and that they are well lit and safe. But, more importantly, you can't undo what you've decided to do to nature when you encroach on places you have no business building on. Spare the natural features and you'll save yourself the insurance problems of flood, the annoyance of deer in your garden and dead on the road ways because you took their homes away from them.

2867 Source: MetroQuest

Nashville needs to develop in a manner that will constrain the urban growth boundary and stop the endless sprawl to protect our natural features

2878 Source: MetroQuest

We have a beautiful river and the ugliest recycling factory in the state side by side. Get rid of that polluting blight. Other cities have wonderful walks along the river. Until something is done about the recycling mess, our river can never be admired.

2886 Source: MetroQuest

I wish the planning the commission would think more seriously about protecting the watershed.

2902 Source: MetroQuest

Preserving these areas is most important to me of all the "values" listed. By doing so, contributes to many other objectives including like ensuring natural resources are continues to make our city great, and not become a public health & safety issue. These areas create walkable desitnations.

2904 Source: MetroQuest

Values

Preservation of natural features

Cutting down trees and concreting yards destroys and beauty and clean air of our city. Moreover this infilling increases the number of cars and their air pollution.

2906 Source: MetroQuest

We have great parks and greenways. Let's expand upon them.

2982 Source: MetroQuest

We need to preserve the natural beauty of Nashville.

2999 Source: MetroQuest

stop building on floodplains, steep slopes

3021 Source: MetroQuest

Too much....I just observed that Spain Avenue in East Nashville has been raped and old houses...some build my family have been destroyed and two skinny house have been build on a 50 foot lot....and sold for approx \$300,000. I think I counted 28 new houses on this small street...All about money and not about culture and values. I was sick to see the house were i helped build and where I grew up at destroyed for money..This is what I understand you want to happen all over the city.

3049 Source: MetroQuest

The last flood we had in nashville should of have been a warning, but as time goes by, I feel the greed to build and make money will once again place lives and prosperity in danger. We must put in place safe guards to pervent this from happing again.

3055 Source: MetroQuest

Yes preserver

3079 Source: MetroQuest

Should limit development on hillsides in Bellevue.

3087 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Preservation of natural features

Raves about Nashville's natural features are the most frequent compliments I hear from out-of-town visitors. It gladdens my heart to see the green expanses as I fly into Nashville after a work assignment in the west. We are in a unique and fortunate position, and it is still possible to preserve our urban tree canopies. I would like to see greater emphasis on preserving mature trees as new homes are built. Small caliper trees do not replace the benefits provided by mature trees, including reducing the heat reflected off of expanses of pavement. Although a lot of storm water run-off can be handled with natural absorption, the storm water system needs repair and upgrades. (The storm water ditch that runs under my backyard suffered a breach during the flood of 2010, and it still has not been repaired.) Contractors and developers should be required to take greater care with run-off prevention and be held accountable for the repercussions of poor grading, paving, and construction practices already in place.

3179 Source: MetroQuest

More sidewalks in existing neighborhoods, especially on streets with schools or that connect to streets with schools.

3217 Source: MetroQuest

Preservation of residential character

Physical character is one of what makes each neighborhood unique. I don't want to see Nashville becomes like any town USA.

41 Source: MetroQuest

Don't like the way Green Hills character is being changed. If infill is needed go to "blighted" neighborhoods eg. Germantown.

42 Source: MetroQuest

Allow more home per acre.

43 Source: MetroQuest

Values

Preservation of residential character

Since the airport flight patterns were redesigned to fly over Donelson, the neighborhood (which was once one of the best small family neighborhoods in Davidson County) is deteriorating but ONLY because crime is increasing. Our local police are wonderful;

45 Source: MetroQuest

I understand the need for high density near downtown. But the zoning that allows for umbilical homes is bad.

136 Source: MetroQuest

While I believe infill is the way forward, it's encroaching into my neighborhood, Green Hills. Those of us who bought into an area of large lawns & quiet streets are a little dismayed by the aggressive push for infill & the subsequent traffic.

146 Source: MetroQuest

Historic preservation matters! Context sensitive infill is important.

148 Source: MetroQuest

Many Nashville neighborhoods are being destroyed by growth and tacky infill. Preservation of established neighborhoods MUST be included in any future plans for Nashville because these neighborhoods are what make Nashville living so desirable.

153 Source: MetroQuest

There are too many infill cracker boxes being built in Green Hills. Roads are not designed for the amount of traffic they now carry, schools not equipped for influx of new students, and the lovely smaller homes are in danger of disappearing for good.

156 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Preservation of residential character

There is way too much infill going on in our neighborhoods, generally by development companies or developers who have no interest in the neighborhood other than how much money they can make.

159 Source: MetroQuest

As a Green Hills resident, this is a paramount concern. Allowing 2 homes on each single lot and a ridiculous 16-story skyscraper in the middle of Green Hills is poor planning and blatant catering to developer interests over those of long-term residents.

161 Source: MetroQuest

Development is unplanned, uncontrolled, and is not only changing the character of neighborhoods, it's raising the cost of living for people who have been established for a long time.

162 Source: MetroQuest

The most important part is to make sure that there is a place in each neighborhood for people of all income levels. However, keeping neighborhoods from turning into stacks of apartments and The Gulch is also important.

262 Source: MetroQuest

I do cherish our unique neighborhood character which began development in 1928. I deplore tearing down and building the "hippo duplexes" or 4000+ SF on a 50 to 60 ft lot. With this oversized construction there is no room for the large old trees that makes our neighborhood special nor is there adequate parking facilities within the property.

953 Source: MetroQuest

Values

Preservation of residential character

Nashville's neighborhoods are losing their character! The infill push and developing multiple homes on what were single family lots is increasing the density which brings more traffic and congestion. Parking downtown is getting to be difficult to find and affordable compared to other TN cities such as Chattanooga and Knoxville. While my property value has increased, my taxes are almost unaffordable. Where the hell did the extra \$100 million from the last property tax increase go?

960 Source: MetroQuest

changing the neighborhoods is not a bad thing. Keeping the "new" neighborhoods affordable for all is what seems to be the problem. Those of us in the city who are single and earning less than \$60,000 seem to be left to overused and cheaply "renovated" older (30 years or more) apartments. We would love to be able to live in some of the newer housing that is conveniently located within the downtown areas as well!

973 Source: MetroQuest

Greed has taken over the city. Anything to make money....

982 Source: MetroQuest

I am seriously concerned about non-resident (absentee landlords, for instance) and developer driven destruction of existing neighborhood character. Beautiful, distinctive neighborhoods are part of the attraction for new tax-paying residents.

984 Source: MetroQuest

I don't want anymore duplexes or Apartments. This has helped ruin out neighborhood. I wish something could be done about the speeding and cut thru of our neighborhood due to speeding.

990 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Preservation of residential character

The residential character of the older neighborhoods must be preserved. Historical zoning needs to be implemented in areas that do not currently have it if homes are older than 1950s. The original character of these neighborhoods is being demolished by developers building over-sized houses. This is also causing the affordability of the neighborhood to diminish.

997 *Source: MetroQuest*

I realize we are growing tremendously, but some of the building that is going on does not respect the existing character/sizes of the homes. There are also so many condos and apartments being constructed in a limited area which will cause tremendous traffic increase in residential areas.

1386 *Source: MetroQuest*

I do not like how builders are putting 2 houses or more on a lot where only 1 house was before. That alone ruins the character of an older neighborhood!

1387 *Source: MetroQuest*

I do cherish our unique neighborhood character which began development in 1928. I deplore tearing down and building the "hippo duplexes" or 4000+ SF on a 50 to 60 ft lot. With this oversized construction there is no room for the large old trees that makes our neighborhood special nor is there adequate parking facilities within the property.

1676 *Source: MetroQuest*

I am strongly against tearing one house down to build two or even more. If this is called infill then I am against it. Against it.

1683 *Source: MetroQuest*

Values

Preservation of residential character

No single property lot should be able to build more than one home on a single lot. It creates more traffic and creates less likely of good neighbor relations.

1882 *Source: MetroQuest*

As the development community is presenting increasingly bold and aggressive housing proposals in historic neighborhoods (namely building two large homes on single lots), the planning department seems to be supporting these practices that undermine established existing neighborhood character and lead to rapidly rising housing costs.

1889 *Source: MetroQuest*

We must protect the character of our historic neighborhoods like Sylvan Park. We have lost 10 percent of our homes to development just in the last 8 years!!! :(

1915 *Source: MetroQuest*

I am opposed to inappropriate infill, such as tall skinny duplexes that are not brick mingling with brick ranch houses.

2067 *Source: MetroQuest*

Nashville has so many valuable, historic homes. Yet, our current building codes encourage tearing down these houses to build duplexes. Codes also allow the unchecked encroachment of businesses abutting residential properties. We need to protect our neighborhoods from commercial creep and preserve our historical homes.

2200 *Source: MetroQuest*

I LOVE the character of neighborhoods like 12 South and East Nashville. They are what makes Nashville such a unique city to live in. I hate that there are over 50 new homes being built in The Nations. We're losing so much character that way!

2212 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Preservation of residential character

Pass all three Metro proposals re mass and scale of residential housing and storm water runoff.

2215 Source: MetroQuest

I like the new homes they are building in older neighborhoods that have character despite them being larger than existing homes.

2219 Source: MetroQuest

The building code variance that permits two houses to be erected side by side and then connected results in truly unpleasing architecture. In many cases, a triple decker would be better!

2228 Source: MetroQuest

Out of control building is ruining the character of the neighborhoods now. Greed by developers has been unchecked. "We the people" feel powerless.

2230 Source: MetroQuest

Nashville is rapidly developing, but the unique character of each neighborhood is what makes it such a great city. I think that's worth preserving as we grow and change.

2303 Source: MetroQuest

More preservation. Less building of generic modern buildings that can be found in any city across the USA. Nashville needs to preserve what makes it unique, and build new projects that express a unique character. Discourage developers from building essentially the same exact building all over town, or the region.

2348 Source: MetroQuest

We DON'T want to see increased industry, multi-family residences, section 8 housing, sewers, or any other major change to the rural/agricultural ambience of Whites Creek that drew us to this areas in the first place.

2356 Source: Old Hickory Community Center

Values

Preservation of residential character

Keep development in current areas. Maintain rural areas and limit their growth if the goal is to just bring in a large influx of people from other parts of the country by displacing current residents. I don't think that's good stewardship of the city.

2357 Source: Beaman Park Nature Center

Gentrification. I feel we are allowing out of town and in town developers to destroy neighborhoods by removing single homes and putting up duplexes and calling them town homes. If you remove a home you keep character and put multi apartments in its place.

2358 Source: Beaman Park Nature Center

We actually have a good planned infrastructure. I feel we are now allowing developers to run amok. We need to slow down and try to carefully plan before communities are changed.

2360 Source: Beaman Park Nature Center

Some communities should also be quiet, natural, safe, and accessible. The opportunity for solitude is essential to some, and several low-density neighborhoods offer this as one of their unique differentiators.

2387 Source: MindMixer

Just clean them up, report unsightly property on a consistent basis

2424 Source: MetroQuest

I do not like the new condos and apartment buildings going up everywhere..they all look the same and I don't feel provide any character about the Music City

2443 Source: MetroQuest

A 16 story building in Green Hills is beyond understanding.

2468 Source: Green Hills Library

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Preservation of residential character

Regarding preservation of residential character: This needs to be more than today!

2511 Source: West Nashville Police Precinct

Q1: It is important to level substandard rundown neighborhoods--keep historic and nice neighborhoods, but re-do old ones!

2519 Source: Madison Library

Change is hard, but I favor progree

2581 Source: MetroQuest

Tearing down our cool old houses to put multiple units that clog our neighborhoods and streets is NOT the answer.

2617 Source: MetroQuest

Many of our core older neighborhoods are being invaded by "developers" with no interest in preserving what makes these areas so attractive. They see only dollar signs. It is possible and profitable to build structures that are compatible with what is already here.

2654 Source: MetroQuest

Lot size should allow room for grass and trees - space for families to live and play outside together. Keep the character of older neighborhoods - we carefully chose our neighborhood! Any development and increased traffic needs to come with appropriate infrastructure improvement - sidewalks and off street parking.

2689 Source: MetroQuest

I'm all for growth in East Nashville, but I'm concerned with the number of businesses getting residential areas rezoned so they can open up in a home.

2691 Source: MetroQuest

Values

Preservation of residential character

The music row, Vanderbilt area is unique for its mix of education and industry as well as the historical roots of Nashville's music business. It is quickly becoming overwhelmed with high rise projects that will totally change the character of the neighborhood. Allowing buildings over 10 stories will turn us into another high-rise city complete with incredible traffic jams and no where to park.

2729 Source: MetroQuest

Neighborhoods outside of downtown are in decline. Middle class neighborhoods are seeing an abundance of halfway houses, section 8 housing, increase in crimes and the severity of those crimes, dogs running loose, etc. Those very same neighborhoods were healthy and thriving 10 years ago.

2735 Source: MetroQuest

As a resident of East Nashville, I love its eclectic residential character, mixed income neighborhoods/streets, and diverse population. However, I am very concerned about gentrification and enclaving based on racial or socioeconomic lines. Can we keep our communities as diverse as they already are, even diversifying them further while at the same time revitalizing and increasing the value of these homes/neighborhoods?

2773 Source: MetroQuest

As a resident of East Nashville, I love its eclectic residential character, mixed income neighborhoods/streets, and diverse population. However, I am very concerned about gentrification and enclaving based on racial or socioeconomic lines. Can we keep our communities as diverse as they already are, even diversifying them further while at the same time revitalizing and increasing the value of these homes/neighborhoods?

2774 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Preservation of residential character

Green Hills has too much character, over 60 years worth, to have it destroyed by money-grabbing developers who build two skinny homes on one lot.

2777 *Source: MetroQuest*

We now have great neighborhoods that people want to be a part of. Keeping jobs in town and connecting the neighborhoods to those job locations will ensure these neighborhoods continue to thrive and the children growing up in those neighborhoods will want to stay because of the positive environment surrounding them.

2784 *Source: MetroQuest*

Consistent characters needs to be required which DOES mean tearing down unsightly houses sometimes - if they can't be renovated. Old infill that has absolutely no positive effects on the surrounding houses need to go!

2806 *Source: MetroQuest*

I don't mind change at all but it should be done in a strategic way with some kind of urban planning to insure harmony.

2871 *Source: MetroQuest*

We must preserve these older neighborhoods, update them with sidewalks and street lights etc. Enact ordinances that protect them from Over building, also degrading property values with trashy fences etc.

2876 *Source: MetroQuest*

The Wedgewood-Houston Neighborhood is suffering from the "Mega-Mansions" & the "2-for-ones" cropping up all over - + all the New "High-Rent" (& "Sale") Condos & Apartments. I have FIVE 3-story houses in back of me, & SEVENTEEN w/ in 3 blocks of my "Dinky, 1 & 1/2 story" house. AWFUL-!

2893 *Source: MetroQuest*

Values

Preservation of residential character

I like the idea of keeping a neighborhoods character if an older established neighborhood.

2895 *Source: MetroQuest*

There needs to be a balance between preservation and change. However, the current home owners in an area should have the greatest influence on these decisions.

2899 *Source: MetroQuest*

We like green lawns and trees where families can raise their children with room to play and have pets. The beauty and livability of Nashville is being destroyed by developers who are tearing down one house with a nice lawn and trees and putting 2 to 4 narrow row houses with no lawns and often with concrete parking pads as the front lawn and no place for children to run and play. Over the long run the continual turnover of these houses as owners have children and want a neighborhood like those we already have, these row houses will not be desirable .

2907 *Source: MetroQuest*

We should not plan for another 200,000 homes for new residents. The infill being done is destroying the livability and character of our residential neighborhood. Recently The Tennessean reported that more of the higher income residents are moving out to Williamson County where homes have trees and yards. Also there is the problem of building large expensive houses raises the taxes of people nearby with modest homes. We need to change the tax codes to help these people so they don't have to move. We also need strict zoning regulations to prevent tearing down houses and putting up four

2908 *Source: MetroQuest*

Making sure homes are well constructed and in decent designs is imperative.

2978 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Preservation of residential character

The physical character of Nashville's neighborhoods are very important to keep. Any changes can and should be in new neighborhoods.

2992 *Source: MetroQuest*

allow more homes tore down and replaced

3003 *Source: MetroQuest*

Change is good... but "mega mansions" aren't. I am all for "urban infill projects" as long as they fit the community that they are building in.

3030 *Source: MetroQuest*

We need to balance our continued growth with some preservation and thoughtful planning. Developers should not be able to flatten houses and cram more houses onto single lots with reckless abandon.

3035 *Source: MetroQuest*

It is important to maintain the character of neighborhoods as many residents have invested their savings. Land space is extremely important and it has been eroded by developers.

3037 *Source: MetroQuest*

This picture is what i referenced in the past comments...This should not happen in BNA!!!!Please stop this action..

3047 *Source: MetroQuest*

We are losing diversity of housing stock due to the size of infill development (developer greed? and consumer demand for estate lot "amenities" on an urban sized lot. Green space is being lost to the large building pad allowed under current codes, not to mention infrastructure stresses through water runoff and loss of tree canopy.

3056 *Source: MetroQuest*

Values

Preservation of residential character

I'm 5th generation Nashvillian. Out of control developers are destroying established neighborhoods for no good reason.

3061 *Source: MetroQuest*

We are tearing down building, both historically significant and one that work in the scale of the neighborhood. They are being replaced by multi units that are built on too small of a lot.

3065 *Source: MetroQuest*

Our neighborhood which is zoned R15 needs to be downzoned to RS15 to maintain its single-family character. Other areas along corridors can be developed as higher density.

3086 *Source: MetroQuest*

Too many tall houses on a small lot in older neighborhoods.

3093 *Source: MetroQuest*

Flexibility for growth and infill is important but needs to be balanced against the ability of developers to abuse property and neighbors through poorly designed development intended only to maximize profits.

3095 *Source: MetroQuest*

If you built sidewalks we could walk around neighborhoods enjoying the character.

3167 *Source: MetroQuest*

I've been so fortunate to live and work in Historic Germantown for the last 25 years. . .what a few wonderful people did in the early 80s allowed my husband and I to create an identity that we claim proudly. The effort to secure an historic overlay helped reclaim the proud community. . .so much has been lost, but so much was saved. . .let's make it easier to preserve than to develop. . .please

3173 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Preservation of residential character

With careful planning and management of transportation and infrastructure, there is no reason for the character and history of a neighborhood to disappear for growth to take place. With the preservation of character, it is possible to track the history of any city: It's periods of growth and prosperity as well as those of hardship and deprivation. Even those neighborhoods which were built for the veterans returning from WWII or Korea have some historical significance: They were the neighborhoods of the new middle class and the Baby Boomers.

3181 Source: MetroQuest

There needs to be a balance between preservation and change. I think the opinions of the home owners in a particular area should be given great weight in the decision making regarding residential character.

3183 Source: MetroQuest

After completion of this survey, it seems the best way to be happy with Nashville is to move to Chattanooga.

3185 Source: MetroQuest

Neighborhoods change. Make sure we change hoods that are in poor use and revitalize them. Neighborhoods with character remain as is, with new construction has to match in with single and mulit housing units. No over 4 story monsters.

3221 Source: MetroQuest

Spending on transportation

A lot of the transportation values are currently conflated (Jobs and services, spending on transit, and transportation). I'm having a hard time choosing which I value most. Just fyi.

79 Source: MetroQuest

Values

Spending on transportation

Traffic will only get worse -we need to spend money on public transportation - not only for less stress of the driver but less stress on our environment.

81 Source: MetroQuest

Build new sidewalks before replacing old sidewalks. Need more roads like Lebanon pike allowing more lanes coming into Nashville at morning and more lanes out of Nashville in the evening..

82 Source: MetroQuest

I think we there are much better places to put the taxpayer money than Esp. on the AMP thing.

158 Source: MetroQuest

Build new sidewalks before replacing any old sidewalks. Have inbound streets with more lanes at morning rush hour, then more out bound lanes in afternoon. Like First and Lebanon PK with traffic lights.

178 Source: MetroQuest

Nashville lacks connectivity and a street grid network that results in traffic congestion. New projects such as the 28th – 31st Connector Division Street Extension, KVB Extension and the Gulch Pedestrian Bridge all help improve the connectivity and mobility of Nashvillians. Personally, I would like to see more spending on transportation improvements such as completing missing sidewalk along arterials such as Charlotte Pike, access management strategies to make these arterials safer and more efficient and a comprehensive traffic signal overhaul to leverage new technology for addressing congestion problems.

627 Source: MetroQuest

As our city's population ages, more people will need access to transportation when they can no longer drive.

630 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Spending on transportation

we spend too much now.

967 *Source: MetroQuest*

We need more sidewalks in the suburb areas of the city.

978 *Source: MetroQuest*

Affordable downtown parking is also needed, especially for employees (and State and Metro employees in particular!). Could Metro own/operate some lots, thus providing discounted parking for Metro employees, while having competitive (perhaps slightly discounted) rates with commercial lots AND adding that revenue to city coffers?

985 *Source: MetroQuest*

Please Please PLEASE begin regular service along the "circular routes" around the city like Briley, OHB, etc. This makes so much sense! Also add rail lines in other parts of city, and to adjoining counties, esp. to SE.

987 *Source: MetroQuest*

We MUST develop a robust public transportation system that will enable residents to get around town without the use of a personal car. Traffic is awful and it is dividing our city, we are turning into Atlanta.

992 *Source: MetroQuest*

Keep the roads maintained and we need more sidewalks.

1388 *Source: MetroQuest*

By transportation spending, I mean relieving congestion in areas like in Green Hills, having adequate expressways throughout the region and parking downtown. I DO NOT MEAN AMP

1856 *Source: MetroQuest*

Values

Spending on transportation

We drastically need to improve roadways and sidewalks. We can improve bus service with BRTs WITHOUT THE HORRIFIC WASTE OF MONEY THAT WOULD BE PUT INTO THE WEST END AMP!!! That plan is an irresponsible one and WOULD be A DISASTER!!!!

1914 *Source: MetroQuest*

More transit! Higher frequency of buses, cross town routes, fee or discounted transfers, a regional re-loadable transit card, and real rapid transit options to get to where we need to go on a daily basis

1916 *Source: MetroQuest*

we need a good public transportation system but taking up two or more lanes of West End on into town is not a good idea

2064 *Source: MetroQuest*

Need more attention on the new transit system.

2208 *Source: MetroQuest*

Your choices include mass transit is good, mass transit is good, and mass transit is good. This is not a real survey. It does not allow any ideas that may differ from what you offer. Please do not attempt to present this to anyone in the future as a "study," as it certainly is NOT!

The future of our city deserves real thought, not a bandwagon mentality.

2287 *Source: Other*

We HAVE to spend more on transportation. With the influx of new residents and a booming downtown, Nashville needs to embrace itself as a world class city and rapidly expand viable public transit. Making the steps now will be better than remedying a massive congestion problem in the future.

2295 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Spending on transportation

I feel that it very important to put money towards connecting sidewalks and buidling PROTECTED bike lanes. Many neighborhoods and business districts in Nashville are close enough geographically to walk or bike between them, but sidewalks are often broken up and streets are too busy or too narrow to bike safely.

2297 Source: MetroQuest

Traffic is getting much worse as the area grows. We really, really need to invest - and to seek federal dollars and public/private partnerships - to get some better transit options than just regular bus. We are already behind.

2540 Source: MetroQuest

Maintain Roads and Bridges, including developing long term sustainable pavement that keeps water off the roadways, and is pothole preventative!

2541 Source: MetroQuest

I live 8 miles from downtown where I work. On a good day it takes at least 45 minutes to there. Driving is my only method. Spend some of the tax money that is being spent on schools.

2576 Source: MetroQuest

In Europe riding the bus is not "low class" we need to make it more available and more attractive

2582 Source: MetroQuest

Values

Spending on transportation

We need a better public transportation system that connects all areas of Nashville and surrounding areas. Traffic is absolutely terrible in Nashville and will get even worse if nothing is done. I think a train would be a great addition to Nashville, connecting all the spread out pockets of interest that Nashville is known for. Sure it would change the look of the city but people will get used to it and it would promote a much healthier lifestyle as well as cut down on pollution and traffic.

2618 Source: MetroQuest

I'd like to see more public transportation like high speed buses or lite rail. I'd use them all the time.

2652 Source: MetroQuest

We still have the same roads and highways from 20 years ago. They can not handle the amount of traffic we have now how are they going to handle a consistently growing population?

2708 Source: MetroQuest

I am unsure on the cost, but it will be imperative to address the future transportation necessities and alternations to properly accommodate the increasing number of residents in Nashville.

2712 Source: MetroQuest

Some sort of mass transit system that allows for options beyond a car

2728 Source: MetroQuest

We need better public transportation. We have the room now to do it, so lets. A rail that goes from Donelson to downtown and Brentwood to Downtown would be great. The bus system right now sucks.

2733 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Spending on transportation

Transportation similar to D.C Metro and urban towns needs to be built in Nashville. Frankline, Murfreesboro, Clarksville, Mount Juliet Lebanon, etc...these cities and more have people commuting daily to and from Nashville. A transit train service would eliminate much of the traffic issues, especially with all the events that take place downtown.

2734 Source: MetroQuest

Build an effing rail system.

2759 Source: MetroQuest

Transportation (esp. rail) should be our top priority

2763 Source: MetroQuest

Additional & improved options for transit services, expansion of the # of sidewalks, and the continuation of major roadway improvements should be a major goal for the city to ensure its future growth is sustainable.

2768 Source: MetroQuest

I believe that the priority should be on developing light rail transit. There should also be efforts to discourage driving into the downtown core as traffic congestion is already bad and will only get worse. More pedestrian only zones, protected bike lanes, and multiple light rail/trolley lines into the city center and surrounding neighborhoods should have a huge economic upside as well.

2785 Source: MetroQuest

Values

Spending on transportation

The entire mid state area has got to pullits head out of you know where. ITs time NO its way past time to stop adding more lanes to the interstates. The fools that live here HAVE got to be forced out of there suvs, trucks and cars. Its almost 2 larte now, soon it will take 3 hours each way to get to the boro, providence Lebanon or the the north side of the city. THEN everyone will be bitching that we need more lanes or busses, monrails etc. Hell I 24-40-65 now are almost 100% built out now, where is the room for more lanes going to come from???

2811 Source: MetroQuest

Majority of the budget should be focused on this infrastructure.

2813 Source: MetroQuest

Better transit to Nashville and through Nashville is needed. We need to invest in a train/tram/trolley, etc. from the suburbs like Murfreesboro, Lebanon, and Franklin to the center of Nashville. Reliable and safe to relieve congestion on the interstates and cut down on pollution.

2814 Source: MetroQuest

Yep - better to spend on this and the crazy convention center.

2870 Source: MetroQuest

A city grows, prospers, and draws people in by being able to move around. Nashville has a growing traffic problem, and we need to face the problem and increase mass transit.

2874 Source: MetroQuest

Nashville needs to have dedicated transit funds

2879 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Spending on transportation

We need sidewalks and improvements to the roads. we DO NOT need AMP down the business road in Nashville. We also need help with the traffic situation in Green Hills

2883 Source: MetroQuest

No more roads. Traffic downtown is a nightmare. We NEVER go to the 4th of July events, never go to downtown concerts. The interstate is a disaster. HOV is never enforced, trucks are never ticketed even though they endanger lives daily. It's past time for Nashville to invest in rapid mass transit.

2885 Source: MetroQuest

need rail system

2897 Source: MetroQuest

New transit services are desperately needed.

2991 Source: MetroQuest

We desperately need new transit services and roadway improvements.

2996 Source: MetroQuest

20Million, to make sure that the scheduling and equipment are synced and limit break downs that we have schedules that work past midnight and no later than 1am.

3000 Source: MetroQuest

spend more on inbound roads for morning and outbound for evening

3020 Source: MetroQuest

We can grow all we want, but traffic and egress isn't addressed, it will cripple this town. It is the MOST important issue for this city.

3031 Source: MetroQuest

Values

Spending on transportation

I see this as Nashville's biggest challenge. If we don't spend money to address transportation issues now, our city will be throttled with traffic. This will directly affect both our economy and ease of living because traveling around will become prohibitive.

3033 Source: MetroQuest

Metro government has allowed growth without regard to traffic implications to residents. It is an ongoing problem with no solution. Especially in Green Hills.

3039 Source: MetroQuest

we are wasting very valuable funds on trivial items..Should have good and fast local transportation..but the current was of funds on the AMP..There must be a better way...like small buses and more runs..

3051 Source: MetroQuest

If something is not done to improve the flow of traffic then the quality of life and economy will suffer.

3053 Source: MetroQuest

Only for up grades not AMP

3077 Source: MetroQuest

Need more money spent on sidewalks and bike lanes.

3084 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Spending on transportation

As many on here have commented LIGHT RAIL is where the future of Nashville transportation monies should be spent. The mayor and city council should be looking at cities like Portland, OR., Charlotte and Sacramento who all have light rail instead of cramming a non-expandable bus line down our throats. Light rail to downtown and the airport from all major interstate corridors is the most practical and convenient way to solve traffic problems both today and in the future.

3090 *Source: MetroQuest*

we need to invest in deteriorating infrastructure, but new spending must include complete streets as well as completing the sidewalk network.

3108 *Source: MetroQuest*

um, build sidewalks. Transportation AND healthier residents. Win/Win.

3170 *Source: MetroQuest*

Transit access

Buses runs empty to much, cut back on buses.

77 *Source: MetroQuest*

The I-65/I-24 merge (near Trinity Lane) is a major contributor to high blood pressure. We need a faster timeline there!

99 *Source: MetroQuest*

I like the bus. It goes by my house. But it is way too expensive. Austin has a good public transit. \$1 gets you from the airport to downtown. \$2 gets you an all day pass. Our monthly passes are \$80+. The transit, like the green line, is not advertised to tourist. We need to spend money changing public perception, too.

135 *Source: MetroQuest*

Values

Transit access

currently not good access. Need much more interconnectedness.

147 *Source: MetroQuest*

We need bus transit ACROSS town, not just inbound and outbound from the center of the city. And how about crosstown transfers instead of having to go downtown and transfer top another outbound line again.

154 *Source: MetroQuest*

I would take mass transit IF it was available in the Tyne Meade area.

157 *Source: MetroQuest*

Buses run empty to must. top wasting tax players money on transit

179 *Source: MetroQuest*

We need to add bus lines to our service areas plus we need to start working on subways and train access to people who live in the suburbs that come to Nashville to work.

266 *Source: MetroQuest*

Improved transit is grossly needed in Nashville. The suggestion that the AMP must be an all or none transit improvement is a shame. For the \$175M cost of the AMP, how many free electric shuttles could be put into service? Expanding MTA's circulators along Nashville's arterials and reducing wait times at bus stops would improve transit considerably. Why spend hundreds of thousands of dollars on gigantic buses when you could buy lots of electric shuttles and reduce wait times at stops?

626 *Source: MetroQuest*

I think crosstown transit (in the street) will need to be available between the pikes in the Downtown and Pikes model/future.

847 *Source: First Presbyterian Church of Nashville*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Transit access

You should know that there is very little ridership on West End, which you obviously don't!

848 Source: First Presbyterian Church of Nashville

Please provide a "futures" option which does not include "frequent" bus service on Broadway/West End Corridor.

849 Source: First Presbyterian Church of Nashville

Confused about AMP showing on plans, when AMP funding is not certain and state has not approved.

850 Source: First Presbyterian Church of Nashville

Transit access is important and it's unfortunate that people don't use it more. The buses are nearly empty going up and down West End Ave.

959 Source: MetroQuest

do you think of the effect you have on the peoples houses that you put bus stops right in front of their yards?The trash is bad, the people always being in your yard,and the likelihood of that house being broken into?

961 Source: MetroQuest

I would love to take the bus to work; the bus doesn't come every 30 minutes ... I would have to leave my home in hermitage 3 hours to make it by 8

968 Source: MetroQuest

AMP is a HUGE mistake. I wish we would have used that thought to put in light rail from the outlying areas. When 40W was widened, I thought how great it would be to see that middle area be rail service to downtown. I ride mass transit every day and also drive that section of road AMP would make smaller - not a good idea (think putting a bus lane in the middle of Hillsboro Rd).

972 Source: MetroQuest

Values

Transit access

BRTs are the thing that need to be added, from distant places like Bellevue. The system now is only useful for people who work right in downtown. The commute time for others is over an hour. that isn't even an option for people who have vehicles. There needs to be more BRTs that don't require riders to go all the way downtown and then get on another bus only to come back in the direction they just came from.

981 Source: MetroQuest

Create transit "hubs" or "substations" in certain centers, like Antioch & Bellevue, where people just need to get around in their general area of the county - not come all the way downtown. More Park n Rides are *definitely* needed - and shouldn't all occur at the outskirts of the city, but also at a 'middle distance" from downtown. Examples: movie theater lots (like at 100 Oaks) would be perfect P&R during daytime.

986 Source: MetroQuest

How much did we spend on the fireworks this year. what are our priorities for our spending of tax payers money. Did not look very good from my eye. Students need more teachers and school supplies and city workers: police and others need raises too.

988 Source: MetroQuest

My husband rides the bus from Lipscomb University to his job downtown. Put more buses on the road, not The Amp!

1389 Source: MetroQuest

Type...

1390 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Transit access

My sister lives in Portland, OR and whenever I visit I travel almost exclusively by bus. In Nashville it would take me nearly 1.5 hours to take the bus to my work, which is about 5 miles from my house. The bus system only works if you are going downtown. We need usable public transit.

1391 Source: MetroQuest

Another bus route to Hwy 100 area--public center/kroger area. We've had a lot of growth west of immediate Bellevue area to the west. We need to expand transit out Highway 100 to connect with the AMP system on West End.

1399 Source: United Methodist Church of Bellevue

As a Realtor I am in all parts of town. I see many empty buses. Sometimes there are a few people. I see empty buses following empty buses. It needs to be revised. It is a pet peeve of mine. It is hard to watch day after day. The buses need to be smaller if there are so few riders per bus. There is a lot of waste. Go to any part of town. I don't see many officials caring about per waste.

1674 Source: MetroQuest

Transit access is important and it's unfortunate that people don't use it more. The buses are nearly empty going up and down West End Ave.

1682 Source: MetroQuest

@NashvilleNext We should consider paying people to carpool. Scales well, no infrastructure costs. bit.ly/1ITFatD

1746 Source: Other

Values

Transit access

Getting around Metro Nashville using MTA & RTA is really only convenient if you work downtown. Most people either can't or won't add up to 2 hours going and 2 hours coming to their daily routine concerning work. We need a system which does not rely 90% on surface streets. We need a subway/monorail/elevated train system which is both reliable and timely.

1857 Source: MetroQuest

Nashville is rapidly falling behind it's peer cities when it comes to building reliable mass transit systems. A shoddy mass transit system is already a deterrent to the city of Nashville, but if it is not improved now, it will end up hurting this city in very real ways.

1859 Source: MetroQuest

Our roadways and Interstate systems have not kept up with the growth. We are heading in the direction that Atlanta is now.

1883 Source: MetroQuest

Access to mass transit is VITAL to any growing city!

1890 Source: MetroQuest

Not very easy. Buses stop near my house and near where I work, but only come by every 30 or 60 minutes, not frequently enough for me to want to use it.

1912 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Transit access

Major opportunity lost when I-24 East was widened. That was the perfect time to lay tracks for a future rail system in that highly congested commuter route. Still needs to be done. Dean's claim that dedicated buses to BNA would help with congestion is nonsensical. As is the proposed AMP. The AMP will do NOTHING to help with the main traffic issue - workers commuting from outlying areas to downtown, West End, etc. Businesses on WEA will be adversely impacted, as will residents in that area. What to do? Increased numbers of buses and quality bus stops along high volume commuter areas - Charlotte from d'town to Bellevue, LaVergne, Smyrna, Murfreesboro, Hendersonville/ Gallatin, Mt. Juliet, Lebanon, Antioch. HOV lanes on all interstates.

2205 Source: MetroQuest

Getting there but need more frequent public transit.

2206 Source: MetroQuest

It is possible - but it isn't easy and you have to be committed to doing it

2217 Source: MetroQuest

I believe rapid transit need to be an important part of Nashville's future. Tram and light rail systems would be the best. I am not a fan of the BRT system, but understand cost implications. And something is better than nothing. It think it will take at least 10 years for the public to become accustomed to using it.

2236 Source: MetroQuest

Very few residents travel downtown to enjoy the evening activities due in part to the high cost of parking and the risk of a DUI. My thoughts about running a few buses late night for those people enjoying themselves and late night workers.

2294 Source: MetroQuest

Values

Transit access

I live on Murphy Road and the closest bus stop is 1 mile away. In my experience the bus is often behind schedule. Not very practical for a morning commute.

2298 Source: MetroQuest

number 1 priority

2305 Source: MetroQuest

What constitutes "demand"? Foot traffic to businesses or helping people who are transportationally-challenged get to work? While I think increasing foot traffic to local businesses is important, we should also have stops in low-income communities so they can work and be productive.

2319 Source: East Park Community Center

Not easy enough, need mass transit!

2331 Source: MetroQuest

RAIL, not bus

2335 Source: MetroQuest

Affordable housing must have safe and affordable transportation that includes buses, trains and bicycle and pedestrian friendly paths. A recent development on Charlotte Ave in Bellevue (The Summit Properties) is a high density (190 units) project located 2000 ft from shopping at Walmart. Low income housing by definition but there is no safe way to walk the 2000 feet on a two lane highway without sidewalks. The Nashville planning department should be ashamed of themselves for allowing the developer to blast away the side of a hill, jam in 190 apartments and not provide safe access.

2379 Source: MindMixer

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Transit access

I received the tweet from MPO on protected lanes for cyclists. I think it is a great idea and one that should be embraced as Nashville has to date been designed for automobile traffic primarily. My village of Bellevue has a real challenge with the main town center road, Old Harding Pike. I suggest a 'Road Diet' action be taken to reduce traffic that uses it as a short cut to Highway 100 from Highway 70. "Road Diet" strategies include traffic constricting bollards and closing direct access at Highway 70 and using the resulting plaza that would include the Bellevue Park as a central Public Transportation site for the 24 and 5 buses with parking for 50 bicycles. This action and cycle/pedestrian lanes along Old Harding Pike would make safer travel to Bellevue Middle and two pre-schools.

The current public transport park is located among recycling garbage dumpsters at the far west of town, past the dead mall next to Highway 40 and is practically inaccessible by foot or bicycle.

2389 Source: MindMixer

I encourage the Tennessee legislature to draft a 'Bike Bill' which requires that 2 percent of all highway funds be spent on making roads and new infrastructure accessible to cyclists and pedestrians.

2390 Source: MindMixer

To fund your bike routes . May I suggest a bike tax of say \$200 bucks a year ?? Thank you !! I would say the same as the motorcycle tags are , It is using tax dollars to build them. So let the bike riders pay for it as we who drive cars and trucks.

2391 Source: MindMixer

Values

Transit access

I am doing an article for the Nashville Green Magazine on the new Burch Reserve addition to the Warner Parks. I find it funny that the 800 or so residents that live within 1500 ft of the park have to get in their cars to drive there. Walking or riing a bicycle on Old Hickory or Highway 100 is akin to a tour in

Afghanistan.<http://nashvillegreenmag.com/safe-cycling-nashville/>

2392 Source: MindMixer

I would like to take a bus to work, but the FIRST time I am harassed will be the LAST time I ride the bus.

2414 Source: MetroQuest

Nashville has to figure this out to remain a vibrant city and embrace future growth. We are a river city and I think there should be some discussion on utilizing the waterway to serve outlying areas with park+ride ferry stops that connect Opryland/East Nashville into downtown.

2444 Source: MetroQuest

Transit survey: What is a long walk and how does that compare to : short walk?

2489 Source: Antioch High School

I'd like to see hubs in certain areas of town with more riders, where there are shuttle buses running frequently through the neighborhoods and depositing riders at the hub to take main buses to other parts of the city; like a landport for each section of town.

2490 Source: Antioch High School

The transit system needs to be supportive of person in low-income areas and the elderly. Too many of these persons need reliable transportation for work and food purchases.

2491 Source: United Methodist Church of Bellevue

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Transit access

Regular bus stops
Limited every 2 or 3 blocks
Express--skips a lot of stops

2492 *Source: United Methodist Church of Bellevue*

No AMP

2497 *Source: Bellevue Baptist Church Nashville*

yes

2572 *Source: MetroQuest*

Nashville basically has NO mass transit. When compared to other cities I have visited, Boston, NY, Portland, Seattle even Atlanta.

2577 *Source: MetroQuest*

Also, build alternative routes. I am pretty sure not everyone has a job downtown but the traffic trying to get to the other side of town (along with the downtowners) is getting crazy every year! The fast access to downtown/other places is one thing that really sets Nashville apart from big cities like Chicago and Atlanta and I would like to see it stay that way.

2619 *Source: MetroQuest*

Please consider separated bike / pedestrian lanes for all routes heading in to the city (mufreesburro, nolensville, charollette, etc)

2621 *Source: MetroQuest*

The bus stop where I work drops you on a concrete pad that connects to nothing. To get into work would require walking through grass or up a very narrow drive with cars zipping by. Not exactly inviting. Also, the hours are too limited! The bus just doesn't run enough. Instead of bigger buses - try smaller buses more often.

2647 *Source: MetroQuest*

Values

Transit access

Yes to AMP

2650 *Source: MetroQuest*

AMP would make things worse for all but the handful of people that will actually ride the bus. No offense to bus-riders, but the other 34,000% of us don't want unnecessary delays.

2653 *Source: MetroQuest*

got all the transit waste of taxpayers money buses are empty in a lot of areas

2684 *Source: MetroQuest*

with population growth we must have better transportation option

2711 *Source: MetroQuest*

Expanded rail services in and around Nashville is long overdue. Cities that face earthquakes, hurricanes and other obstacles seem to thrive with rail services.

2731 *Source: MetroQuest*

Light rail (NOT buses) is a must for future Nashville development, esp. in the I24 corridor

2762 *Source: MetroQuest*

I feel there should be a push to get more people on transit from the outlying cities (Hendersonville, Franklin, Gallatin, etc). Perhaps more express buses with flexible scheduling that would allow people more than 1 option.

2764 *Source: MetroQuest*

Rapid transit light rail, shuttles, density, all are key to preventing Nashville from becoming Atlanta....NEED IT NOW!

2767 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Transit access

Having a reliable, widely available, and range of options in regards to mass transit is the single-most important factor to consider in regards to Nashville's future & growth.

2769 Source: MetroQuest

People in Nashville don't ride buses. Just do a quick survey of the current bus system. Why is every MTA bus 90-95% empty right now? Please conduct a survey before suggesting additional bus-based mass transit. Light rail is the way to go. If you want a city that separates itself, a well-planned light rail system will do it. MAYBE use buses to supplement light rail, but only to the extent that its routes end at the light rail route.

2779 Source: MetroQuest

It's been well noted that if Nashville is to move up to the next level that we have to get a viable public transportation option. A bus connecting east and west is not good enough. trains to Brentwood/Franklin, Murfreesboro, and Gallatin/Hendersonville is a start. In the city's core there then needs to be a system like a lightrail system that will transport people easily and conveniently. Public transportation is important to Millenials which is the demographic that will take Nashville into the next generation. Without public transportaion there will be less young people moving into the city which means a smaller job pool which means less companies will set up shop in Nashville.

2783 Source: MetroQuest

Probably need an efficient rail system to reduce traffic and allow suburbs easy access to the heart of the city.

2802 Source: MetroQuest

SUBWAY! It would be an immense investment, but worth it if the city grows as projected.

2805 Source: MetroQuest

Values

Transit access

No more busses - it's time to move to a permanent transportation infrastructure. Nashville has such a rich history of streetcars - it would be amazing to bring that back.

2808 Source: MetroQuest

mass transit is a must. the current systems sucks. I have tried to use it however in the bell road Antioch hickory hollw area it's a joke, the fasted growing area of the city with the piss poor service. First I have to walk or get someone to take me 4 miles tio the old mall, then I have to take a 50 min ride to down town, waith 20/30 mins for a buss to vandy. Lets put it this way to get from hickory hollow to vandy to my drs and back home it's a ALL day event, why the buss only runs every 2 hours. What in the hell is that every two hours

2809 Source: MetroQuest

More transit...and not just busses!

2815 Source: MetroQuest

THIS is close to being the most important thing to me, because I am really bummed that I live on the Donelson/Hermitage side of town and cannot benefit from using the train! Because though it exists it has NO USEFUL HOURS! If it ran from downtown later in the evening, I'd ride the train in, but I don't get off until 5:30 and I'm NOT risking being left stranded. ALSO why doesn't it run on night and weekends?? People can't even easily enjoy their own city, because the train doesn't afford them the public transportation resolution to let them enjoy their night out on the town and get home safely! AND are you serious, right now?? Their is NO PUBLIC TRANSPORTATION ON HOLIDAYS!!! Huh? So the most drunk night of the year - New Year's Eve, you either ride home with the Sheriff or pay for a cab? That's terrible!

2869 Source: MetroQuest

Open-ended comments

- Futures
- Values/Outcomes
- Questions
- Goals & Policies
- Process/Other

Values

Transit access

Nashville needs to invest in rapid transit!

2880 Source: MetroQuest

Nashville needs to invest in rapid transit!

2881 Source: MetroQuest

The bus routes are good but the traffic and congestion at certain times of the day make it difficult to get around.

2889 Source: MetroQuest

I am closest to the "Martin" line, but their run-hours aren't good for me. The Nolensville bus line is good, but there's no "Connector" to GET there, from Wedgewood-! I have repeatedly said (to seemingl DEAF EARS) in MTA, Metro Councils, & Community Groups, that putting in a "Park & Ride" in the Fairgrounds would HELP this problem.

2891 Source: MetroQuest

need rail system!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

2898 Source: MetroQuest

It would be a big plus to increase transit access and upgrade ways to get to and from downtown from all areas of town, and remain affordable.

2987 Source: MetroQuest

stop the AMP, cost to high

3026 Source: MetroQuest

We are a rapidly growing city, and we need to address transportation access now.

3034 Source: MetroQuest

Values

Transit access

Nashville is growing, and that is a good thing. We want to grow. As we do, our ability to move around the city becomes more difficult. We can't rely solely on vehicles in traffic. We must have an alternative - transit vehicles that don't move in traffic. BRT has been proposed and that makes sense. If buses can move in dedicated lanes, they have the potential to solve our problem. We must keep working on the Amp until we get it right.

3036 Source: MetroQuest

This is the 3 or 4 items related to transit...I know you have designed this survey to support your wants...and money..

3040 Source: MetroQuest

I've taken the bus more in NY, Germany, Switzerland, than Nashville.

3062 Source: MetroQuest

Stop AMP...

3078 Source: MetroQuest

Transit access should be BRT lite down Harding Road, not AMP.

3088 Source: MetroQuest

If we don't get a handle on transit and walkability, Nashville will become just as unpleasant a place to live as our Atlanta, Houston, and Los Angeles. We need multiple transportation options!

3096 Source: MetroQuest

Very poor currently. I could walk to work quicker than riding a bus!! :(

3103 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Transit access

The city avoids my street Lafayette with the Link with their out and back to the Gulch - - why not make it a loop?!?! We don't have a B cycle station either. Why has the city turned it's back on south SoBro?

3104 Source: MetroQuest

We need better access (i.e. sidewalks, curbs, cutaways, etc.)to enhance our transit system. Likewise, we need a permanent funding source dedicated to transit.

3107 Source: MetroQuest

Make it easy for workers to be dropped 1 to 3 blocks from work. incentives to use rapid transit.

3219 Source: MetroQuest

more and more people, adults and teens alike, have to travel greater and greater distances for jobs. we need a transit system that looks at the communities with the most need and begin to create more service for those areas.

3224 Source: MetroQuest

Walkability

Need sidewalks installed before replacing any sidewalks.

85 Source: MetroQuest

Sidewalks, sidewalks, and more sidewalks.

87 Source: MetroQuest

Values

Walkability

We need more sidewalks where sections are missing. Missing sidewalks on arterials such as West End and Charlotte Pike is inexcusable. These are routes people clearly walk along as evidenced by the existing transit stops and the worn paths along the ditch. This work should begin immediately. Similarly, sidewalk are needed around our schools.

629 Source: MetroQuest

We need more sidewalks.

980 Source: MetroQuest

Until animal control really holds people accountable for their loose dogs, this will never be an option for everyone.

983 Source: MetroQuest

A pedestrian friendly city. Can we create a sidewalk czar in the Mayor's Office, with REAL power, to coordinate sidewalk construction so that stormwater projects, public work projects, utility excavations, new development and other ROW work results in additional pedestrian features being built more quickly. Perhaps a chapter amendment would be appropriate.

1369 Source: Other

My neighborhood walks our children, grandchildren and dogs - therefore we know our neighbors and take pride in our neighborhood.

1679 Source: MetroQuest

We need more sidewalks and greenways. It's hard to be a runner in Nashville. I live in Cane Ridge and can fortunately run from my door, but if I want to run anywhere pretty I have at least a 15 minute drive.

1858 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Walkability

Walking is healthy, it creates good mind and spirit. Our roads are dangerous and need sidewalks just not in the city but in all the communities where families live and socialize.

1887 Source: MetroQuest

I live in 12South and we have many amenities available within walking distance. However, the permissive codes that allow businesses to locate in this area without providing adequate off-street parking pushes these cars onto our residential streets. The competition for parking spaces by these "visitors" put walkers at risk of their personal safety.

2198 Source: MetroQuest

Nashville is the 15th most dangerous walking city in the country.

2203 Source: MetroQuest

Not bad. During the day more walkability than after dark.

2209 Source: MetroQuest

Shocking gaps in the sidewalk system remain. How is it not possible to walk from Lipscombe, say, to 12 South or Green Hills? Encouraging appropriate corridors of density in areas like 12 South or 8th are also so important.

2227 Source: MetroQuest

Higher density mixed use development must be used to create pleasant places to live without sprawl.

2232 Source: MetroQuest

I'm not familiar with half of the residential neighborhoods beyond downtown and west nashville that have appropriate sidewalks with crosswalk signs.

2304 Source: MetroQuest

Values

Walkability

Infill and multi-use neighborhoods coupled with sidewalk expansions and street trees for shade and connections to transit lines would help people regain the mobility needed for health and vigor.

2410 Source: MetroQuest

ADA compliant (regarding walkability)

2481 Source: Green Hills Library

We really need a lot of help here. We need education that walkers have the right a-way. We need design that is geared to walkers. Nashville needs high quality, well designed sidewalks.

2649 Source: MetroQuest

Our part of East Nashville has no sidewalks, on street parking and the speed limit is 30 mph. The Mayor's commitment to walking is awesome! But we need it to be safe in our neighborhoods. Walking in the street with cars flying by at 30 mph - especially in the evening - is dangerous. Please, please consider reviewing the speed limits where there are no sidewalks!

2690 Source: MetroQuest

walkability is returning to the values of our ancestors, heather population and strong local economy

2710 Source: MetroQuest

Increase and improve bike lanes

2732 Source: MetroQuest

I like to say "you can't get there from here" in Nashville...at least if you are walking. E.g. IMPOSSIBLE to walk from Green Hills over 441 to a movie at the Belcourt --there's no way to walk down Hillsboro!

2765 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Walkability

Working in tandem with a more extensive mass transit system -- one of the most important goals for Nashville should be expanding sidewalks & more "walkable" areas to allow it to have more of a feel similar to cities such as Boston.

2770 Source: MetroQuest

We have one of the worst score in the country for walkability, let's improve that

2873 Source: MetroQuest

Nashville needs to create dense mixed use urban areas that are walkable

2877 Source: MetroQuest

I believe that West End and areas around downtown are certainly walkable but again, there needs to be an attempt to revitalize older, run down areas and make sure it is lead by communities.

2887 Source: MetroQuest

the Lack of sidewalks in this city is appalling. Linking schools and parks should be a #1 priority.

2903 Source: MetroQuest

It would be great to have many places to walk to.

2990 Source: MetroQuest

build new sidewalks before replacing any sidewalks

3006 Source: MetroQuest

For most people this has little or no value to the business and economic development except for the ones developing this study and people who like to party like down town Nashville.Those of us who gre up here in BNA and pay takes are supporting this study to shop what you want.

3041 Source: MetroQuest

Values

Walkability

There need to be more sidewalks connecting residential areas to commercial areas.

3058 Source: MetroQuest

Walking in Nashville isn't easy. too much traffic and little respect for pedestrians.

3064 Source: MetroQuest

Any of the value categories cannot be adequately discussed without a broader discussion on how a change in one impacts others. Walkability and neighborhoods go hand in hand, as so walkability and transportation spending. But if one suggests increasing walkability to enhance a sense of "neighborhood" a discussion should ensue if it is more cost effective at the time to work on water and sewer infrastructure in an area at the same time as constructing new sidewalks.

3069 Source: MetroQuest

No....only for schools not just for the few who live down town..

3076 Source: MetroQuest

Cannot walk around nearby Highways 70/100 split. No sidewalks or safe crosswalks. Need them.

3080 Source: MetroQuest

Too much of the surface is sacrificed to moving or storing automobiles. Streets should be converted into parks. ALL ZONING MUST ALLOW SMALL BUSINESSES; no residential area should lack for shopping, recreation, or policing.

3091 Source: MetroQuest

It seems that the higher income areas have better and more importantly, safe crosswalks. "Impoverished" areas do not have markings on the street little-lone the state law reflectors or signage

3099 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Values

Walkability

This ties into transit, too. Without proper infrastructure we will not be able to have a wakable city beyond downtwon and a few older established neighborhoods. Require new developments to build sidewalks.

3106 Source: MetroQuest

Seriously, some sidewalks people!?

3168 Source: MetroQuest

Goes hand in hand with have viable greenways. . .

3171 Source: MetroQuest

Benches have been removed from Church Street, probably to discourage homeless people from hanging out there. I am a heart patient. I need exercise, but I also need benches. I have no problem sharing a bench with a homeless citizen. Please bring these benches back and install more all over the downtown area!

3175 Source: MetroQuest

Question

Q10 Infill

As someone who is a homeowner in one of these neighborhoods (Inglewood), I think the most important thing is keeping short-sighted developers from ruining the charm of the neighborhood that draws so many people there in the first place. Let's have develop

55 Source: MetroQuest

Build what the public wants to purchased.

56 Source: MetroQuest

Excellent design will make all of this work. The problem is not mixed housing type, but the quality of construction and design. There is an increasing demand for smaller houses, so we should allow them to exist even among larger homes. In some cases we

57 Source: MetroQuest

You can't mandate quality and design, but, boy, do I wish you could. It's not the quantity of infill that's upsetting, it's the schlock quality of it.

129 Source: MetroQuest

Perhaps if we better distribute housing and housing types over a larger area so we don't have a 'city' of low income and impoverished folks, and encourage 'work-fare' programs to get people off of well-fare and break generations of families living on government assistance, break up areas that 'breed' crime, drug use etc., perhaps people might have a reason to lift themselves out of the 'pit of society', active economic independence, and be able to be proud of their accomplishments.

257 Source: MetroQuest

Hate to admit it but I enjoy seeing Village Realty's AKA InfillNashville.com properties sitting unsold.

367 Source: Other

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q10 Infill

In most cases, the infill I'm seeing does NOT allow more people to live in the high-demand neighborhoods--the new houses simply allow wealthier people to live in the neighborhood. They are often fake-old and/or huge and are out of style and scale with existing houses.

938 Source: MetroQuest

I also think nearby amenities are important. That would've been #3 if I could have added it.

939 Source: MetroQuest

Let me guess: are two skinny homes on one lot going in its place?

1408 Source: Other

There are 12-15 skinny houses going up w/in a 1/4 mile of my house in S. Inglewood. That house will be the norm.

1409 Source: Other

I'm not against the density or design per se but the loss of affordability is a serious problem.

1410 Source: Other

I'm surrounded by them near 8th/Wedgewood, too. Happened to report on this area last yr <http://bit.ly/1mrla5F>

1411 Source: Other

That is 926 Acklen - not far from you. I stopped to take the picture after I saw 3 back hoes in 3 blocks.

1412 Source: Other

We're up to 4 on a lot in my hood.

1413 Source: Other

Question

Q10 Infill

That's been my neighborhood for the past 3 months.

1414 Source: Other

Everybody wants to live in the middle of It City, provided they can get a garage and a playroom

1415 Source: Other

the realtors put together a nice tribute video to the house...
[https://www.youtube.com/watch?v=nwjT2uoYlck ...](https://www.youtube.com/watch?v=nwjT2uoYlck...)

1416 Source: Other

Having more density in an already dense area is a nightmare and devalues the property by having smaller lots in Green Hills where two or more houses are replacing one. I am against it. It changes the character of the area.

1664 Source: MetroQuest

Affordable housing is very important to diverse the culture in our city.

1876 Source: MetroQuest

We need to stop allowing developers to build towering structures that cut off all the sunlight from the smaller old homes that might have been around for a hundred years and have been kept up beautifully. They are putting too much square footage on small lots that can no longer absorb the rainwater runoff and this causes more stormwater problems.

1908 Source: MetroQuest

How about govt staying out of it? Let the owners decide what to do with their property?

1910 Source: MetroQuest

Type...

1911 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q10 Infill

This is terribly difficult to follow. It seems that a one-factor independent variable - population growth - propels us towards more of the same: American "exceptionalism," meaning unregulated capitalism, "freedom," "choice," private ownership of the commons (natural resources, communications, healthcare, etc.). I think that we should ignore whether population increases or not and focus on the actual range of independent variables in everyday American life, most in strong contrast to other modern nations: extreme income inequality, joblessness, climate change, loss of international status, hoarding of wealth, poor quality of life, infant mortality, etc. In this way get the people focused on real factors that we consider "independent" (unchangeable, causal) but that can be changed through a social democratic framework.

2191 Source: MetroQuest

Different types of housing are required to enable different types of people to live in proximity to each other. Healthy, resilient, society consists of different types of peoples living close together, and this needs to be provided for. Functioning communities have services close together. The unnatural zoning system used in American planning systems must be changed to facilitate this.

2196 Source: MetroQuest

For neighborhoods that already have high quality houses, keep the look and feel to provide cozy, comfortable neighborhoods near the city (i.e. Sylvan Park/East Nashville/Richland Park, etc.) Neighborhoods like Sylvan Heights are in a prime location but do not feature many high quality houses. The types of houses built should be similar to the surrounding neighborhood (bungalows, victorians, traditional, some condo/townhome options), but can be updated. In my perfect world, all neighborhoods should have amenities within walking distance - coffee shops, pharmacies, markets, etc.

2290 Source: MetroQuest

Question

Q10 Infill

Can you add parks without adding stores? I'm really uncomfortable with the obvious push in this questionnaire toward more commercial space in neighborhoods.

2291 Source: MetroQuest

Geez, have you seen the housing on 2nd Ave near Lafayette? Even poor people like attractive housing - I drive by those miserable 3-story or 2 1/2 half story things every morning - I'd hate to live across the street.

2408 Source: MetroQuest

I do not like tearing down an older home and then building multiple houses on the same lot.

2441 Source: MetroQuest

Protect historic homes...you can't build a new old home

2452 Source: MetroQuest

10: Parks but not stores

2494 Source: United Methodist Church of Bellevue

Q10: Keep their affordability, but not at the expense of quality.

2517 Source: Nashville Opera BAP

I don't think there is anything wrong with changing housing so it suits the needs of today's buyers/tenants. However, if you start to put in structures that don't jibe with the current character of the area you may actually be taking away the main reason people want to buy there in the first place. For example, in Green Hills where the classic homes are being torn down and replaced with new homes that are three times the size of the neighbors'.

2556 Source: MetroQuest

Make it a requirement to meet LEED standards.

2559 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q10 Infill

If you are in an existing neighborhood and redevelopment of housing is going up around you and land values and property taxes are escalating long term property owners should not have to be put in the position to sell homes because of this escalation. A cap on property taxes for long time home homers and senior citizens.

2610 Source: MetroQuest

I think the people that are migrating to Nashville, especially the young people that currently live in the Gulch/Germantown can afford to pay up. The affordability in this case shouldn't matter. The Suburbs should be more reasonably priced.

2616 Source: MetroQuest

The comment above doesn't make any sense; a smaller home replaced by a larger home means there is still just one household. It doesn't necessarily mean more people can live in more desirable neighborhoods. This is just a smoke screen for gentrification; chase out the original residents so the affluent can come in and jack up property values and tax revenue. Greedy Metro officials have no soul.

2638 Source: MetroQuest

The new large homes are more expensive and drive out not only low income residents, but hard working middle income homeowners-teachers, nurses, etc. and seniors. Metro needs to freeze property taxes on long term (ten years) homeowners. Homeowners making \$50,000 or less should be eligible. When seniors are forced to move farther out they lose services.

2641 Source: MetroQuest

Every new development should have a percentage (15-20%) devoted to affordable housing that accepts section 8 vouchers.

2642 Source: MetroQuest

Question

Q10 Infill

KEEP LOW INCOME AND SECTION 8 OUT OF MADISON

2677 Source: MetroQuest

Stop putting 4 houses on a single lot

2799 Source: MetroQuest

Any infill should not occur when it 1) contributes to school overcrowding, 2) increases traffic in areas with no sidewalks, and 3) increases runoff in areas of the watershed (near any streams or creeks).

2856 Source: MetroQuest

allow more homes torn down

2946 Source: MetroQuest

Adding mixed use retail and residential affordable housing along major corridors and maintaining historic neighborhoods' look and feel is a better option than subdividing lots and cramming in expensive cheaply constructed duplexes.

2952 Source: MetroQuest

Again, flexibility is necessary for change, however, developers cannot be allowed to rule the roost. Left unchecked, they will turn livable neighborhoods into ugly, upper-middle-class wastelands. Dense development needs to be smart development, not just profitable development. Some green space needs to be preserved and a mix of income options available in every neighborhood.

2972 Source: MetroQuest

I don't mind infill and some old homes are beyond salvage. But we shouldn't be destroying good housing stock. And we shouldn't be throwing up poor quality oversized homes, when we could have more units that are more attractive in the same space.

3144 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q10 Infill

New, even if they are more expensive houses should be more compatible with the existing houses in mass and scale. To maintain affordability and diversity, the value of newer, more expensive properties should not drastically increase the property taxes on older homes which may not have been expanded or improved, thus allowing long-time residents to remain in their neighborhoods. I'm grateful for the new regulation and definition of duplexes.

3154 Source: MetroQuest

Q11 Poverty

Not subsidized but control of business to meet the common good: every block of single-family homes is required to have a few affordable-attractive apartments/condos: planned diversity of income in each neighborhood.

259 Source: MetroQuest

i think we spend way too much on this issue.

932 Source: MetroQuest

There should be an option for less concentration, which mixes the housing in and makes it less pronounced as a difference within a neighborhood.

947 Source: MetroQuest

Nashville desperately needs better mass transit systems in order to prevent food deserts and to allow those living in poverty the option to find work outside of their own poor communities. This is huge. Building new housing in these communities will likely only push out those who can no longer afford to live there, whereby not solving the problem of poverty at all, only relocating it. Job training is often already available, it is access to job training and basic resources that will best serve these communities.

1229 Source: MetroQuest

Question

Q11 Poverty

I'm not sure how much taxpayer dollars should be spent on fixing people's problems.

1903 Source: MetroQuest

Individuals should have incentive for bettering themselves, working and making good choices. Right now it seems the reward is for having more children and not working. Centers, even mobile locations, to help people in areas such as interview skills, coordinating child care, and healthy lifestyle choices like healthy meal planning.

2171 Source: MetroQuest

Studies show that "mixing" under achieving community members with those above the poverty lines raises success levels of those individuals. It can also help break the cycle of poverty. If you "mix" neighborhoods though, you have to accommodate some of their needs such as transportation as these newer neighborhoods may have fewer amenities since the current residents mostly have cars. Additionally, studies show that relocation or government subsidized housing without supportive services don't have success rates as high as those who do provide supportive services.

2175 Source: MetroQuest

I have called 911 at least twice about someone wandering drunk in the road at Lafayette and 2nd - do something about the shelters - at least half a dozen men are just waking up around 7:00am at Korean Vets Blvd and Hermitage/Lebanon Pike - if it is not safe, they won't stay at the shelter - those \$500 benches are not beds.

2409 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q11 Poverty

In deciding priorities, please consider that 39,123 Davidson County households have incomes less than \$15,000. Under \$25,000, there are more than 70,000 households. Almost 13 percent of Davidson County adults do not have a high school education and often have lower incomes.

2429 Source: Other

11: Improve schools

2472 Source: Green Hills Library

11: More longer term employment options

2518 Source: Hadley Park Community Center

None of the above

2538 Source: MetroQuest

Community service or services that people in the neighborhood can get employment. Job training with no job is pointless. A community center or something that supports and enriches.

2545 Source: MetroQuest

I actually work in one of these neighborhoods (Rosa Parks area). Nothing much is going to change with that population... and with the trend (Germantown) I feel like gentrification will soon push all the low-income people out and replace with the rich, young professionals. Focus on stopping the gentrification.

2615 Source: MetroQuest

No need to worry about poverty, gentrification by the mayor's favorite target demographic will take care of those neighborhoods.

2637 Source: MetroQuest

Question

Q11 Poverty

We want programs that encourage homeownership for these residents. Look at the Harlem Children's Zone's activities that help Harlem residents buy their units.

2643 Source: MetroQuest

It's difficult to comment on this section (and others) not knowing the data to support the statements. For example, I think that increased transit services would be helpful for folks to have access to health, education, jobs, etc, however I do not know what the current level of transit services is, so I'm not sure if that would be the best solution. It is difficult to make suggestions, without context.

2756 Source: MetroQuest

New housing in those neighborhoods might increase pride in those hoods.

2855 Source: MetroQuest

Reduce welfare and force people to work

2860 Source: MetroQuest

I'd like most investment in sidewalks and greenways and complete streets to be in the lower income areas. Those are the first areas we should be improving!

2941 Source: MetroQuest

job training would be 2bbut since children and seniors are most affected by poverty, then expanding basic services and housing must come first.

2951 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q11 Poverty

Education is a key ingredient for moving from poverty to affluence. MNPS is not doing a sufficient job of educating and equipping our children. They say they are making progress while information belies that. The MNPS ACT score for 2013 was 18.3 while the score for 2012 was 18.4. Our children and our city cannot progress without a good education system.

2954 Source: MetroQuest

I am a middle-income homeowner living in a low-income neighborhood. The two most important problems I see are (1) rental housing that is in very poor repair and (2) absence of middle-class role models. Find a way to bring middle-class families back to these neighborhoods to model the lifestyle and behavior of middle class families.

2973 Source: MetroQuest

I have found the "Jobs for Life" model a very effective way to meet the job training.

3142 Source: MetroQuest

Improved services and affordable mass transportation are necessary to access job training and employment.

3151 Source: MetroQuest

Q12 Children

Parents need to be trained, supported and encouraged to parent. The years before school age are the most important.

59 Source: MetroQuest

Mom and Dads in same household.

60 Source: MetroQuest

Question

Q12 Children

Education is the most important factor for our success as a city. Nothing else matters if we continue to throw away lives. We cannot expect to maintain any of our other goals if we don't solve this one. We need to build on our schools' fabulous success

61 Source: MetroQuest

what evidence is there for "continued improvement?" Things seem to be getting worse. Starting from terrible, but getting worse rapidly.

133 Source: MetroQuest

Excellent public schools for all children should be our priority! Funding them in ways that provide for excellence in every school is essential. Making schools our priority, and educating all children well is the only way to see long lasting, real change. I do not support lotteries, private schools for some, charter schools, and other stop gap measures that continue segregation, rather than equal opportunities for all children.

254 Source: MetroQuest

make the teachers teach

933 Source: MetroQuest

Offer parents part time employment in these schools for parent looking for work

1670 Source: MetroQuest

Elimination of Teachers Unions

1845 Source: MetroQuest

Stable and affordable housing is a key determinant in school success.

1848 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q12 Children

By choices, I DO NOT mean CHARTER SCHOOLS!!!! Put the money into all regular Metro SCHOOLS so that they ALL come up to the good standards of the Magnets! Keep public schools public, not private schools taking away funds from public schools!!!

1904 Source: MetroQuest

How do I pick just two?! So many of these are important to improve success of our children. I'd add to that meal programs. No just to feed the hungry but to teach them the nutritional skills they need to fuel their growing brains and bodies. It's an important aspect often missed.

2172 Source: MetroQuest

Improve the schools you have.

2193 Source: MetroQuest

Communities can develop around schools only if people feel safe close to the school. Reducing car dependence allows people to get out and about within their communities and meet each other. Education has stratified by age too much, resulting in less cohesion in society than is traditional. Inter age group links should be facilitated to strengthen societal ties.

2195 Source: MetroQuest

Next time have three choices to pick from

2418 Source: MetroQuest

More Arts in all schools!

2420 Source: MetroQuest

Diversification of the educational system to expand arts education.

2436 Source: MetroQuest

Question

Q12 Children

Combination of C and D =s great!
(related to Q12) Childrens' lives more than just being present. They must engage.

2460 Source: Edmondson Pike Library

12: (parenting)

2499 Source: Bellevue Baptist Church Nashville

More trades at earlier ages, and reintroducing the farming culture to city kids!

2537 Source: MetroQuest

You need ALL of these.

2546 Source: MetroQuest

CLEAN UP MADISON

2675 Source: MetroQuest

more programs, and not just for the very smart or rich, and not just for the underserved populations...what about the average student in the middle...they don't get what the very smart/rich students get, and they don't qualify for the opportunities the underserved and poor students get. My kids missed out on so much...they were forgotten about.

2751 Source: MetroQuest

I feel that every one of these programs/options are extremely important. It's difficult to choose just two.

2755 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q12 Children

There are many resources to incorporate motivation for students to achieve. There are instances where peer group pressure is negative toward student achievement. This could be changed by incorporating awards for student achievement involving the sports teams in Nashville. For instance a student and parents could be awarded attendance in private suites at the Titans, Vanderbilt, etc. games for specified achievements.

2955 Source: MetroQuest

Somebody needs to wake up and realize the obvious!!! Recess and Phys Ed are important to keeping children healthy. That which has been taken out of the daily curriculum is one of many causes of the obesity factor of today's America.

2968 Source: MetroQuest

We need to improve our PUBLIC SCHOOL system! We should not favor for-profit charter schools or vouchers.

3146 Source: MetroQuest

We need to support the under-educated, under-employed parents by teaching them how to help their children. It might mean that we would have to help them improve their reading skills, or counseling on how to encourage their children. This, in turn, will result in more parental involvement and interest. Free pre-K is essential in the low-income neighborhoods to close the gap.

3156 Source: MetroQuest

Q13 Businesses

Need to train high school students in technical skills rather than saying it's better to go to college. They major in English, Art History or psychology then can't find a self supporting job. Nashville business is way short of skilled workers.

62 Source: MetroQuest

Question

Q13 Businesses

Easy on new business without so may fees.

63 Source: MetroQuest

All of the above. Start: more incubators, mentors and affordable rentLocate: free wi-fi/fiber optics city-wideExpand: build vertically, mixing uses in more and more places.Employment centers have to be completely mixed-use, allow new/creative/unusua

64 Source: MetroQuest

All of these suggestion are excellent providing they enhance our neighborhoods rather than detract from them. It would depend on administration/regulation, but I would have no problem with expanding the opportunities for small business.

172 Source: MetroQuest

Give small business incentives the same way large businesses are given incentives. Small businesses employ more people across the nation as a whole than the larger businesses

937 Source: MetroQuest

What are the two most important things Metro should do TO increase flexibility to help businesses start, locate, and expand here?Missing a word hereI think better transit options would be better for business.

1117 Source: MetroQuest

we either use them or destroy old buildings.

1878 Source: MetroQuest

Allow "live/work" in commercial areas where people could own their entire unit instead of owning the condo above the leased mixed use space below.

2184 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q13 Businesses

To be honest, I'm not sure that I fully understand the consequence: and benefits of these answer choices.

2186 Source: MetroQuest

Transportation (multi-mode) should be a potential answer on this. Transit oriented development (TOD)!

2317 Source: East Park Community Center

We have too many discount tobacco stores in this city. In hermitage and old hickory there is two and sometimes three within a mile. They are run down and look horrible. We do not need anymore of these to receive business licenses.

2347 Source: MetroQuest

Balance centers with existing evolution.
No! No! No! (In reference to items 1,2, and 5 under question 13 regarding businesses).

2463 Source: Green Hills Library

Build up: create major business district downtown with smaller satellite business districts at the periphery. That would however, require that the mayor would need to give up his "party bus" and focus on a real, viable mass transit system

2633 Source: MetroQuest

SPEND SOME MONEY TO GET GOOD BUSINESSES IN MADISON

2678 Source: MetroQuest

Help show the workforce is trained and ready. Show reliable transportation options from affordable housing into the core.

2680 Source: MetroQuest

Reduce and remove unneeded or overbearing restrictions on businesses.

2753 Source: MetroQuest

Question

Q13 Businesses

I would have no problem with expanding small businesses close to neighborhoods if I could be sure there would not be encroachment of undesirable businesses. The neighborhood would have to have the final say. Once these things go in, it would be the "camel's nose under the tent". Don't want that.

2793 Source: MetroQuest

You can incorporate as many things as you want but it starts with a educated, qualified and competent work force and that falls back on the foundation of education. It is imperative for MNPS to realize and treat the people it serves with dignity and respect. There are many resources available and I know suggestions have been made to the highest level but they disregard anyone that is not an educator as irrelevant.

2956 Source: MetroQuest

Education is the key to an improved business climate. Most of these options are developer-oriented and foster the tear-it-down mentality. Residents should not have to worry about, or constantly battle, to keep commercial interests from invading their neighborhoods. "Small-scale manufacturing" is too vague to even consider. There's a big difference between hand-made violins & tour bus build-outs. A very big difference

3147 Source: MetroQuest

I don't care any of those options, but have none to offer either

3164 Source: MetroQuest

Q14 Sidewalks location

It's hard to choose two. More sidewalks everywhere! And bike lanes! Make it easy for people to get around, and people will use them. Just look at other cities!

65 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q14 Sidewalks location

Build new sidewalks before funding replacing sidewalks.

66 *Source: MetroQuest*

Sidewalks to no where isn't working

67 *Source: MetroQuest*

all neighborhoods should have sidewalks.

930 *Source: MetroQuest*

Sidewalk priority should be based on other factors, including need (based on a current lack of sidewalks in neighborhoods, particularly in those areas with low vehicle ownership and high transit ridership), and in those areas already dense enough and with mixed uses to support a walkable environment.

1847 *Source: MetroQuest*

Residential neighborhoods are always the last for any sidewalk additions, enhancements, etc.

1877 *Source: MetroQuest*

Nashville needs sidewalks everywhere.

2169 *Source: MetroQuest*

Kind of a joke. Everyone here drives to where they are going. If parking is a problem, they have to use public transit or a taxi. The questions you ask in this survey are skewed toward sidewalks of some sort. Why? Who is going to use them? Nashville Next misunderstands what reality is here and wants to interject utopian philosophy so we feel "warm and fuzzy" about the dream. Sure, who wouldn't want sidewalks everywhere. They look good.

2183 *Source: MetroQuest*

Sidewalks leading to schools.

2194 *Source: MetroQuest*

Question

Q14 Sidewalks location

I would put all of these above the line if I could - we need more sidewalks!!

2326 *Source: MetroQuest*

If we want our neighborhoods to improve, our kids need to have the option of walking to and from THEIR schools.

2343 *Source: MetroQuest*

If there is enough foot-traffic along a high-traffic road to mandate a sidewalk, add a transit line in addition to a sidewalk. People trying to move along a high traffic road are likely needing reliable transit along that route.

2403 *Source: MetroQuest*

14: Ridiculous to ask for only 2 (choices of where to put sidewalks)!

2471 *Source: Green Hills Library*

Forget the sidewalks. Throwing concrete on the side of the road and calling it a sidewalk does not make it a sidewalk. All the new sidewalks I've seen are for show and go no where. The mayor should follow through on his promises for greenways before he follows through on the same and subsequent promises he made about bike lanes before they start throwing concrete around.

2635 *Source: MetroQuest*

Also need crosswalks with traffic signals in more locations

2861 *Source: MetroQuest*

build new sidewalks before replacing any currant sidewalks

2947 *Source: MetroQuest*

I do strongly believe new residential neighborhoods should all have sidewalks. I was disappointed to read in the newspaper that developers have an option to pay a fee to avoid building sidewalks.

2950 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q14 Sidewalks location

Nashville has far too many pedestrians being killed in traffic. With optimum planning, sidewalks within neighborhoods would include routes leading to schools, transportation, shopping, and parks.

3153 Source: MetroQuest

Q15 Sidewalks spending

Perhaps organized neighborhoods could also contribute to this fund. Something like a BID, but for neighborhoods. That way, neighborhoods that want to self-tax for improvements can chose to do so. Neighborhoods that do not want to self-tax don't have to.

68 Source: MetroQuest

\$16.00 dollars from ever unit, not only homeowners

69 Source: MetroQuest

I would gladly pay \$4 for a mile of sidewalks IF the sidewalks, curbs and gutters actually got put into my neighborhood! Allow individual donors to designate *where* their sidewalk dollars will go! And add an agreement/statement that if their designated

70 Source: MetroQuest

How many households are in Nashville?

71 Source: MetroQuest

Build new sidewalks before replacing any old side walks.

174 Source: MetroQuest

I think if you want to live in a neighborhood with sidewalks you should move closer to the city where there are already sidewalks rather than ask taxpayers or the city to pay for new ones in the suburbs. With that being said, I'd support an increase to pay for and maintain new sidewalks within the I-440 loop.

255 Source: MetroQuest

Question

Q15 Sidewalks spending

Contingent on income and ability to pay. Perhaps a graduated tax based on income.

312 Source: MetroQuest

"Miles of sidewalk" is somewhat arbitrary. I would happily pay an extra \$16 each year if I knew the sidewalk projects were going toward projects in my neighborhood and areas I walk. (Charlotte Pike, Davidson Road, Brook Hollow, Hillwood Blvd, West End) In addition to sidewalks, we need more access management. There are too many driveways and too many businesses with undefined driveways along their entire road frontage.

613 Source: MetroQuest

i think we can find the money within the budget we currently have. Why should I pay more for a sidewalk that might end up on the otherside of town and not down my street?

931 Source: MetroQuest

The funds for sidewalks are already there. However, when you have a Mayor attempting to build a giant sidewalk from the Gulch to downtown, funds aren't being used well. The focus of where sidewalks are should change, not necessarily asking for more money.

934 Source: MetroQuest

We need to cut out wasteful mspending and cut some of the top paying jobs. The money is there we just have to use it efficiently and effectively. For example the fireworks. We do not have to be number one or two.

941 Source: MetroQuest

Open-ended comments

Futures
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Process/Other

Question

Q15 Sidewalks spending

We are already paying too much in taxes. I am a senior and I cannot afford more. I don't have cable but people in the projects do, I am still working and I think something is wrong with this picture.

944 Source: MetroQuest

I believe sidewalks are very important but should be paid for out of the current taxes paid by residents. Property taxes in the neighborhoods near downtown are skyrocketing. I'm already seeing sewer improvements and bike lanes being added. Sidewalks should be added to the list.

945 Source: MetroQuest

Willing to pay something for sidewalks but would want to see a comprehensive plan with timing.

1846 Source: MetroQuest

There are plenty of other places to pull back spending or reallocate existing funds rather than an extra tax for sidewalks. If you want to add additional tax it should be for green infrastructure and LID.

1850 Source: MetroQuest

Hopefully, I'm reading this wrong. Is this saying that if every household in Davidson County provided \$4, only one mile of sidewalks would be built? The 2000 census listed 237K households. This means the cost for one mile of sidewalks is about \$1,000,000 (\$200 a foot). If that's true, I think I'm in the wrong profession.

1851 Source: MetroQuest

we don't want to pay extra. the money that you already have need to be spent better

1855 Source: MetroQuest

Question

Q15 Sidewalks spending

How about \$2 for 1/2 mile? Does the \$4/1 mile cover maintenance too?

1880 Source: MetroQuest

I get so aggravated with people who are always clamoring for services, but are so adamant about NO TAXES!!! What do they think pays for all the services we get? You get what you are willing to pay for. What we need is a fair state income tax.

1905 Source: MetroQuest

I can't pick in good conscience, because the "new sidewalks" Metro Council just paid for was to tear up existing sidewalks only to replace them. I haven't seen any new sidewalks added.

1909 Source: MetroQuest

I do not feel prepared to answer this question.

2167 Source: MetroQuest

Must be guaranteed that this money would go towards sidewalks. No squandering extra money given to Metro from households.

2179 Source: MetroQuest

the cost of sidewalks should fall on the developers that make the profits on the land in which the sidewalks are used

2289 Source: MetroQuest

Investigate sharing/matching cost program (with some way to ensure equity added)

2325 Source: MetroQuest

Needs a similar question for transit funding.

2327 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q15 Sidewalks spending

We need ample sidewalks, and we need safe sidewalks. Period.

2346 Source: MetroQuest

Tax wealthier areas more. Houses worth more than 300k.

2453 Source: MetroQuest

Or more. (In regards to \$16 for 4 miles each year.)

2464 Source: Green Hills Library

Or more. (Regarding money for sidewalks.)

2465 Source: Green Hills Library

Or more. (Concerning funding for sidewalks.)

2466 Source: Green Hills Library

On sidewalks: "Depends on neighborhood income!"

2482 Source: Housing & Gentrification

On sidewalks: "Why not more \$ for affordable housing (instead)?"

2483 Source: Housing & Gentrification

15: Developer

2486 Source: First Presbyterian Church of Nashville

15: ?

2506 Source: Harding Place YMCA

15: Well designed

2513 Source: West Nashville Police Precinct

Q15: Not enough!! MORE??

2516 Source: Nashville Opera BAP

Question

Q15 Sidewalks spending

Q15: Can we add more?

2532 Source: Tomato Arts Festival

Q15: Make sure developers pay for sidewalks

2533 Source: Tomato Arts Festival

I'm not sure how to feel about this b/c people in my neighborhood generally won't use side walks.

2535 Source: MetroQuest

What about businesses and developers paying for more sidewalks? They seem to build them to no where.

2560 Source: MetroQuest

I think a sliding scale based on property value after new construction would be most fair. I chose \$4 for 1 mile thinking of households in poverty. In neighborhoods, like East Nashville where half a million dollar homes are being built, property owners can afford \$16 for 4 miles.

2562 Source: MetroQuest

Those who pay the extra money should be guaranteed that they will benefit from new sidewalks in their neighborhood.

2567 Source: MetroQuest

I find it hard to believe that sidewalks cost that much!! Get more bids!

2607 Source: MetroQuest

Make the developers put in the sidewalks when they build/expand/gentrify neighborhoods.

2636 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q15 Sidewalks spending

What about bike lanes?

2644 Source: MetroQuest

Avoid sidewalks to nowhere

2726 Source: MetroQuest

stop putting new sidewalks in only certain areas, and start looking at areas that the folks rely on walking...not just for exercise, but for needs.

2752 Source: MetroQuest

How many households are in Davidson County and how many miles of sidewalks are we looking to build? This question cannot really be answered without an idea of the total scope

2754 Source: MetroQuest

Live within the budget they have. The city has plenty of money spend it wisely.

2850 Source: MetroQuest

This question cannot be answered in a vacuum and without knowing how many miles of sidewalks are needed. You could ask a similar question regarding education costs or the cost of an upgrade in the transit system. I can only answer this question in the context of how much of a total tax burden am I willing to bear, not just one aspect of it.

2853 Source: MetroQuest

Streets need sidewalks. Period.

2863 Source: MetroQuest

this should be graduated by income(or property tax, or frontage), not across the board.

2958 Source: MetroQuest

Question

Q15 Sidewalks spending

Seems like the mayor spends money like it is going out of style thereby putting pressure on taxpayers in a still difficult economic environment. Some of this should be put on the back burner.

2960 Source: MetroQuest

What does it cost to build a new sidewalk?

2962 Source: MetroQuest

We don't need to be expanding sidewalks year after year. Especially not equal to a mile for every household in the county every year. How about .50 cents AND you tie it to funding plantings to work with the sidewalks to catch and clean run-off, to cool/create microclimates along the way, and to educate about the plantlife; encouraging users to take pride in and care for them.

Yes, it's big. Maybe bigger than .50 cents. Just don't don't go crazy paving the land because you have a never ending supply of

2965 Source: MetroQuest

It would be great if developers were forced to build sidewalks instead of being able to pay a small fine and opt out!

2971 Source: MetroQuest

This is accomplishable if prioritized by the Mayor.

3141 Source: MetroQuest

I selected no additional funds, because we should get more than just a mile of sidewalks for two million dollars. Builders should be adding sidewalks with every project, whether it's new construction or a remodel flip.

3150 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
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Question

Q15 Sidewalks spending

Who came up with this ridiculous estimate? Households alone do not nor should they subsidize infrastructure in totality. This question is so ambiguous I question the merit of this study in general.

3157 Source: MetroQuest

The amount for taxes for sidewalks cannot be decided in a vacuum. The entire tax burden has to be considered when determining how much one is willing to spend.

3162 Source: MetroQuest

I would donate money to have sidewalks added. The walks with the mayor are nice, but I would a lot more if there were sidewalks on my 30 mph residential street, where metro buses run.

3206 Source: MetroQuest

I would write a check for \$1,000 today if it would go to building a sidewalk on my street.

3207 Source: MetroQuest

The same question should be asked regarding BRT or other major transit initiatives. I'd pay \$16+ per year if we had a first-class system.

3213 Source: MetroQuest

Q16 Transit coverage

I recently visited Chattanooga. They offer free transit via electric tram. (They do take donation's but don't push the idea.) This was such a great feature and I noticed that even the locals used it all through out the day. I thought this was one of the be

72 Source: MetroQuest

Question

Q16 Transit coverage

Wouldn't we first have to examine why ridership in certain areas is low to see if we could increase it there, before we decide not to provide much service there? Maybe at first in new spending we start with new routes where demand is higher, but for wh

73 Source: MetroQuest

No transit! This is a LOSS leader. Every major US city that has implemented mass transit has had financial trouble. As a very involved political player from one of America's largest cities I have the research and experience to make an educated comment

96 Source: MetroQuest

The public transit should fuel the future development plan. Not be a reactionary service. It needs to service people who don't have cars and the high density areas to actual employers.

127 Source: MetroQuest

Don't spend money on mass transit, spend money on interstate overpasses/bypasses. With growth comes more cars and there seems to be no plan to fix our bottle neck traffic situation that will only get worse.

173 Source: MetroQuest

Less busies and less stops.

175 Source: MetroQuest

Nashville needs to re-work the entire system, like Houston is doing in order to gain efficiencies and reduce costs. We need crosstown connections and other critical improvements. See article on Houston: <http://www.humantransit.org/2014/05/houston-a-transit-network-reimagined.html>

253 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q16 Transit coverage

Use smaller vehicles in low demand areas - but provide transit to all areas.

936 Source: MetroQuest

Start in the high volume area and then expand. That way we can show the public as well as the federal gov. why we need more funds to expand but also show that we put the other funds to good use.

940 Source: MetroQuest

I think there should be a bus for the Hermitage Donelson area that will go to Vanderbilt. You have a lot of the Vanderbilt Employees that ride. If you were to have one, it should come up into the Vanderbilt property so people would not have to walk so far. Some people have to walk from parts of 21st Ave and West End and it could be a pretty good hike if you have trouble walking.

943 Source: MetroQuest

Placing routes everywhere could allow those using the transit service to relocate to other neighborhoods creating diversity in those areas.

946 Source: MetroQuest

Have to start where demand is highest, but should expand everywhere regardless of demand.

1114 Source: MetroQuest

The buses that run now rarely have more than two or three people on them. Why would we want to increase this transportation. I would rather see more buses in an area and time when demand is high at a particular time and place. Ex: St. Thomas at 3:00 or 5:00 PM.

1666 Source: MetroQuest

Question

Q16 Transit coverage

Many of the people who need transit cannot afford to live in the select areas.

1849 Source: MetroQuest

Begin with routes where demand is higher, but hopefully expand from there. NOTE: Chapel Hill NC has FREE buses. Wonder if they lose money on this or if it's saved in other transportation costs? Would fewer people drive cars?

1852 Source: MetroQuest

We need some routes to all areas, but it seems foolish to run expensive buses with no-one on board. I think we need more CROSSTOWN buses, like through the 31st-Blakemore-Wedgewood Corridor!!!By the way----NO AMP with dedicated lanes!!! That would be a DISASTER!!!

1907 Source: MetroQuest

This isn't an all or nothing question. Start with high demand areas and then, as population and need of the city grow, expand.

2177 Source: MetroQuest

If routes aren't available it's hard to measure demand.

2293 Source: MetroQuest

Ideally, there would be viable transit options even for residents living in areas outside the "Inner Ring" neighborhoods. I imagine that the focus on higher demand areas would lead to sufficient enough revenue to expand into currently lesser served areas.

2342 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q16 Transit coverage

In every city of countries I have visited on four different continents, even developing countries, it is convenient to take reliable transit to and from all neighborhoods of a city. In Nashville, meeting a common standard of public transit achieved by cities with far fewer means is somehow a choice? For shame.

2404 Source: MetroQuest

Not busses. Buses will clog the arteries even more and are already obsolete. Overhead monorail. Start with 1 or 2 miles and expand as money is available.

2421 Source: MetroQuest

A BETTER MANAGED TRANSIT SYSTEM AND EASIER ACCESS TO CORRECTROUTE INFO AND TRANSIT PASS MACHINES WOULD BE A GREAT PLACE TO START. i travel frequently and use transit in other cities of various size- i have recently started riding the bus from Inglewood to downtown for work...i had use Facebook to figure out there is an "unofficial" park and ride in my neighborhood, and tho the bus stops there and there is a bus stop sign, it is not listed on any route map. you can also only pick up route maps on buses or at the downtown terminal and can only purchase transit passes downtown. ridiculous is not a word i use frequently- but that's ridiculous. once i figured out how the bus actually runs in my neighborhood, i really enjoy taking it 4 days a week.

2437 Source: MetroQuest

Q16: But in my zipcode area

2522 Source: Old Hickory Community Center

Having connectors between neighborhoods that don't have to travel through downtown will add value! Using the airport as a hub would be a good place to start!

2536 Source: MetroQuest

Question

Q16 Transit coverage

Transit service is the future. With global warming we have to think about ways to decrease personal car use. Look to places like Amsterdam that have wonderful transit systems. Also look to Atlanta's population increase in the past decade and the notorious traffic problems it has even with MARTA.

2563 Source: MetroQuest

If developers built in the low demand areas instead of razing already dense areas, then transit routes to those areas would be utilized more and developers would build there more.

2565 Source: MetroQuest

I believe we do not utilize our transit vehicles efficiently. For instance, why do we not use smaller, more tourist trendy buses in the free downtown routes? Our downtown streets are already very congested and the use of the large size buses are not traffic friendly. The use of more smaller buses that are better identifiable to our out of town guests, as well as the locals, might possibly draw more usage over all. Save tourists money on cabs from point A to point B in the downtown area and have more money to spend in our stores and bars/restaurants.

2566 Source: MetroQuest

The whole system needs to be redesigned. I don't take public transportation because I can't get to where I need to go. Adding park and ride lots in the outer areas with express service to terminals that are serviced by an expanded loop service might be an option. I think the free downtown loops are the best and most sensible service offered by MTA.

2639 Source: MetroQuest

Ridesharing is where it's at guys... transit isn't a problem anymore..

2679 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q16 Transit coverage

Use smaller more fuel efficient units for lower ridership

2727 *Source: MetroQuest*

By "transit" I mean light rail, street cars, that sort of thing - not buses! This type of transit should run all hours of the day/night, to all areas of the county, esp to/from the suburbs in order for folks to get to/from downtown w/o having to drive.

2750 *Source: MetroQuest*

no routes anywhere

2758 *Source: MetroQuest*

I'm sorry but again, how do you know where demand is higher, if the routes already exist but have inconvenient times, obviously they are already underutilized and would otherwise be embraced. FOR INSTANCE THE NASHVILLE STAR should run until 8pm weekdays and should also run once per hour on weekends. AND the Metro bus that goes to Opry Mills Mall, should go there until 11pm. THERE ARE LOTS of people who work there that have to arrange alternative rides home because the bus stops running when the mall closes, not when the employees leave. NOT to mention the volume of guests at the movie theatre or Dave and Busters there on Friday/Saturday nights!

2848 *Source: MetroQuest*

I answered "focus routes where demand is higher", but I think it is important to study the need for additional routes in the future. For example, no one has sufficiently explained to me how anyone other than those who live along the proposed AMP route would be able to use it, because there are no (or insufficient) cross town transit routes that would take people to and from the AMP. In other words, most people would have to drive to the AMP to ride it and would need a place to park. This appears to be a major flaw in the proposal.

2852 *Source: MetroQuest*

Question

Q16 Transit coverage

I've been wondering for decades why Nashville lets freight trains block traffic during rush hour without a single passenger car on any of them. Trains use less fuel and transport more people, as well as lessen the traffic on the highways into town on weekdays. It would ease traffic considerably if Nashville encouraged the train companies to use their tracks to send workers to town 5 days per week. It would cost them little extra money, but would cause many in surrounding counties to leave their cars at home

2854 *Source: MetroQuest*

let's look at ways to boost demand

2862 *Source: MetroQuest*

transit routes are in need of MAJOR overhaul and re-evaluation. I resided for several years in the San Francisco East Bay area for many years and regularly used the public transportation system for business and pleasure travel. I suggest this system be analyzed and adapted for Nashville.

2944 *Source: MetroQuest*

My request for bus shelters in my neighborhood was declined, citing lack of ridership. But if bus stops are awkward/unpleasant/dangerous, of course only desperate people will be taking the bus. Make a route more viable, and ridership will increase.

2949 *Source: MetroQuest*

Areas with low ridership may change if more routes become available. Use of smaller, fuel efficient vehicles may enable rider frequency and ease of access with more readily available route choices.

2953 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q16 Transit coverage

it is hard to build ridership if there are no routes or if service is sporadic. Perhaps routes should concentrate on where there is a lot of traffic congestion to encourage people to leave their cars behind

2957 Source: MetroQuest

As Nashville grows and changes, these low ridership areas may change. Better to have the infrastructure in place - and use that to encourage development - than have to come in and fix later.

2963 Source: MetroQuest

As someone who works from home I am not a good judge of what is needed. I will pass.

2964 Source: MetroQuest

I think there is a solution that has yet to be discovered. However, spending \$174 for a bus that goes downtown is ridiculous!!!

2966 Source: MetroQuest

Let the market determine....Stop the AMP!!!!

2970 Source: MetroQuest

I don't like any of the choices. We need more transit, covering more areas, more frequently in order to build a stronger network across the board.

2974 Source: MetroQuest

Calculating demand should be realistic. There are routes with high traffic density, but with populations who will resist using public transportation. We need to expand services (including bus shelters) to areas where people actually need and want public transportation.

3143 Source: MetroQuest

Question

Q16 Transit coverage

I checked neutral, because I think the choices are poor. The AMP is a waste of money on a project serving a very small number of riders. That money could be used on convenient routes and later service. Don't think in terms of the old, large buses, and think in terms of smaller, eco-friendly vehicles. But the focus should start in the high-demand areas in which the residents have no other transportation options.

3149 Source: MetroQuest

Initially routes should be focused where demand is higher, but additional routes have to be added if ridership is to increase. For example, I have not received an adequate explanation as to how people who do not live on the proposed AMP route will be able to use it without driving to it. For it to be effective there will need to be cross town connectors to get people to and from the main line.

3161 Source: MetroQuest

If people rely on transit [don't own a car], they should have housing and employment options that are on transit routes. They should be able to get to work in 30 minutes or less using transit. I believe some people spend nearly two hours getting to work on the current system. Please invest in transit.

3212 Source: MetroQuest

Q17 Transit frequency

Have multiple transit units running every 15 to 20 mins throughout the day like in Chattanooga.

74 Source: MetroQuest

If we're going to do transit, let's do it right. It needs to run long hours AND frequently, maybe more frequently during rush hours, but it's important to run long hours, because lots of jobs are at night or into the night.

75 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q17 Transit frequency

No mass transit, it does not work.

97 *Source: MetroQuest*

Frequent buses during peak times are important but we also need to consider business hours, events and safety issues throughout the day/night. For instance, MTA/planning/public works should have access to data from Metro police about accidents; and if the data shows an increase at the time bars closes, then consider making improvements to infrastructure that will keep all of Nashvillians safer.

252 *Source: MetroQuest*

This seems to oversimplify the problem. Transit is needed in the evening hours and on weekends because so many of the new jobs that will be created in the next 15-20 years are in the service industry. However, more frequent service is needed during peak times to provide a meaningful alternative to driving.

611 *Source: MetroQuest*

Routes should be set to run every 15 minutes during rush hours - but then every 30 minutes (or longer) when demand is less.

935 *Source: MetroQuest*

This shouldn't be an either/or situation.

1116 *Source: MetroQuest*

Not sure of the demand but what about having smaller buses. I have never seen a single bus with more than two or three people on it.

1665 *Source: MetroQuest*

More frequent service for more of the day

1669 *Source: MetroQuest*

Question

Q17 Transit frequency

There are other cities that have already tackled this. DC runs more frequently during high traffic times. If they didn't, the load of people on the bus/train during rush hour would be unmanageable.

2176 *Source: MetroQuest*

I am being asked to choose one or the other when I think the MTA knows when to increase service and when to decrease it based on demand. We will let them know if we need service in our area. Don't do it just because it makes us feel like we have done a good thing. Especially if it is under used.

2182 *Source: MetroQuest*

People don't work 9-5 as much now. I don't ride the bus bc of limited times

2187 *Source: MetroQuest*

More frequent transit at peak hour along the Pikes seems more than reasonable; it sounds like a worthy application of dedicated lanes, too.

2345 *Source: MetroQuest*

More frequent service for more of the day. This is what it means to have a genuine transit option.

2406 *Source: MetroQuest*

I feel like the majority of people who currently use public transit work jobs with less traditional hours and thus would need service throughout the day. I'm sure some kind of model could be done to determine what is "rush hour" as far as public transit ridership goes, and the times could be tailored to the specific demand of public transit users.

2557 *Source: MetroQuest*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q17 Transit frequency

I don't think busses should be the main focus. Nashville is way behind in the mass transit game. A rail system needs to be implemented so those farther outside the city can get to work without driving so this frees up road space and provides a better alternative to busses. Then the busses could focus on the busier areas with the train also absorbing some of those people.

2614 Source: MetroQuest

This is no longer a 9 to 5 world. More people are working odd hours than ever before.

2640 Source: MetroQuest

There needs to be some planning for those who are aging and have no business behind the wheel. Either Access Ride or other. Would have to be affordable and convenient or we would defeat the purpose.

2794 Source: MetroQuest

Both this question and the last could be vastly mitigated by light rail. We need light rail citywide, and screw the car dealerships.

2795 Source: MetroQuest

Don't you dare run more buses during rush hour on the pikes unless you expand the number of lanes.

2847 Source: MetroQuest

I do know that the those most reliant on public transportation are more likely to have very erratic work schedules (see NY times article on computer scheduling of low wage workers)- I would hope transportation would be available to people who are suddenly called in to work at all kinds of odd hours.

2857 Source: MetroQuest

Question

Q17 Transit frequency

we need service through out the day. ridership must have peaks and valleys throughout the day as different shifts start and end and we should provide more service around those times. whether more often than 15 minutes, I don't know. it's also important to have transit options throughout the day and evening so people using transit for non-work activities are able to plan these trips.

2864 Source: MetroQuest

Again...Nashville's transit system is in need of major overhaul in terms of it's effectiveness. Ridership WILL increase with improvements to routes, coverage, and transfer points within the routes. Satellite stations for ticket purchasing and safe parking are a critical need. If our city actually sees the increases in population that are forecast, transit ridership MUST increase.

2942 Source: MetroQuest

stop routes with less riders

2948 Source: MetroQuest

this would depend on what riders need/want. I like to be able to get downtown on the bus, and get back. Which I can do pretty well But I would love to be able to go to the mall, which I cannot do.

2959 Source: MetroQuest

Rapid transit must mean light rail at major routes but could also provide trolleys in high residential neighborhoods to bring traffic to major routes

2961 Source: MetroQuest

Increased funding to offer both, instead of a trade-off if we want to see a robust network thrive as a viable option to the car or solo driving.

3140 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q17 Transit frequency

How long a waiting time? I don't see why we can't have both. Nashville used to have better neighborhood routes with more frequent service during rush hours. Buses need to run late to accommodate food service and shift workers, or diners and patrons of sporting and entertainment events.

3148 Source: MetroQuest

There may be a need for transit service to downtown on weekends at night when events occur so people won't have to worry about parking downtown. Thought needs to be given as to how people who are not on a main route would get to the bus line and get back home, ie. would there be a central parking area away from downtown from which people could catch a bus?

3163 Source: MetroQuest

I don't think this is framed very well. Some parts of the county don't need frequent service; they are more like commuter lines. Downtown and the surrounding neighborhoods need frequent service for more of the day. This is obvious, though.

3211 Source: MetroQuest

Q18 Transit directness

We need to be more creative than this either/or choice. People need to be able to walk to transit stops. We can have a variety of solutions and a variety of transit vehicles to respond to different locations and needs. For the longer, more indirect routes that penetrate deeper in neighborhoods, maybe we use smaller buses. And the indirect routes can connect to the direct routes where people can change.

76 Source: MetroQuest

Keep what we presently have but add no further mass transit

98 Source: MetroQuest

Question

Q18 Transit directness

It's all a matter of "total time." If one is commuting, a longer walk eats up time, but perhaps the direct route makes up for it. Conversely, a shorter walk takes less time, but perhaps the less direct route adds it all back on. I don't mind the walking, but I'd be interested in whatever takes up the least total commute time.

128 Source: MetroQuest

If this option is used, we need more sidewalks for safe walking routes.

131 Source: MetroQuest

The hub and spoke system means that downtown is well-served, but taking buses to go anywhere else is time-consuming because one must go downtown first. I'm ok with walking further if we could get places directly without having to go downtown and change buses. How about a direct line from 21st Ave or West End to the airport?

258 Source: MetroQuest

To some extent MTA can make these decisions themselves and modify specific routes bi-annually based on the input of people using them, as they do now. For this type of plan, we need only to identify the basic "trunks" of each transit route so we know where to put permanent fixtures like lighted bus shelters, etc.

612 Source: MetroQuest

You get your exercise and then get to where you need to go as well

942 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q18 Transit directness

Crosstown service is needed. The loops are a half-measure that isn't efficient for anyone's purposes. It's ridiculous to have to go all the way downtown if one needs to go, for example, from Nolensville and Harding Place to Vanderbilt University. Why can't I catch a bus on Harding Place to Hillsboro Pike and catch a bus on Hillsboro to Vandy? That would mean that MTA would need to run on time and coordinate run times so that the buses would intersect within a reasonable (5-10 minutes during rush times) time period. Other cities do this. Why can't Nashville?

1667 Source: MetroQuest

Longer distances between designated bus stops when only blocks away

1668 Source: MetroQuest

I would think a mix is appropriate, depending on the neighborhood. Maybe in low income areas, buses should take longer routes to accommodate people who have no other options. Or maybe areas could "vote" for their neighborhoods.

1853 Source: MetroQuest

I feel SO strongly that bus transportation needs to be reevaluated. I see buses so often either empty or just a couple of people on them. Routes and times that are not properly utilized must be eliminated. Also, tourists need a clear understanding of how to use the free bus loops downtown. I live here and have no idea.

2170 Source: MetroQuest

Question

Q18 Transit directness

I made this choice based on the fact I don't think Nashville has tackled the safety and quality of their walkaways yet. If there was more police presence in the neighborhoods that financially need to use public transportation, then it may be an option to make them walk further but as it stands, I feel safer knowing the teenagers and children on the bus don't have to walk those streets to get to the bus.

2173 Source: MetroQuest

Base this on demand. Don't do it until the market says they want service. They will tell MTA. Don't force something that is not in demand.

2180 Source: MetroQuest

Another option would be "express" and neighborhood routes. "Express" would have fewer stops and "neighborhood" would have frequent stops in the same route. That's how it's handled in most cities.

2192 Source: MetroQuest

I support longer walks to more direct routes only if transit services for disabled persons is available without long walks.

2292 Source: MetroQuest

I don't think anyone should have to walk more than a mile to a bus stop, but, if we had ample sidewalks upon which to tread, getting to bus stops on major thoroughfares/higher traffic routes would be less of a burden to those of us who need timely and reliable mass transit to get to and from work and shopping.

2341 Source: MetroQuest

Longer walks to direct routes, with more localized service (more indirect, more stops) also available on separate buses.

2405 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q18 Transit directness

A place to park and ride.

2419 Source: MetroQuest

Access is important. Most anyone in a residential area would already have a pretty decent walk- most likely w/o sidewalks.

2438 Source: MetroQuest

As long as there are sidewalks for those longer walks.

2457 Source: MetroQuest

18: Better for less mobile people.

2485 Source: First Presbyterian Church of Nashville

Transfers are not a bad thing, if the price is right!

2539 Source: MetroQuest

It wouldn't be an issue if we had sidewalks and buffered bike lanes.

2558 Source: MetroQuest

But this is possible ONLY if there are sidewalks and street lighting, so that is safe to walk a bit further to a bus stop.

2561 Source: MetroQuest

Walking is healthy. Also, when people are moving they feel they are in control of their destination arrival time. It doesn't matter if they are walking longer.

2564 Source: MetroQuest

I would lean towards more direct routes during rush hour times. Making only one or two go through the neighborhoods during that time.

2609 Source: MetroQuest

Question

Q18 Transit directness

Again, rail solves the major problem in Nashville!

2749 Source: MetroQuest

I would walk a little farther for light rail.

2796 Source: MetroQuest

Walking is ok but must have safe places to walk! Need sidewalks everywhere!

2798 Source: MetroQuest

ABSOLUTELY shorter walks. Safety is important and longer walks are hinderance to ridership.

2846 Source: MetroQuest

I know many stories of High School students - reliant on public transportation - having difficulty making it to school. This is especially egregious when we are asking them to walk a long way to catch a bus on say Charlotte in West Nashville (which doesn't have any side walks).

2858 Source: MetroQuest

What factors determined route deviations from major streets? I urge re-evaluation of the route system.

2945 Source: MetroQuest

No one wants to arrive hot and sweaty at work or school. The convenience of closer, more circuitous routes would encourage more people to use mass transportation for their work-day or school commute. It would also be more convenient for elderly riders or those traveling with children.

3155 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q18 Transit directness

I think that people would be willing to walk to more direct routes (a reasonable distance, perhaps up to one mile) if there were sidewalks.

3159 Source: MetroQuest

Provided additional sidewalks are added. There two bus stops on half a mile stretch of my street; I've only seen two people get on/off the bus on my street, Riverwood Drive, which intersects with Gallatin. Waiting for the bus on my street is dangerous, since there are no sidewalks. If sidewalks were added, it would be easy to wait on Riverwood or get on the bus at Gallatin.

3208 Source: MetroQuest

Q19 Stop spacing

This is not a city that is in need of mass transit. It is a feel good, hypothetical debate that may seem like it makes sense, but financially it is a disaster for Nashville.

95 Source: MetroQuest

again....need sidewalks for safe walking to bus routes

130 Source: MetroQuest

After graduating high school, I joined the U.S. Air Force. My 2nd permanent duty base was Ramstein Air Base, Germany where I live for 3 1/2 years. While there I frequently used the public transportation venues. They were incredible for availability, accessibility, inter-connectivity, and punctuality. We could learn a lot from the Germans and the Europeans as a public transportation model.

256 Source: MetroQuest

The answer to this is express buses that don't stop at every stop.

1115 Source: MetroQuest

Question

Q19 Stop spacing

There should be local and express buses providing service, especially during high traffic times, that way you can choose to take a faster bus with less stops or one that takes longer but has more frequent stops.

1119 Source: MetroQuest

Same as earlier comment.

1854 Source: MetroQuest

Generally, I would support fewer stops (i.e. on West End) to move the busses faster. However, I think fewer stops could potentially encourage people to cross the street in unsafe places like mid-block. Many pedestrians already don't follow traffic signals for street-crossing (the intersection at Charlotte and 5th has people crossing against green ALL THE TIME). If we established more protected crossing zones, I would favor fewer stops. There are several crossing zones in 12South but none on 12th between Wedgewood and Horton then Edgehill. Those blocks are pretty long and even near a school zone. Maybe this is off topic, but why is that? Seems like a case of public housing vs "hip" 12South.

1879 Source: MetroQuest

Admittedly, I am not a transit rider, but it seems to me that neighborhood circulators that drop users off near a main BRT route would be more useful than long routes or long walks. This would basically be a blend of the questions you are asking. I think a 1/4 mile walk is all that you can realistically ask people to do.

2061 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q19 Stop spacing

All of these transit questions are about buses. We need light rail, as expensive as it is. We also need new city-wide public transportation plan that doesn't simply focus on how to get to Music City Central or express buses to the edge of the county. Why is it faster to walk from 12South to Vanderbilt than to take a bus downtown, transfer, and come back up? We need loops that connect our infill/walkable neighborhoods, not a single hub in a terrible location.

2168 Source: MetroQuest

see my comment from the last question.

2174 Source: MetroQuest

However might want to consider express service at certain times of the day. Peak times perhaps vs non-peak times.

2178 Source: MetroQuest

Don't know. Never been on the bus, but I am sure the riders of the MTA bus can tell you what they want and need. Then determine if there is enough revenue generation to justify making any deviation in route and decide if it makes sense or not. Everybody will want both fast and closer. Who wouldn't. Who would choose one over the other.

2181 Source: MetroQuest

In regards to questions on mass transit - I see the need for both options, whether it be BRT lite or the regular service. Context is key in determining how to roll this out. In East Nashville, I have the privilege of selecting the 56, 26 or number 20, which go inversely longer, but run closer to my home.

2185 Source: MetroQuest

Question

Q19 Stop spacing

The big issue here for me is how it impacts traffic. When the bus stops it makes a problem for everyone and leads to aggressive driving. I think more stops works if there is a pulloff that doesn't stop traffic. These should be everywhere - take a little sidewalk. There is one on Hillsboro by the mall which works very well. I would like to see a lot more of these.

2190 Source: MetroQuest

Do we not yet have the availability of express buses? If not, stops should be reasonably far enough apart to warrant the ride but close enough to relieve overly burdensome walks.

2340 Source: MetroQuest

Transit in Nashville is perceived as a government transportation subsidy for the poor, not as an effective means to move large numbers of people (of all economic means) efficiently, safely, and with regard for environmental quality and sustainability. Nashvillians need to comprehend that their driving habits are greatly subsidized, and the stigma against transit (and having the gall to be poor) needs to be challenged by a vigorous marketing and re-branding campaign alongside bold expansions of the current transit infrastructure.

2407 Source: MetroQuest

i think this depends on the route and vicinity

2439 Source: MetroQuest

As a rider in other cities, I didn't mind more stops if we were picking up from several apartment complexes in a condensed area but then had a more direct shot to the campus area which again had condensed stops. The routes that had us stopping constantly the entire route were the ones that frustrated me.

2608 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q19 Stop spacing

Tie the size of the bus and the frequency of service to the individual route. Use smaller buses on more routes. Use more frequent service and larger buses at rush hour where the routes are busier.

2704 Source: MetroQuest

question and answers are confusing.

2757 Source: MetroQuest

Light rail stops would make much more sense to me.

2797 Source: MetroQuest

It's a ridiculous waste the way buses along West End, for example, presently stop EVERY block. The frequent stopping and starting of the buses and cars behind it increases pollution and hampers traffic flow.

2849 Source: MetroQuest

I don't like mass transit proposals like the AMP that are not more permanent than a bus. Subway, elevated train, light rail, that is mass transit. I do not like the fact that major population areas like Hillwood, West Meade, Belle Meade, Green Hills are ignored in the proposal with termination at St. Thomas with no long term plan to extend the service to those residential areas.

2851 Source: MetroQuest

I would have to know the demographic of the ridership - I certainly don't want elderly and/or disabled people/ or kids having to walk far. What Percentage of them are the riders?

2859 Source: MetroQuest

Question

Q19 Stop spacing

The route stops should be determined by more specific criteria than simply the distance between them. Take for example the stop at the Kroger on Charlotte Avenue nearest White Bridge Road. A portion of the parking lot could be leased to MTA for riders, the Route 10 bus outgoing from downtown could turn L at WB Rd, turn R on Lenox, R on Ocoola, pick up riders at lot, proceed to Charlotte via traffic signal exiting Kroger lot.

2943 Source: MetroQuest

This is kind of like the 'local' and the 'express'. You need to do both

2969 Source: MetroQuest

There can be local and express buses on the same routes.

3145 Source: MetroQuest

Longer walks would require greater sidewalk extensions, and would be undesirable in hot or inclement weather. Stops don't need to be on every corner. Every three, or four blocks at the most, should be sufficient. Sidewalks would still be an imperative. Transfer stops should be covered.

3152 Source: MetroQuest

Who is in charge here? Like any major metro you can do both with express and local routing. Is Nashville leadership really this far behind or inept?

3158 Source: MetroQuest

It would depend on the "quality" of the walk.

3160 Source: MetroQuest

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Question

Q19 Stop spacing

Would it be possible to have both in the denser populated areas? Could we have large buses on faster routes with less stops, then more "regional" buses that are smaller and make more stops in the neighborhood? It would be awesome to have electric buses (like those in downtown Chattanooga) that would run through select neighborhoods and larger buses on major streets.

3209 Source: MetroQuest

A well-planned system would balance these competing factors.

3210 Source: MetroQuest

Goals & Policies

ACC 1

The goal for the arts is or should be to help develop the Gift, has nothing to do with how a city is designed, that is the only influence that the arts should have

2369 Source: MindMixer

Whites Creek: repurpose park to include dirt arena and farmer's market cover/shed, and a community center at Whites Creek High School (where there is currently a dilapidated pool). Whites Creek doesn't need sidewalks--need cinder track available for tractors, animals, pedestrians cyclists, etc. Strong sense of community here. Have to get crime and schools right for Davidson County to succeed. Consider Habitat for Humanity home placement in relation to available services. Look into Whites Creek community garden: 3,800 lbs of food a year for sale and given to elderly households (limited access to groceries in rural areas) and Hope Center.

2671 Source: Mount Zion Baptist Church (Old Hickory Blvd Location)

ACC 3

Limited access via public transportation to downtown/west of county cultural and arts activities

2365 Source: Old Hickory Community Center

ACC 4

I am undecided [on this goal].

I love artists and admire entrepreneurs, but can't imagine what a "clear pathway to grow professional practices and business" looks like. Previous city leadership gave huge tax incentives to favored businesses--maybe entrepreneurs--and the taxpaying citizens got burned with false promises of meaningful jobs (HCA, Titans stadium

1933 Source: West Nashville Police Precinct

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Goals & Policies

BE 1

Housing is built cheaply, and focused on auto travel. Commerical construction is primarily malls, strip malls, and preformed concerte big box construction.

1400 Source: United Methodist Church of Bellevue

BE 4

? Beyond tourism, this is relative

1836 Source: Harding Place YMCA

BE 6

Planned infrastructure. Extensions of infrastructure/sewer should be intentional to encourage or discourage growth in areas with positive economic return or to preserve conservation.

2359 Source: Beaman Park Nature Center

Whenever you beef up infrastructure, you will increase development and population density. Please carefully plan and AVOID sewers, wider roads, mass transit to rural areas that are designated to remain rural. Long term planning should carefully consider this.

2361 Source: Beaman Park Nature Center

EWD 1

Expand our support at organizations like the Entrepren. Center to help spawn and grow new businesses.

1372 Source: United Methodist Church of Bellevue

Goals & Policies

EWD 2

There is too much emphasis on economic and population GROWTH, rather than SUSTAINABLE HEALTH in the economy and existing population.

I'm not in favor of actively trying to attract new residents or businesses from other cities and regions. Why do we need to constantly compete and provide subsidies to pull businesses and jobs from other cities and regions? I came to Nashville from Chicago seventeen years ago for a warmer climate, because the size and diversity of the city seemed about right, not too large or too small, and because I found available vacant houses and land neart the center of the city at prices that were affordable for me.

1840 Source: Blakemore United Methodist Church

The term "quality of life" is too vague, especially given that a number of our homeless citizens are routinely given citations and fines for "quality of life" violations that only marginalize an already troubled and set-back population. I would like to see "quality of life" extended to all of Nashville's residents.

2449 Source: Paradise Ridge Community Center (Joelton)

EWD 3

We are in a phase of workforce gaps due to skills necessary for residents to perform jobs that require technology training. How well are we working with current and potential business opporuntieis--economic development that will offer better paying jobs.

1406 Source: United Methodist Church of Bellevue

Recruit larger companies to the area. Create more opportunities fo talented, educated individuals that aren't a member of the good ole boy network.

1835 Source: Harding Place YMCA

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Goals & Policies

EY 1

Since E&Y goal 1 references the child and youth master plan some language needs to be included to explain what that is.

853 Source: First Presbyterian Church of Nashville

Not aware of master plan

1660 Source: Bellevue Baptist Church Nashville

Vision and Agenda established by Child and Master Youth Plan

1. What is this Agenda?

2. Is it good for all children, at every learning ability? Does it focus on ability to "test" and is it focused on the break down of morals, integrity, and discipline? Do the facilitators and parents have the right to work together to make changes to reflect the needs of the students?

1834 Source: Harding Place YMCA

Need to no what is a child and youth master plan

1870 Source: Coleman Community Center

I don't know anything about the Child and Youth master plan

1871 Source: Hermitage Community Center

Need to know more about Child and Youth Master Plan (2 of us think this)

2316 Source: East Park Community Center

Without knowing WHAT IS IN the Child and Youth Master Plan, how can I decide if it is a good plan?

2354 Source: Beaman Park Nature Center

Goals & Policies

EY 2

Do NOT interpret my agreeing to school choices as meaning CHARTER SCHOOLS! I do NOT support spending public school money for "privately" run schools!! Put the money in its proper place--improve all Metro Nashville public schools!

1936 Source: West Nashville Police Precinct

I'm not sure on the measurable outcomes of the Child and Youth Master Plan. Also, I see suggestions towards more charter schools and online K-12. I do not agree with this. Although education is "changing rapidly," there is no conclusive educational research that changes like charters and online education improve learning. I think we should be cautious and invest less money in sports stadiums and convention centers, and more on improving our traditional, non-charter public schools.

2320 Source: East Park Community Center

EY 3

More needs to be done to strengthen families to improve our children's education.

2534 Source: Madison Library

H 1

How does this goal deal with the homeless people?

3 Source: Edmondson Pike Library

Developers do not provide pedestrian access to new developments Alternative to auto use is not encouraged.

1401 Source: United Methodist Church of Bellevue

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Goals & Policies

H 1

Undecided:

In 5 states that I have lived in, once "affordable housing" is forced on a neighborhood, it is never the same--eg. Conway/Belle Isle, Florida. Since the change a few years ago, crime and police activity has soared. I don't have an answer, but I feel it is easier to oversee small areas of issue rather than broad.

1843 Source: *The Peacock Ballroom: Nashville Event Center (Lenox Village)*

Transit options are fine, but THE AMP as proposed with dedicated lanes would be a DISASTER! BRT's are fine, but without dedicated lanes on West End. It would be a disaster for Vanderbilt U. Med Center because a lot of traffic would divert to 21st, and it already takes 2 or 3 light changes to get around the corner at Blakemore and 21st to get to an appointment. One thing that IS needed, is a BRT that runs CROSSTOWN from Charlotte to I-65 through the 28th/31st connector, Blakemore, and Wedgewood with parking lots at both ends so that regional folks can drive in, park, and ride to med center, et. Al.

1935 Source: *West Nashville Police Precinct*

I think housing is going in the wrong direction in Sylvan Park. We have lost 10% of our homes in the last 8 yrs. Some needed to go, but many were historic homes which were ripped down to be replaced by mega mansions which cut off their neighbors' sunlight and raise property values out-of-sight. This cuts out affordable housing to most of us retired folks and those less endowed money-wise. It also destroys the character of the neighborhood. (Some new are beautiful, but some are hideous.)

1937 Source: *West Nashville Police Precinct*

Nashville's housing goals seem ok but it's important to respect the rights of the property owner. I don't know many property owners who want the city or non-owners mandating what can and can't be done on their own property.

2314 Source: *East Park Community Center*

Goals & Policies

H 1

There is a lack of affordable (truly affordable) new construction in the Nashville area, especially closer to downtown. First-time buyers have little choice without moving to exurbs like Smyrna.

2362 Source: *Old Hickory Community Center*

Embrace changing housing demands. There needs to be more oversight on rental properties--too many code violations not being addressed.

2628 Source: *Madison Police Precinct*

Revitalize existing homes and neighborhoods that are dilapidated, with many foreclosures.

2669 Source: *Mount Zion Baptist Church (Old Hickory Blvd Location)*

H 2

More rooftops makes Nashville more attractive. More good rooftops.

1370 Source: *United Methodist Church of Bellevue*

The only housing demand I see embraced is a demand that pushes out old housing, replaces it with multiple connected houses with multiple floors--and that price local folks out of the area. Affordable housing is critical--developers do not plan for affordable housing. Require that new buildings in a neighborhood INCLUDE at least one affordable, new house. Quit relying on charities like

1934 Source: *West Nashville Police Precinct*

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Goals & Policies

NR 1

Building developers pave too much space. Churches are allowed to build thousands of square feet of parking to use 4 hours 1 day a week. There is very little stormwater management. Big box construction is rampant.

1402 Source: United Methodist Church of Bellevue

Stream pollution is horrible on tributaries of the Cumberland

1403 Source: United Methodist Church of Bellevue

Parental involvement as role models is critical.

1405 Source: United Methodist Church of Bellevue

The focus should be on promoting healthy lifestyles and selling Nashville as a healthy (fit) city (in the South)

1838 Source: Harding Place YMCA

I would like to see an expansion of commercial and residential recycling, and I would like to see increasing incentives (both residential and commercial) for energy efficient and renewable technology. More green rooftops! More geothermal and solar!

2364 Source: Old Hickory Community Center

1. Keep the river as clean as possible
2. More urban forests
3. More infill parks
4. Corridor North of Briley Parkway

2451 Source: Paradise Ridge Community Center (Joelton)

NR 2

Should be a privatized effort, not in the scope of this project

1837 Source: Harding Place YMCA

Goals & Policies

NR 3

Prevent development in the floodplain.

4 Source: Edmondson Pike Library

I think NR 3.4 would fit best under NR goal 2 since is less about disaster mitigation and more about better use of assets.

854 Source: First Presbyterian Church of Nashville

We need EVEN BETTER storm water control

2353 Source: Beaman Park Nature Center

NR 4

What is biodiversity?

1842 Source: The Peacock Ballroom: Nashville Event Center (Lenox Village)

NR 5

All communities should have equitable access, but not necessarily equal access to parks.

1 Source: Edmondson Pike Library

"Environmental protection" Do you mean EPA oversight? Environment is important. However, regulations must not overreach.

1841 Source: The Peacock Ballroom: Nashville Event Center (Lenox Village)

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Process & Other

Other

Not sure of the value of right direction/wrong direction boards. Who is going to be against better cultural opportunities and better neighborhoods? As presented, they are very general. People need specifics to better evaluate. The devil is in the details.

2 *Source: Edmondson Pike Library*

As I understand it, one of the "reasons" that the AMP (Bus Rapid Transit idea) was blocked was because of its design. It would take up the middle lane on West End (which is already congested). Why not make a rapid rail system between Nashville and Murfreesboro and put hubs in Smyrna and Lavergne/Antioch. That would tremendously help the I-24 traffic.

Of course the local transit system would have to be upgraded in order to provide transportation from the station to the passengers destinations, but Nashville has vastly outgrown (and continues to outgrow) its current system.

Nashville is no longer a cool place to visit its increasingly becoming a cool place to live.

5 *Source: Other*

Process & Other

Other

I watched all 3 one-minute presentations. They are all geared toward transit. In the "Business as Usual" scenario, we will not have transit...OH NOOOO! (What they don't say is that we can keep our trees and yards) but they go on to say we will lose our trees and yards anyway.

In the other 2 scenarios, high density development is preferable because then transit is possible. They don't talk about over crowding, lack of privacy, noise pollution. air pollution and the like.

According to these presentations, there is no possibility of preservation or even the possibility of lack of development. Also, in these 2 presentations (which are nearly identical,) there is no mention of the massive loss of trees and lawns, because apparently, it's OK to lose our natural pollution buffers as long as we have transit.

Even the Community Character Manual talks about how suburban living makes people lonely and leads to mental health problems. I guess overcrowding and pollution will ease our mental health problems...right?

6 *Source: Other*

I feel like this is a replay of 2006-2007, when people were building faster than the market could sell. I said at the time that all of our property values were going to suffer, and I was right. In 30 years in Nashville I've seen more real estate boom and bust cycles than is reasonable.

368 *Source: Other*

Charter schools are needed in pockets of the city. Increase the value on public schools in Metro.

852 *Source: First Presbyterian Church of Nashville*

Open-ended comments

- Futures
- Values/Outcomes
- Questions
- Goals & Policies
- Process/Other

Process & Other

Other

Nashville's job growth should be upper and midland. In that we don't need a lot of strip malls with low paying jobs and transit to get to them. Neighborhood schools should be established and get rid of all the senseless busing. Homes should be "green" and not so energy inefficient; green spaces should be located close to homes for walking and bike rides. Our growth should be an energy efficient city, not an asphalt jungle.

1371 Source: United Methodist Church of Bellevue

One of the things that makes Nashville different than other cities is keep old city apperances...

1404 Source: United Methodist Church of Bellevue

Do something. Don't wait until the future passes us by. Be out from not behind.

1839 Source: Blakemore United Methodist Church

Nashville should do more to promote recycling...specifically with glass. Provide glass recycle cans in the same way that trashcans and green recycle can are provided.

1938 Source: West Nashville Police Precinct

Taxes have to slow down. Owning a home in Nashville cost a lot of money for taxes. Do I have to live in Nashville, not really. Taxes are a lot less in surrounding counties for the same sq ft home-property Being retired has a lot to do with this. Am I using schools--no. Am I using parks--no. Will I need MTA--no. Yes, I need water, lights, trash and limb pick up. Yes, I need fire and police. So a lot of my tax dollar is not sue by my wife and I. Taxes for fixed income should be looked at.

1939 Source: West Nashville Police Precinct

Process & Other

Other

I don't see anything for the Seniors. Everything is geared for the youth or young people, we pay taxes why are we being left out???????

2286 Source: Other

Complete development of downtown. Get the state to participate with metro on developing and sustaining the urban core. The state government is not keeping up with trends as Nashvegas skyrockets The state has lots of employees and lots of property that should be included.

2322 Source: Downtown Farmers Market

I'm a downtown Nashville resident who moved here from the DC area late 2012. I'm renting my unit at the present time. When I first moved here, I had concerns about the early morning horns from the trains rolling through in the nearby tracks. After a while I got used to it. But last night, around 3:30 am, it was oddly louder than usual. It was more loud and more repitious. I'm not a light sleeper and woke me and kept me awake. I was curious if I was the only who noticed and if there are any plans for lobbying for a "quiet zone" for downtown residents, especially between a certain slot of time (for instance between 1am and 4am or something like that?). Just a thought to throw out there for discussion and contemplation. Thank you.

2323 Source: Other

Maintaining rural character of Scottsboro/Bells Bend More preservation and agriculture

2352 Source: Beaman Park Nature Center

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Process & Other

Other

Commandeer part of the dormant Bellevue mall as a TRADE SCHOOL. Tell the owner that as a result of their disuse, they succumb the rights to the property to the community by eminent domain. If they sue for value, deduct the cost of storm water runoff, police services and lost tax revenue against the claim. They would still owe the city money.

2370 Source: MindMixer

I don't understand how this question is meaningful- actually how most of the questions here are meaningful. They're like asking "do you want to be happy or miserable?" Has anyone actually answered no?

2371 Source: MindMixer

"The arts should have an active influence on our society, particularly on how our communities are designed and built." To answer this = The Arts are what they, Talent, and have nothing to do with the look of a city . The Arts should be funded by the person who wants to share his or her or their talent . If I like their ,his or her talent . Then I will with money help them fund their talent . Short version . NO

2372 Source: MindMixer

Adequate public education should provide a sufficient foundation for children and youth to be equipped and motivated to realize their greatest potential. Instilling clarity that the most important factor in that equation is the child's effort is essential.

2373 Source: MindMixer

Process & Other

Other

A radical shake up in standards and standards development is a national strategy to set goals for US students to compete on a global level. The argument against the Common Core is a parochial one if it rises out of the fear of the subject matter being taught. Our young people will be competing against workers from China and India in the future. Those students focus on STEM subject more than twice the rate our students do.

Invest in WI-Fi for schools and depressed areas so that children have the access to free information and easier access to the developing technology of online learning modules that augment in class learning.

2374 Source: MindMixer

They should be taught trades as well as the Sciences , and arts . Some will not be doctors and lawyers and the such .If you look around you wil find a good plumber makes good money . Oh , the lawncare workers , one man , a mower , a blower , and a weedeater . make good money . The trades .

2375 Source: MindMixer

We have bus routes , and I have heard that Nashville is the "Trendy City " . Then let the "Trendy " walk or ride the bus or bike . .It seem that the city leaders and planners want high rise buildings instead of the single famly homes . In other words like New York City , L.A. and Atla . Well roads do go to those citeis, if that is what a person wants , right ??

2378 Source: MindMixer

Clean is up to the land owner . And each of us who do not keep a bag in our cars or trucks for trash . I am a part of "US" Safe , here is what I see. We need to cut metro gov't in half . Spend the cuts in the MPD and MFD more officers on the streets , and more firefighters on call .

2381 Source: MindMixer

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Process & Other

Other

Despite the political undercurrent of this question, I answered yes because my belief in environmental conservation trumps my skepticism about climate change alarmism.

2382 Source: MindMixer

Instead of focusing on climate change, let us focus on the multi decade economic blackmail being foisted on us by unstable foreign oil producing regimes. If we cut our use of oil for transportation, we will be less compelled to get involved in senseless foreign conflict. Improved public transportation has been shown historically to add enormous economic benefit for the long term development of urban society.

Add to this a strategy to promote safe walking and cycling and our community will find less incidences of health maladies from the inactive life styles we now share when we drive less than a mile for most of our shopping, schools and entertainment activities.

We do not have to look far for the results. Portland, Or., Madison, Wi., Chicago, London, Amsterdam, Dublin, New York are all world class cities that have embraced the strategies for making urban transportation less dependant on the automobile.

2383 Source: MindMixer

One silent killer for the longterm livability of Nashville is parking lots. We let anyone pave anything without consequence. Asphalt raises urban temperatures increasing of air conditioning costs and increases storm water runoff. The Bellevue Mall has 60 acres of idle asphalt parking that has contributed to increased storm water pollution and a direct cost to Harpeth Valley Utility District. Yet taxes recieved from the Mall owner have declined from over \$9,000,000 in 1999 to just over \$400,000 in 2012. The cost is born by homeowners in the form of higher sewer rates yet the developer is not required to do anything to remedy the runoff. Why should passive property developers get off for making such colossal development mistakes?

2384 Source: MindMixer

Process & Other

Other

Storm water run off policies should be more aggressive in Tennessee. Projections for precipitation in the event of a warming climate will probably not advance the absolute amount of precipitation in Tennessee over the next 50 years however the 4th and 5th standard deviation events may become more frequent. The USGS should have more measuring stations along the Harpeth Rive to alert residents of the potential for flood stage events.

<http://water.usgs.gov/wateralert/index.html>

2385 Source: MindMixer

The Journal Nature recently published an article about the effect of Urban Heat Islands. The potential of UHI effects is magnified in hot humid climates. As Nashville grows we need to reduce the deforestation for development and limit the outright paving of unimproved land for automobile parking.

2386 Source: MindMixer

Open-ended comments

- Futures
- Values/Outcomes
- Questions
- Goals & Policies
- Process/Other

Process & Other

Other

Transportation Conversation with Gabe Klein left some basic facts about Nashville challenges unanswered. Nashville is more suburban than other cities with the same population. When asked if developers should be responsible for building for autos AND pedestrian and bicycle infrastructure Gabe responded that developers do not want to build parking "garages". This is not the problem that Nashville has! We have so much available land, developers can just provide paved spots and it is very cheap. So is the City does not make developers build pedestrian and bicycle infrastructure, it will become a liability for the municipality in the future.

This is a situation where leadership is required to hold land developers responsible for incorporating pedestrian and bicycle infrastructure now.

I suggest a parking space permit for every housing development in Davidson county. 200 unit developments of combined 1 and 2 bedroom units would easily use 400 parking spaces. A \$1000 permit fee for each space would give the municipality funds for developing sidewalks and protected bicycle lanes before construction is complete. Communities would then not be surprised by the sudden traffic caused by such construction.

2393 Source: MindMixer

We should foster an environment of economic opportunity, free from the distortions of government incentives and unfair special tax deals unavailable to other residents and businesses in the community.

2394 Source: MindMixer

Process & Other

Other

"Job opportunities and workforce training" -- who could argue with that? But if that is all we focus on, we will get more of what we have now -- that is, the vision of Nashville's future will be limited to what benefits local employers. If we are to move to a pattern of life together in which material and energy consumption goes down -- and it must -- and in which real quality of life goes up -- and it can -- then we will have to do more than retool workers to fit into the decreasing number of available slots. We need to think seriously about what our future can really look like. How can we quit choosing from someone else's menu and get in the kitchen and start cooking?

2395 Source: MindMixer

To start with the size of metro Gov't should be cut in half . With office space around the court house only. how do you see the future as we are spending more than we take in ?? That is what I see . Nashville next Detroit

2396 Source: MindMixer

Metro government is adequately sized to meet the cities growing needs. The Tea Party approach to governing does not work for every ill.

2397 Source: MindMixer

Open-ended comments

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Process & Other

Other

Chattanooga has several incubator sites that cater to small start up activities and not just IT start ups. Civil services, fundraising and other community based efforts are encouraged in idle property locations.

Our community has been home to one the largest retail failed retail malls in America for 10 years. Is there some way to force the owners to use even a portion of the property for something that could attract small businesses like mobile incubator offices or portable entrepreneur retail spaces?

There is one such development in East Nashville on Fatherland and 19th that is completely full.

The Bellevue Mall ownership is waiting for a homerun opportunity with a destination type mall. It will not happen. The internet took care of that opportunity while they were waiting for it.

2398 *Source: MindMixer*

Training should be done in High School , The trades should be taught in school. No after that we should not give free training .

2399 *Source: MindMixer*

Bordeaux resident upset about constant blasting from new subdivisions: no assistance for damage to homes. Small business owner (day care) not a lot of help for a business that has contributed to the community for many years.

2417 *Source: Hartman Park Community Center*

We need ways to attract new business; unfortunately, we don't have the infrastructure to develop new residential areas to attract business!

2450 *Source: Paradise Ridge Community Center (Joelton)*

New library at Hadley park

2456 *Source: Hartman Park Community Center*

Process & Other

Other

"These are all bad choices."

2462 *Source: Green Hills Library*

Homeless

Contributor (regarding self-employed status)

2480 *Source: Focus group: Contributor*

9: But commute to Chattanooga each day for executive role at hospital. No jobs in Nashville. Good ole boys are not inclusive of young educated minorities...

2504 *Source: Harding Place YMCA*

These are all very real issues. Antioch seems to be the most underserved areas with great growth. Reform needs to happen but there needs to be a more serious focus group with detailed Q&A.

2505 *Source: Harding Place YMCA*

Any record of Civil War troop movements in NW Davidson? Report: of Civil War trenches along undisturbed hillsides--worth of investigation and preservation? Also, Native American history and artifacts.

2670 *Source: Mount Zion Baptist Church (Old Hickory Blvd Location)*

Process

"Pick" Nashville's Future?... with the kid picking his nose? I would pick to fire whoever chose this inappropriate image for what looks to be a serious "and expensive" site survey. Goofy.

1707 *Source: Other*

Your tax dollars at work? Check out this ad campaign for Metro Planning Dept. <http://tinyurl.com/o7j5t8e> (h/t @TNmetro) pic.twitter.com/iFBbTp8h3m

2458 *Source: Other*

Open-ended comments

Process & Other

Futures
Values/Outcomes
Questions
Goals & Policies
Process/Other

Process

I am here to hear a plan for Bellevue--I am disappointed of the meeting not having a presentation for the people of Bellevue. This survey is ridiculous.

2500 *Source: Bellevue Baptist Church Nashville*

I don't understand these 3 columns! Makes no sense! Poor survey.

2503 *Source: Bellevue Baptist Church Nashville*

Q1: Got confused (process)

2520 *Source: Madison Library*