

From: Ed Binkley
To: [Briggs, Michael \(Planning\)](#)
Cc: [Suzanne Brown](#)
Subject: Bike lanes for 8th Av
Date: Monday, April 10, 2017 1:56:35 PM

Congestion on 8th Av and Franklin Rd is severe now. The proposed changes would worsen conditions. No one should ride a bike on 8th Av now or with the proposed changes. Too dangerous... Logic shouts out that we need to keep our traffic lanes. Center turning lanes would help, but because of poor planning, too many new structures have been built next to the street with only enough room for sidewalks. Eighth Av is too narrow to do what is best. I suggest installing turning lanes where feasible but prohibit bikes. Help the bikers find safe places to ride.

Respectfully, EB

From: Jessica Rogers
To: [Briggs, Michael \(Planning\)](#)
Subject: OPPOSED to Phase one of the study centered around Berry Hill from Wedgewood Avenue to Berry Road
Date: Monday, April 10, 2017 3:10:46 PM

Mr. Briggs:

I am taking the time to voice my concerns over the proposed changes to the 8th Avenue corridor. As we all know Nashville is experiencing growing pains as well as trying to find harmony within the growth. As an Oak Hill resident, I was recently notified of the proposed changes to the Berry hill corridor. While I, too, love the idea of a walkable and bike able city, it believe this has to be accomplished in a way that does not squeeze major parties that are already stressed.

Concerns to this proposal:

1. 8th Avenue runs parallel to an already squeezed and congested neighborhood, 12S. 8th Avenue through Berry Hill provides congestion relief from Granny White Pike/12S. These two neighborhoods are historically non-commercial and highly residential with limited sidewalks and bike lanes. The increase in traffic in these residential areas is creating numerous dangers for pedestrians and bikers. By squeeing a traditionally commercial thru way; we risk pushing drivers further into residential areas and further endangering families and children.
2. 8th Avenue provides relief from I-65 during major accidents and in addition to an alternate commuter route. By reducing the area to one lane each way; what would happen in the event of a major and/or fatal accident on I-65 parallel to this corridor?
3. Historically during high volume travel times, 8th Avenue backs up past Zanies at Wedgewood, by eliminating a lane this traffic would very well back up to Woodmont Blvd on a daily basis causing delayed travel times with no alternate route. As Nashville, was designed as a wheel with spokes leading into and out of the city, by eliminating a lane at 8th Avenue, Hillsboro Road and I-65 become the only "mass" routes on the South side of town. As we all very well know, sending more traffic into Green Hills does not resolve flow issues.
4. 8th Avenue is a major artery leading into downtown and the round about. It seems as though with this proposal it makes no sense to have 8th Avenue bring travelers into the city as previously designed. A traveller would go from a 5 lane pike (Franklin Pike) to a 3 lane back to a 5 lane again. Historically, the city designers planned for Franklin Pike and Hillsboro Pike to main arteries into the city. As we all know our main arteries are stressed, it seems that stressing an over stressed artery is not in the best interest of the city as a whole at this time.
5. 8th Avenue is in the process of acquiring at least (by best guess) 1200 new condo units plus retail. Basic math would lead me to believe based on residents alone we will be adding 1200-2400 cars to this area. I cannot even imagine how many "visitors" to businesses should be included in this number.

In summary; it seems reducing traffic lanes in a major commuter artery at a time when we are increasing vehicles makes zero common sense.

Thank you,

Jessica Rogers
5206 Granny White Pike
Nashville, TN 37220

From: Carole Rabinowitz
To: [Briggs, Michael \(Planning\)](#)
Subject: Bike lanes/lane reduction on Franklin Pike
Date: Monday, April 10, 2017 3:26:13 PM

Hello Mr. Briggs,

I just received an email from the mayor of Oak Hill with information from your office regarding the proposed changes to Franklin Pike between Wedgewood and Berry Road. I am very appreciative that you are trying to get the word out and allow for as much input as possible, and I appreciate that our mayor has gotten this information out to us.

As someone who travels this route on a regular basis, I am stunned that this is even under consideration and I strongly urge you not to do this...at least not as proposed.

This is *the* major corridor in and out of downtown, as well as a main artery to access peripheral areas such as the Belmont/Vandy parts of town. When the highway is backed up, everyone funnels onto Franklin Pike. The sheer volume of cars will make this a nightmare. On a normal day at rush hour (without a highway problem), one often has to sit through 2 or more lights at Wedgewood, and that is with 4 lanes. If it is reduced to 2, traffic will never clear going South at evening rush hour, and going North, it will back up to Craighead. I just can't wrap my head around how this problem would be mitigated.

It will also increase the safety risks as so many vehicles are making right turns, which slows down traffic enough, but now they would have to watch for bikers (which they won't!).

I used to live in East Nashville, and the reduction of lanes on Shelby to provide the bike and turn lane only served to increase the travel time. I can remember inching along in a long snake trying to get through the lights.

This project will take four lanes of traffic down to two lanes of traffic, where both right and left turns will slow it down (left turns moving in to turn lane, where we already have log jams as people from both directions are trying to get in to the turn lane), all traffic will be in bus lane with no ability to get around it, and there will be bikers added to the mix. This is not the street for this.

Lealand Lane/10th Ave? Ok. That would make sense. It is a wide and quiet road. Only 2 lanes are necessary.

If there was a way to expand Franklin Pike, and keep the 4 lanes, but add sidewalks and bike lanes, I would totally support it!

Adding bike lanes is not going to magically beautify this area. The older commercial properties have ugly parking in front and lots of signage, and the newer construction projects are now flush with the street, which means making changes to beautify difficult. It is difficult to take an already congested area and make it seem like a lovely boulevard, particularly if reducing the number of lanes for traffic. In any city I have visited, I have never seen a major road in a city reduced in lanes. Tree lined streets, walkability, benches, sidewalks, bike paths...all great stuff. Who wouldn't want that? But, that usually comes from expanding, not cramming more in to the current footprint.

As a side note, I appreciate the detailed information with photos, however, I have to ask when the photos were taken, and if photoshopped. I travel this route at different times a day, and I have never been on Franklin Pike when there are only 1 or 2 cars on it. Many of these photos show a quiet, gentle road with a couple of cars. The reality is very different. I think in my 21 years in Nashville, I have only seen the road that quiet maybe on a national holiday when everything is closed, or maybe early Sunday morning. I see that Sinema and the Melrose condos are in place in the photos, which means this is recent, however, the lack of cars is a

fantasy. The added residential and commercial developments in the area has only increased the amount of cars traveling this corridor.

The statement on the page of Existing Conditions-Study Area, where it says "the construction of I-65 parallel to the corridor has lessened the role of Franklin Pike as the commuter route" is so odd. Maybe back when the highway was actually built...HA! But, all jokes aside, this study now feels at least 3-4 years behind, during which time there has been a marked change in the amount of cars going in and out of Nashville, and through this more developed part of town. I quite honestly challenge the graph on page 2.11, which has no numbers on it...just drawn lines, and words such as "somewhat stagnant". That smacks of smoke and mirrors. Show me the numbers...tell us how many cars travel this corridor on a daily basis. I am sure the study was done, and after reading through this twice, I could not find it. Why is that not mentioned? I will keep an open mind, and if I see the numbers which indicate that reducing the lanes will not negatively impact the people that use this corridor every day, I will happily re-evaluate my position.

If everyone involved in making this decision does not make a point of traveling that road multiple times, and at multiple hours in a day, it would be reckless and irresponsible.

I realize I have a very strong opinion about this, but I do appreciate that I am able to express this opinion here. I am not sure my work will allow me to make the meeting and I would like to have my opinion added to the mix.

I sincerely thank you for your time and consideration,
Carole Rabinowitz

From: Hilary Lindsay
To: [Briggs, Michael \(Planning\)](#)
Subject: one lane on 8th
Date: Monday, April 10, 2017 3:33:46 PM

Hello Michael,

I live off Franklin Rd in Oak Hill. The traffic at rush hours from Harding to Berry Hill can be fierce. How far is this one lane road proposed to go in each direction. Though I support bike lanes it is not fair to impede the flow of traffic which is already increasing on what was once a very pleasant Franklin Road.

All the best,
Hilary Lindsay

From: gsferg@comcast.net
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Ave. bike lane
Date: Monday, April 10, 2017 4:29:57 PM

Mr. Briggs

I would like to take this opportunity to express in the strongest terms possible my opposition to the proposed narrowing of 8th Ave./ Franklin Rd. corridor to accommodate bike lanes.

With the explosive growth that Nashville is experiencing and the attendant traffic problems it is nothing short of asinine to even consider narrowing one of the major traffic arteries leading into and out of the city. If this proposal is allowed to go forward I believe it will be a tremendous hardship for the majority of residents of Nashville, harm area businesses and benefit no one but specific developer and a minuscule segment of the population.

In closing, I can only hope that this unforgivable waste of tax payer money will be ultimately find its way to the dust bin of bad ideas where it belongs.

Thank you for your attention and consideration in this matter.

Sincerely,

Glenn Ferguson
877 Battery Lane
Nashville, TN 37220

cc: Angie Henderson
Colby Sledge

From: 24bluwtr@comcast.net
To: [Briggs, Michael \(Planning\)](#)
Cc: [GRAY, Eddie](#); megan.berry@nashville.gov
Subject: 8th Ave Bicycle Lanes
Date: Monday, April 10, 2017 9:16:55 PM

Michael

As a long time Melrose area resident this plan has a lot of hole in it. With all the new condos apartments businesses being built in the 8th Ave corridor Why in the world would Nashville ever consider eliminating two lanes of traffic to put in two bike lanes instead?

Talk about making a cluster muck of traffic proceed with this plan and see how traffic will be bogged down during rush hours.

Could someone please tell me how many bicycles does this study have envisioned on using the lanes. Top question is how much will the bicycle riders be paying to assist in the payment for this change of 8th avenue? Best I have seen not bicycle rider assist in any of the bicycle lanes in Nashville at the present time so how much are they going to pay for these improvements? Gas Diesel powered vehicles pay taxes when they fill up their vehicles to assist in the improvement to the roads. Bicycle riders pay nothing to the cause, so why should the motor vehicle have to foot the bill. Maybe the study needs to examine the need for bicycle riders to pay their fair share of the shared roads.

Please have someone respond to these questions and please not ignore the city wide problem of the non-paying bicycle riders.

From: Tom Hayes
To: [Briggs, Michael \(Planning\)](#)
Subject: traffic plan 8th ave
Date: Wednesday, April 12, 2017 8:26:03 AM

Just reviewed your proposed plan to reduce traffic lanes in this corridor. This needs to be rethought. Traffic continues to grow along this route. The passage through the Melrose area is busier than ever. With the heavy expansion of residential dwellings in this area traffic will only get worse. We are heading straight toward the situation in center of Green Hills or in Brentwood. To reduce lanes to accommodate bicycle riders is just not the thing to do. Mega problems will be the result which will effect many people while only a small number comparatively will benefit from the bicycle paths. I am totally against doing such a thing as are every one of my neighbors I've talked to on Robertson Academy Road.

I strongly request reconsideration be given to this plan and not create a situation which will make traveling this route much , much worse than it is now
!!!! Tom Hayes....916 Robertson Academy Rd , Nashville, Tn 37220

From: Hilary Lindsay
To: [Briggs, Michael \(Planning\)](#)
Subject: Re: one lane on 8th
Date: Wednesday, April 12, 2017 2:57:13 PM

Michael thank you for your quick response. It was the Oak Hill Mayor who sent a note about adding bike lanes and losing a lane.

I used to ride a bike but even with bike lanes I wouldn't do it anymore. I have had too many near misses of cars hitting my car when drivers are in my lane on their cell phones. Just too dangerous.

All the best, Hilary

On Wed, Apr 12, 2017 at 2:45 PM, Briggs, Michael (Planning) <Michael.Briggs@nashville.gov> wrote:

Hi Hilary,

Thank you for contacting me related to the 8th Avenue South Multimodal Study. No decision has been made involving the number of lanes in this area. The City of Berry Hill completed a study of their area from Wedgewood to Berry Road last year, and Metro is examining the section from Wedgewood into Downtown. We are intrigued by the addition of the center turn lane to help pull out left turns for vehicles and help with pedestrians crossing the street. I know many see the bike lanes and feel that's the only reason for studying this type of roadway reallocation. As this area develops, we must continue to think through options for all modes of transportation and improving safety while balancing through traffic.

This month's open house will be about listening to those that live along, work, and commute through the corridor on what our priorities should be involving transportation. This will ultimately inform any final proposal balancing all needs. I hope you can attend.

8th Avenue South Multimodal Study Open House

Tuesday, April 25, 2017

4 pm – 7 pm

Room in the Inn

705 Drexel Street

Nashville, TN 37203

Website Information

We will keep your comments on file and review them with the study team.

Regards,

Michael

Michael Briggs, AICP

Transportation Planner

Metropolitan Nashville Planning Department

800 Second Avenue South | P.O. Box 196300 | Nashville, TN 37219-6300

[615.862.7219](tel:615.862.7219) | michael.briggs@nashville.gov | www.nashville.gov/mpc

From: Hilary Lindsay [mailto:hilarylindsayyoga@gmail.com]

Sent: Monday, April 10, 2017 3:34 PM

To: Briggs, Michael (Planning)

Subject: one lane on 8th

Hello Michael,

I live off Franklin Rd in Oak Hill. The traffic at rush hours from Harding to Berry Hill can be fierce. How far is this one lane road proposed to go in each direction. Though I support bike lanes it is not fair to impede the flow of traffic which is already increasing on what was once a very pleasant Franklin Road.

All the best,

Hilary Lindsay

From: Amy Gordon Bono
To: [Briggs, Michael \(Planning\)](#); heidi.campbell@oakhilltn.us
Subject: Bike lanes in Berry Hill- objection
Date: Wednesday, April 12, 2017 3:53:11 PM

Mr. Briggs, Mrs. Campbell, and To Whom It May Concern,

I write to object to the placement of bike lanes on 8th avenue in Berry Hill.

In a city with significant traffic problems, taking away lanes for cars is NOT a good solution for any city improvement project.

I live in Oak Hill and frequently use the Church Street bridge (between 6th Avenue downtown and I-40west's Church Street exit) and 8th Avenue/Franklin Road during rush hour after work between the downtown YMCA and my home, especially when the interstate highways are congested.

I have seen personally how removing traffic lanes on the Church Street bridge to allow for bike lanes has caused more congestion on the bridge and surrounding streets. It also causes more drivers' tempers to flare as they barrel down the shared middle turn lane, and I have seen a number of near-miss head on traffic confrontations.

I rarely see anyone using the bike lanes during rush hour, and I have only seen folks use the bike lanes on weekends. The sidewalks are greatly utilized, and the sidewalks' presence is valuable.

In my view, the folks using the bike lanes are not locals, but they are tourists, and I look at the removal of traffic lanes as just another way our city is investing in the tourists' experience rather than a native Nashvillian's benefits.

Eighth Avenue is an important secondary road for me, and I value the time it can save me. Taking away lanes for cars will negatively impact my commuting experience.

Again, I write to object to the placement of bike lanes on 8th avenue in Berry Hill.

Sincerely,
Amy G. Bono
938 Oak Valley Lane
Nashville, TN 37220

From: David Maloney
To: [Briggs, Michael \(Planning\)](#)
Cc: "[Gayle Maloney](#)"; [Owensby, Craig \(Planning\)](#); [Stone, Cortnye \(Public Works\)](#)
Subject: RE: US Hwy 31/8th Ave S/Franklin Pike Corridor
Date: Tuesday, April 18, 2017 9:59:52 PM

Thank you for your reply

From: Briggs, Michael (Planning) [mailto:Michael.Briggs@nashville.gov]
Sent: Tuesday, April 18, 2017 4:43 PM
To: 'David Maloney' <dmaloney@comcast.net>
Cc: Gayle Maloney <gaylemaloney@comcast.net>; Owensby, Craig (Planning) <Craig.Owensby@nashville.gov>; Stone, Cortnye (Public Works) <Cortnye.Stone@nashville.gov>
Subject: RE: US Hwy 31/8th Ave S/Franklin Pike Corridor

Hi David,

Thank you for contacting me related to the 8th Avenue South Multimodal Study. I understand your concerns regarding the number of lanes, and that it's very counterintuitive to think reallocating space may also have benefits to the drivers along the corridor. We understand that reallocating the space for a bike lane may increase delay at peak travel time in the afternoon, but there are safety benefits for people crossing the street and for traffic by reducing sideswipe collisions. I wish you had a chance to attend the meeting to talk through these issues with planners, so please continue to pass the word to neighbors to attend.

Again, no final decision has been made involving the number of lanes in this area. The City of Berry Hill completed a study of their area from Wedgewood to Berry Road last year which involved business owners in this area who were fairly supportive of the outcomes. Metro is examining the section from Wedgewood into Downtown with similar stakeholder involvement--business owners, residents, and commuters. We are intrigued by the addition of the center turn lane to help pull out left turns for vehicles and help with pedestrians crossing the street. As this area develops, we must continue to think through options for all modes of transportation and improving safety while balancing through traffic.

We will keep your comments on file and review them with the study team.

Regards,
Michael

Michael Briggs, AICP

Transportation Planner

Metropolitan Nashville Planning Department

800 Second Avenue South | P.O. Box 196300 | Nashville, TN 37219-6300

615.862.7219 | michael.briggs@nashville.gov | www.nashville.gov/mpc

From: David Maloney [<mailto:dmaloney@comcast.net>]
Sent: Tuesday, April 18, 2017 10:55 AM
To: Briggs, Michael (Planning)
Cc: Gayle Maloney
Subject: US Hwy 31/8th Ave S/Franklin Pike Corridor

Michael,

Thank you for your work in studying transportation alternatives on US Hwy 31/8th Ave S/Franklin Pike from Berry Rd to Wedgewood to the Roundabout at Music City Center. We appreciate the opportunity for public input at the April 25th 8th Avenue South Multimodal Study Open House. Since neither my wife nor I will be able to attend, we wanted to provide input via email.

We are excited about the continued growth of Nashville and the redevelopment and improvement efforts throughout the city including the US Hwy 31/8th Ave S/Franklin Pike corridor. We are fully supportive of adding sidewalks and improving safety on this and other major corridors in Nashville. As you well know, the US Hwy 31/8th Ave S/Franklin Pike corridor, along with Hillsboro Rd and Nolensville Pike, is one of the most important, if not the most important, north/south corridors in the city. As such, we use it as our primary access to downtown Nashville.

We know that you and many others have studied this issue in great detail but it seems to us that the studies began with an inherent bias toward multimodal transportation and the addition of bike lanes at the expense of automobile and bus traffic. As mentioned above, we support the addition of sidewalks along US Hwy 31/8th Ave S/Franklin Pike but **we strongly oppose any efforts to reduce the number of lanes** along the corridor especially since the 10th S and 12th S corridors are already essentially two lanes in the same area.

The Hillsboro Village area for .1 mile between Wedgewood and Acklen is great example of the congestion that can be created with only 2 lanes and a center turning lane. The area from Berry Rd to Wedgewood is 1.1 miles – 11 times the distance of Hillsboro Village! It is difficult to imagine the congestion that would be created. If the additional 1.7 miles from Wedgewood to Music City Center were also reduced to 2 lanes and a center turning lane, a total distance of 28 times that of Hillsboro Village, it would likely create gridlock for one of the city's major corridors for large portions of the day. At least Hillsboro Village has a bypass of sorts with Magnolia and 16th/17th . No such bypass alternative of 4 lanes would exist for the US Hwy 31/8th Ave S/Franklin Pike corridor.

While it is nice to think that people will turn to bicycles instead of busses and automobiles, the reality is that it is just not happening. If anything, people are trading cars for other cars in the form of Uber and Lyft - especially younger Nashvillians who are moving into the US Hwy 31/8th Ave S/Franklin Pike corridor.

We lived in Atlanta for ten years during a period of explosive growth - which seems to be any 10 year period in Atlanta. We applaud your efforts to plan, something that Atlanta always seems to find more difficult to do, but to reduce access to a major corridor does not seem like wise planning to us.

Thank you for the opportunity to express our views,

David and Gayle Maloney
1011 Gateway LN
Nashville, TN 37220

From: Courtney Keller
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Ave/Franklin Rd
Date: Tuesday, April 25, 2017 4:06:18 PM

Mayor Briggs. Unfortunately, I am unable to attend today's public meeting regarding the 8th Ave/Franklin Rd proposal to reduce that stretch of highway down to two lanes. I am VERY interested in learning more about this as I'm a resident of Oak Hill and drive this stretch of road daily for work and my daughter's preschool.

I was told that we could reach out to you for more information.

Thanks in advance.

Courtney Keller
Sales and Marketing Director

Travel for the Stars

www.travelstars.net

www.facebook.com/TravelForTheStars

www.twitter.com/travel4stars

P: 615-329-2020

C: 615-772-8459

F: 615-320-7702



****We have moved!!!! - 5548 Franklin Pike Suite 203, Nashville TN, 37220****

From: Jen
To: MEGAN@meganbarry.com; [Barry, Megan \(Mayor\)](#)
Cc: [Hamilton, Patrick \(Mayor's Office\)](#); [Briggs, Michael \(Planning\)](#)
Subject: Franklin Pike proposal
Date: Thursday, April 27, 2017 5:43:36 PM

Mayor Barry,

My name is Jen Duck, and we met briefly at Third Man Records a few months ago when Pearl Jam brought the house down in the Blue Room. As you may recall, I work with Anderson Cooper at CNN, but I'm based here in Nashville with my family.

Today I'm writing to you not as a journalist but as a Davidson County resident. I live off of Franklin Pike, and over the past four years I have seen how traffic has become backlogged. I understand something needs to be done, and while I applaud your efforts with the light rail initiative on Gallatin Pike, the proposal to reduce lanes on Franklin Pike for bike lanes just doesn't make any sense to me and my neighbors, some who have been here for 40+ years. Prior to moving to Nashville, I lived in Chicago, New York City, Los Angeles and Washington, D.C. I understand that mass transit can be a beautiful thing, and bike lanes can be helpful. But to reduce the traffic lanes in half to accommodate bike lanes that won't even lead to the downtown business district absolutely stumps me. This is going to turn Franklin Pike into the nightmares I had to endure in Los Angeles on the 101 and the 10. Adding a bike lane in addition to the traffic lanes is acceptable; reducing lanes to accommodate just the 12 South neighborhood and increase traffic jams from Davidson to Williamson Counties is frankly unacceptable to me. I also think reducing lanes on Franklin Pike will make 65 even more backed up, which is something I want you and Mr. Briggs to seriously consider. Please drive on 65 toward Brentwood at 5pm on a week day. You will see that it's already in great peril, and cutting the main "artery" of Franklin Pike in half will only cause bigger headaches.

Our city is so special. Although my husband and I have moved several times due to our jobs, we vowed to never leave Nashville because we hold it so near and dear. I have great respect for you and our government officials, and rarely do I feel the need to speak out. However, this issue along with my unique experience of living in so many different cities has forced me to raise my hand so I hopefully can be heard.

Please feel free to call me any time to discuss this. If there is another side of the story to this plan, I certainly have an open ear. My cell is 310.503.5154.

Thank you for your time and consideration.

Sincerely,

Jen Duck

From: Nora Kern
To: [Barry, Megan \(Mayor\)](#)
Cc: [Briggs, Michael \(Planning\)](#); [Sloan, Doug \(Planning\)](#); [mbsartain03@gmail.com](#); [Baker, Joe \(Berry Hill\)](#); [Sledge, Colby \(Council Member\)](#); [Freeman, Mike \(Council Member\)](#); [Pulley, Russ \(Council Member\)](#); [Elrod, Jeremy \(Council Member\)](#); [Allen, Burkley \(Council Member\)](#); [O'Connell, Freddie \(Council Member\)](#); [Ikard, Mary Beth \(Mayor's Office\)](#); [Hafkenschiel, Erin \(Mayor's Office\)](#); [Sturtevant, Mark \(Mayor's Office\)](#); [Radinger, Jason \(Public Works\)](#); [Bird, Peter \(Planning\)](#); [Jessica L. Wilson](#); [Toks Omishakin](#); [Daniel McDonell](#); [Briley, David \(Vice Mayor\)](#); [Bland, Steve \(MTA\)](#); [Castrodad, Felix \(MTA\)](#); [Cole, Justin \(MTA\)](#); [Gonzalez, Elwyn \(Planning\)](#)
Subject: Petition in Favor of a A Safer 8th Ave
Date: Friday, April 28, 2017 4:52:19 PM
Attachments: [8th Ave Petition 4.28.17.pdf](#)
[Letter in Support of 8th Ave Complete Street.pdf](#)

Mayor Barry, Mayor Sartain, Council-Members, and Metro Officials,

I am writing to share our strong support of reconfiguring 8th Ave S from four car lanes to three lanes, also known as a road diet. The data on road-diets projects exactly like 8th Ave across the country is clear. **Turning 8th Ave into a complete street would make the street safer and more accessible for ALL people, whether driving through, walking across, or biking along.**

[According to the studies by the Federal Highway Association](#), changing from four to three lanes can significantly reduce crashes for people walking, biking and driving while maintaining the same capacity for cars.

We strongly support changing 8th Ave from four car lanes to a street that welcomes people on foot, bicycle, bus and cars. This will:

1. **Make the street safer for all road users.** The Phase 1 Franklin Pike Report showed that there were 174 crashes with injuries in just five years, two of which resulted in the loss of life. [Studies show changing 4 lane streets just like 8th Ave South to 3 lanes reduces crashes 19-47%.](#)
2. **Have minimal impacts on car capacity.** The majority of 8th Ave falls below the 20,000 vehicle per day threshold for road diet recommendations. Data shows that not only will 3 lanes accommodate the same capacity, but it may even improve traffic flow.
3. **Make it possible to safely cross the street.** Currently it is over half a mile between crosswalks in some sections 8th Ave, leaving most people with no option but to play real-life frogger to cross the street. A 3-lane configuration would allow for pedestrian refuge islands which [reduce pedestrian crashes up to 46%.](#)
4. **Help 8th Ave become a thriving community hub, not just a highway for cars.** With a 10% growth in households over the last 5 years, and 1,000+ more units under construction or opening soon, 8th Ave is rapidly becoming an urban center and needs to have walkable and bikeable infrastructure to match.
5. **Create a safe way to bicycle in one of Nashville's bike-deserts.** 8th Ave South is on the Priority Bikeway Network in WalkNBike. It is time to stop planning and make WalkNBike a reality.

Please ensure that [Complete Streets](#) are a reality, by creating space for everyone on 8th Ave.

We respectfully submit this letter along with signatures of 337 community members who demonstrated their support for this change this change in just the past two days. This petition continues to gather support and can be viewed at www.walkbikenashville.org/make8thsafe.

Respectfully,

Nora Kern

Executive Director

Walk Bike Nashville

Nora Kern

Executive Director

[Walk Bike Nashville](#)

w: [\(615\) 928-8801](tel:(615)928-8801)

C: [\(615\) 260-1988](tel:(615)260-1988)



Working for a more walkable, bikeable and livable Nashville.

Make 8th Ave Safe For All

8th Ave is currently nearly impossible to safely cross on foot. If you want to walk from your house or business to a restaurant on the other side of street you are reduced to a game of real life frogger. [According to the studies by the Federal Highway Association](#), changing from four to three lanes can significantly reduces crashes for people walking, biking and driving, while maintaining the same capacity for cars.

We strongly support changing 8th Ave from four car-lanes, to a street that welcomes people on foot, bicycle, bus and cars. This will:

1. **Make the street safer for all road users.** 174 people were injured on this street in the last 5 years. [Studies show changing a 4-lane street to 3 lanes reduces crashes 19-47%.](#)
2. **Make it possible to safely cross the street.** 3 lanes are much easier to cross on foot than 4. Currently it's over half a mile between crosswalks in some sections 8th Ave, leaving most people with no option but to play real-life frogger to cross the street. A 3-lane configuration would allow for pedestrian refuge islands which reduce pedestrian crashes up to 46%.
3. **Help 8th Ave become a thriving community hub, not just a highway for cars**
4. **Create a safe way to bicycle in one of Nashville's bike-deserts**
5. **Have minimal impacts on car capacity**

Please support [Complete Streets](#) by creating space for everyone on 8th Ave. A full blog post on why the proposed road diet is needed is [here](#).

Total signatures: 337

Name	State	Comment
1. Nora Kern	TN	Make 8th Safe!
2. Daniel McDonell	TN	
3. John Vick	TN	
4. Amy Johnson	TN	
5. Katie Hoovler	TN	
6. Katherine McDonell	TN	
7. Ricco Rosini	TN	
8. Beth Tippens	TN	
9. Stacy Dorris	TN	
10. Chuck Burgess	TN	
11. Trisha Ping	TN	
12. Kj Garner	TN	
13. Taylor Berryhill	NY	
14. Rachel Hayes	TN	
15. Robert Johnson	TN	
16. Wendy Marin	TN	
17. Laurie Stevens	TN	
18. Adams Carroll	TN	
19. Tony Heath	TN	
20. Katy Brantley	MT	
21. Carey Rogers	TN	
22. Anthony Etheridge	TN	
23. Jim McAteer	TN	
24. William Calhoun	TN	
25. Ryan Kamper	TN	
26. Rebecca Fleenor	TN	
27. Gary Schott	TN	
28. Tom Grooms	TN	
29. Joe Woolley	TN	
30. Elizabeth Merrill	TN	
31. Katie Cline	TN	
32. Kelly Dennen	TN	
33. Mary Jhnston	TN	

	Name	State	Comment
34.	Richard Kerr	TN	
35.	Tony Burdick	TN	
36.	Colin Pigott	TN	
37.	Laura Williams	TN	
38.	Robert Austin Randolph	TN	
39.	Lindsey Ganson	TN	
40.	Benjamin Wachter	TN	
41.	Elizabeth Atack	TN	
42.	Will Krugman	TN	
43.	Jackie Hansom		
44.	Eric Hoke	TN	
45.	Logan Newton	TN	
46.	Andrea Zink	TN	
47.	Henry McCall	TN	
48.	Cathy Morgan	TN	
49.	Michael Nowers		
50.	Dave Thienel	TN	
51.	Derrick Rice	TN	
52.	Ben Baden	TN	
53.	Daniel Lonow		
54.	Michael Tregelles	TN	
55.	Greg Harris	TN	
56.	Chris Stephens	TN	
57.	Andrew Rush	TN	
58.	Jacob Graham	TN	
59.	Mary Hinton	TN	
60.	Margaret Dodson	TN	
61.	Michael Bolen	TN	
62.	Renee Parsons	TN	
63.	Rachel Young	TN	
64.	Kerry Bateman	TN	
65.	Brian Bender	TN	
66.	Aaron Gower	TN	
67.	Carol Ashworth	TN	
68.	Dorothy Booker	TN	
69.	Mustapha Williams	TN	
70.	Richard Cochran	TN	
71.	Kate Clouse	TN	
72.	Emily Carlton	TN	
73.	Sarah Roos	TN	
74.	Stephen Jones	TN	
75.	Andrew Gilmore	TN	
76.	Jim Cracraft	TN	
77.	Julie Shainberg	TN	
78.	J Palmer	TN	
79.	Donavan Yazzie	TN	
80.	Jessica Rutherford	TN	
81.	Jeremiah Corbett	TN	
82.	Diana Johnson		
83.	Aimi Hamraie		
84.	Erin Simpson	TN	
85.	Christin Frenzel		

	Name	State	Comment
86.	Laura Miller	TN	
87.	Daniel Toner	TN	
88.	Pete Westerholm	TN	
89.	Zollie Wilson	TN	
90.	Brian Sexton	TN	
91.	Stephanie Austin	TN	
92.	Matthew Drewes	TN	
93.	William MacDonald	TN	
94.	William MacDonald	TN	
95.	Michael Ferral	TN	
96.	Britt Norvell	TN	
97.	Michael Morosi	TN	
98.	Michael Quintana	TN	
99.	Sara Fortenberry	TN	
100.	Jessica Winkle	TN	
101.	Joseph Mayes	TN	
102.	Rebecca Moody	TN	
103.	Sebastian Faust	TN	
104.	Jason Garrett	TN	
105.	Rachael Langley	TN	
106.	Mitch Evans	TN	
107.	Nicole Ballard	TN	
108.	Jennifer Taylor	TN	
109.	John Spragens	TN	
110.	Trisha Brown	TN	
111.	Peter McDowell	TN	
112.	Margaret Scott	TN	
113.	Jill Thompson	PA	
114.	Joshua Pelletier		
115.	Matthew Huntington	TN	
116.	Kate Larson	TN	
117.	Kyle Jacobson	TN	
118.	Alison Summers	TN	
119.	Victoria Villalta- Gil	TN	
120.	Robert Edwards	TN	
121.	Drew Raines		
122.	Christopher Stowe	TN	
123.	Nick Davis	TN	
124.	Aaron Meier	TN	
125.	Mike Thompson	TN	
126.	Adam Hanan	TN	
127.	Jessica Schneider	TN	
128.	Brandon Frohne		
129.	Matt Anderson	TN	
130.	Chris Meyers	TN	
131.	Blair Dean	TN	
132.	Ryan Parrish	TN	
133.	Tim Wickstrom	TN	
134.	Nancy DeKalb	TN	

	Name	State	Comment
135.	Will Norvell	TX	
136.	Xavier O'Mack	AZ	
137.	Edwin Williamson	TN	
138.	Virginia Sands		Walking and biking should Ben safe on 8th Ave!
139.	Cathy Werthan	TN	
140.	Stephen Carr	TN	
141.	Scott Troxel	TN	
142.	Tim Yager	TN	
143.	Lee Fowler	TN	
144.	Jen Harley	TN	
145.	Michael Harley	TN	
146.	Jack Ivy	MD	
147.	Janie Prathamavong	TN	
148.	Amber Thienel	TN	
149.	Ryan Chang	TN	
150.	christopher corby	TN	I would be a daily commuter for this entire length of 8th if it were bike-able. My commute from Germantown to just south of Melrose is too treacherous for biking.
151.	Tipton Fowlkes		
152.	Dan Erickson	TN	
153.	Catherine Walker	TN	
154.	Phillip Vest	TN	
155.	William Jones		
156.	Andrew Runyan	TN	
157.	Josh Mock	TN	
158.	Samantha Puckett	TN	
159.	Kira Schlesinger	TN	
160.	Lynne Wallace	TN	
161.	Jason Dikhounphiphet	TN	
162.	Lori Condon	TN	Lori Condon
163.	Michael Friddell	TN	
164.	Rob Laird	TN	
165.	Sha H		
166.	Freya Sachs	TN	
167.	Holly Ladd	TN	I would love to see the bike lanes protected somehow - like between parking and sidewalk if possible, or at least have "drunk bumps" to alert drivers when they drift into a bike lane. Thank you.
168.	Thomas Hormby	TN	
169.	Marcia Millar	ME	
170.	Adam Temple	TN	
171.	Jennifer Wisecaver	TN	
172.	Courtney Keen	TN	
173.	Jesse Felter	TN	Share the road.
174.	Sally Robertson	TN	I commute by bike and train downtown. This needs to happen.
175.	Joey Brown	TN	
176.	Joshua May	TN	fewer lanes, fewer cars, happier streets
177.	Elle Long	TN	
178.	Will Marth	TN	
179.	Cathy Sparks	TN	
180.	Ramsey Doran	TN	
181.	Paul Halupka	TN	
182.	Keith Weghorst	TN	
183.	Walt Guest		
184.	Alvin Haney	TN	

	Name	State	Comment
185.	Lauren Brooks		Help keep Nashville safe and thriving!
186.	molly hood	TN	
187.	Susan Staley		
188.	Zac Weigeshoff	TN	Zachary J Weigeshoff
189.	Emma Bellamy	TN	
190.	paul korhnak	TN	
191.	Jennifer Preston		
192.	Steve S	TN	I'm always for more bike routes in this city!
193.	Namcy Juodenas	TN	
194.	Jilah Kalil	TN	
195.	Trudy Carpenter	TN	
196.	Katie Haas	TN	My husband rides to work on 8th Ave (to Grimeys, via the Greenway from Donelson) and I LOVE the thought of a dedicated bike line on 8th.
197.	Vida Mathis		
198.	Gregory O'Loughlin	TN	
199.	Elwyn Gonzalez	TN	
200.	Jacob Best-Wittenberg	TN	
201.	Elizabeth Peterson		
202.	Melissa Davis	TN	
203.	scott cornett	TN	
204.	Sara Stanton		
205.	Melody Gibson	TN	
206.	Rachel Solava	TN	
207.	Chris Kelly	TN	
208.	James Wheeler	TN	
209.	Maria Ollis	TN	
210.	Jane Mckellar	TN	Jane Mckellar
211.	Caroline Duley	TN	
212.	Kelley Arnold		
213.	Brian Nock	Centre-Val de Loire	I live in Chestnut Hill and work in the Gulch. When I bike to work (about once/week), I have to be extra cautious on 8th Ave S because there is no safe place to cycle (except in a lane of traffic... not great).
214.	Elam Freeman	TN	
215.	Trevor Vincent	TN	
216.	Linda Endres	TN	Linda Endres
217.	Marc Hill	TN	
218.	Laura Merritt	TN	
219.	Robert Harris	TN	Love to Ride we need more bike lanes
220.	Fuller Hanan	TN	I support bikes and people walking and enjoying their neighborhood!
221.	Harry Williams	TN	
222.	Marie Griffin		
223.	Hannah Meyers		
224.	Daniel Mangum	TN	I fully support the petition.
225.	Julie Shaffner	TN	
226.	Ryan Bailey	TN	Necessary!
227.	Erik Hunt	TN	
228.	Nelda Fowlkes	MA	
229.	Rex Hammock	TN	
230.	Jeffrey Ultee	TN	I bike on 8th Ave and want to feel safe. Encourage dense, walkable development. It'll get people to move closer to the city and take other modes. Don't enable sprawl and car-oriented growth.
231.	Jeffry Stein	TN	Jeffry Stein
232.	Elizabeth Roth	TN	
233.	Martin Welch	TN	

	Name	State	Comment
234.	Brien Welsh	TN	Dangerous to cross and sidewalks badly needed. Over 3000 apts added in the last 4 years
235.	Margaret Joffrion		
236.	Andrew Parker	TN	This is a very important move for our progressive city!
237.	Rollum Haas		
238.	David Kleinfelter	TN	
239.	Marc Baird	TN	
240.	Miller Dew		
241.	Carie Lee Kennedy	TN	
242.	Heidi Welch	TN	
243.	Carmen Cowden	TN	
244.	Susan Alexander	TN	Please keep working to make Nashville a safe place to walk and bike as our city keep growing!
245.	Edward Sachs	TN	
246.	Ceci Sachs	TN	
247.	Patti Mangum	TN	
248.	Melissa Donahue	TN	Make 8th safe for all
249.	Marianne Bentley	TN	
250.	Mary Turner	TN	Mary Turner
251.	Joan Curry		I apprciated the newstory on WSMV this evening: reduce a lane now for pedestrian accessibility and general traffic safety now and potentially hold the space for potential public transit in the future. i frequently walk across and along 8th ave south, especially in the vicinity of wedgewood ave. a moment of observation easily shows that the pedestrian experience is not highly prioritized by the urban infrastructure. despite this, short sections of 8th ave and wedgewood ave are active and pleasant for a pedestrian; however they are still not especially safe. the pocket park at that intersection is beautiful and the commercial zone at douglas ave is wonderful. greenery and street parking at these locations make a significant positive impact on the pedestrian experience.
252.	eric malo	TN	
253.	Edgar Rothschild	TN	Extend the bike lane all thew way down Franklin Road also.
254.	Trudy Hawkins Stringer	TN	
255.	Heather Rosdeutscher		
256.	Bethel Coleman	TN	
257.	Brett Sheriff		
258.	Molly Shasteen		
259.	Patrick Shaffner	TN	
260.	Damian Maseda	TN	
261.	Catherine Stober	TN	
262.	Steve Fugett	TN	
263.	Sasha Reed	TN	
264.	Heather Andrews	TN	
265.	Debra Dickey	TN	
266.	Miriam Erickson		
267.	Jamie Sinz	TN	If we have a safe street and bike lane on 8th Ave, I will bike to work from east Nashville, and walk to lunch on a regular basis. Please make our street safer!
268.	David Hooper	TN	
269.	Michael Graziano		
270.	Todd Scott	TN	Todd Scott I frequently commute along this road from Cool Springs to Downtown Nashville where I work. Quite frankly, this improvement needs to occur the entire length of 8th ave (Franklin Pike).
271.	Mike Poole	TN	

Name	State	Comment
272. Andy Moss	TN	
273. James Britven		
274. Christina Twist	TN	
275. mark gliebe	TN	
276. William Radinger	TN	
277. Jill Flowers	TN	Jill Flowers
278. Kacee Brenner	TN	
279. Johnny Karlsson		
280. Carson Spencer	TN	
281. Brad Hart	TN	
282. Gregg Heinzl	TN	
283. Hilary Strickland	TN	
284. Michael Daniel		
285. Adam Erickson		
286. Jonathan Moody	TN	
287. Luther McKnight	TN	
288. Lizabeth Feinberg	TN	
289. Adam Wilsman		
290. Yvonne Richards	TN	
291. Michael Schlacter	TN	
292. Joseph Conrad	TN	Living within a stone's throw of 8th, walking and biking in the neighborhood with my children, and occasionally attempting to drive here or there, I welcome the proposed changes to 8th and hope that Metro takes this progressive development many steps further! Thank you, Walk Bike Nashville, for your advocacy on this issue.
293. Connie Tsai	TN	
294. Kathy Callaghan	TN	
295. Tyler D'Andrea		Safe bike lanes pleeeeeeeaaase!!!!
296. Hilda McMackin	TN	
297. Renee Barker	TN	
298. Erica Sircy	TN	
299. Patrick Block	TN	
300. Merla Hubler	TN	
301. Wes Atkinson	TN	8th avenue improvements benefit everyone!
302. Jack Easley	TN	Thank you Mdm Mayor for focusing on this much needed project.
303. Frank Hundley	TN	
304. Ally Clokey	TN	
305. Lorena Blackwell		
306. Anna Bitting	TN	
307. Stan Owen	TN	
308. Sarah Hagovsky	TN	
309. Danna Owen	TN	
310. Chad L'Eplattenier	TN	
311. Marion Fowlkes	TN	
312. Stacy Mosley		
313. Sarah Owen	TN	
314. Susan Ogburn	TN	Much needed! I have tried to ride a bike on this street to get to a bus stop. It is a dangerous street where cyclists are not currently welcome.
315. Brian Coleman	TN	
316. Kelsey Mathis		
317. Maria Muller		
318. Christopher Welch	TN	
319. Kirt Lattanze	SC	
320. Robert Beckham	TN	Robert Forrest Beckham

	Name	State	Comment
321.	Jon Boghozian	TN	
322.	eric fogle		
323.	Alisha Eley		
324.	Darbi Bolton		
325.	Claudio Mosse	TN	
326.	Drew Herbert	TN	
327.	Melissa Icenhour	TN	
328.	Russanne Buchi- Fotre	TN	Russanne Buchi-Fotre
329.	Michaela Powell	TN	
330.	Myra Davis	TN	
331.	Anje Dowler		Anjela Dowler
332.	Allison Crady	TN	Please make Nashville safer! I love this place :)
333.	Paul Wendel	TN	
334.	Lauren Roark	TN	
335.	Erin Mercer	TN	
336.	Mary Vavra	TN	
337.	Michael Gulley		



April 28, 2017

Mayor Barry, Mayor Sartain and Metro Leaders,

I am writing to share our strong support of reconfiguring 8th Ave S from four car lanes to three lanes, also known as a road diet. The data on road-diets projects exactly like 8th Ave across the country is clear. Turning 8th Ave into a complete street would make the street safer and more accessible for ALL people, whether driving through, walking across, or biking along.

According to the studies by the Federal Highway Association, changing from four to three lanes can significantly reduce crashes for people walking, biking and driving while maintaining the same capacity for cars.

We strongly support changing 8th Ave from four car lanes to a street that welcomes people on foot, bicycle, bus and cars. This will:

1. **Make the street safer for all road users.** The Phase 1 Franklin Pike Report showed that there were 174 crashes with injuries in just five years, two of which resulted in the loss of life. Studies show changing 4 lane streets just like 8th Ave South to 3 lanes reduces crashes 19-47%.
2. **Have minimal impacts on car capacity.** The majority of 8th Ave falls below the 20,000 vehicle per day threshold for road diet recommendations. Data shows that not only will 3 lanes accommodate the same capacity, but it may even improve traffic flow.
3. **Make it possible to safely cross the street.** Currently it's over half a mile between crosswalks in some sections 8th Ave, leaving most people with no option but to play real-life frogger to cross the street. A 3-lane configuration would allow for pedestrian refuge islands which reduce pedestrian crashes up to 46%.
4. **Help 8th Ave become a thriving community hub, not just a highway for cars.** With a 10% growth in households over the last 5 years, and 1,000+ more units under construction or opening soon, 8th Ave is rapidly becoming more dense and needs to have walkable and bikeable infrastructure to match its newly urban surroundings.
5. **Create a safe way to bicycle in one of Nashville's bike-deserts.** 8th Ave South is on the Priority Bikeway Network in WalkNBike. It is time to stop planning and make WalkNBike a reality.

Please ensure that Complete Streets are a reality, by creating space for everyone on 8th Ave.

We respectfully submit this letter along with signatures of 337 community members who demonstrated their support for this change in just the past two days. This petition continues to gather support and can be viewed at www.walkbikenashville.org/make8thsafe.

Nora Kern
Executive Director
Walk Bike Nashville

From: carole starr
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Avenue
Date: Saturday, April 29, 2017 11:48:49 AM

Dear Mr. Briggs,

It is ridiculously short sighted to take away a lane of traffic, on a state route, which is the ONLY viable alternate to I65 when it shuts down - as it is doing multiple times a day these days with the explosive growth -

REGARDING the volume of pedestrian accidents? --> the intelligent solution for the good of the majority,
is more cross walks - ->NONE will complain about traffic "slowing" , for 8th avenue moves quite slowly as it is with it's four lanes - but note these cross walks NEED to be as around Belmont - plainly marked - lit and mandated signs to stop when pedestrians are in it.

TO say/mandate that you will take away an entire lane of traffic and inconvenience literally thousands so that a handful of cyclists can have a bicycle route downtown? Illogical, so sorry to suggest - self serving - NOT taking care of the majority - good for all.

LASTLY to further impeded emergency access to ambulances, fire trucks, and police JUST for a handful of cyclists and an occasional marathon? POOR poor timing. Why did you not implement this idea over a decade ago BEFORE approving the building more and more multiple dwellings almost up to the sidewalk?

Carole

Carole B Starr, MBA RICP®
Retirement Planning Advisement
CBSTennessee@gmail.com
Cell: 615.406.7827
<http://www.linkedin.com/in/carolebstarr>

CA# OK48131

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From: Arlene Gold
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Ave lanes
Date: Saturday, April 29, 2017 12:47:19 PM

Hi Michael,

I live on Benton Ave. I appreciate your support of bikers and pedestrians, but, I think, at this point, keeping the auto traffic moving on 8th is most important. And, of course, implementing safe crosswalk solutions!

Best,
Arlene

Arlene Gold Design
615 297-9321
<http://arlenegold.com>

From: Bill Bradshaw
To: [Briggs, Michael \(Planning\)](#)
Subject: Re: 8th Avenue plans
Date: Wednesday, May 03, 2017 12:38:18 PM
Importance: High

How about some kind of a response ?

From: Bill Bradshaw <BillBradshawJr@gmail.com>
Date: Tuesday, May 2, 2017 at 11:33 AM
To: <michael.briggs@nashville.gov>
Subject: 8th Avenue plans

Michael,

Good afternoon. I have just finished reading through the Franklin Pike Corridor report. I have to say that I am dumbfounded that anyone would think that this plan will help traffic flow on 8th inbound or outbound. 12th avenue has been lost as a viable option and now this will create worse gridlock on 8th than we already have. I drive this road daily and have for 30 plus years. This will result in 10th Avenue getting congested as well. I strongly oppose this plan as it is flawed from the beginning and does not resolve traffic issues it makes them worse. Your drawings also show benches and trees and sidewalks. Wrong. There is no room for that and it is my understanding there is no funding for such.

Thanks for your consideration and please consider the negative impact of this plan. It creates bike lanes on a street that is thoroughfare for vehicles. There are plenty of roads that have dedicated bike paths are a much better option for bikers.

Bill Bradshaw

From: Beverly Wilson
To: [Briggs, Michael \(Planning\)](#)
Cc: [Owensby, Craig \(Planning\)](#); [Stone, Cortnye \(Public Works\)](#)
Subject: Re: 8th avenue corridor plans
Date: Thursday, May 04, 2017 4:29:38 PM

I am in full support of your plan. Thank you, Beverly

On Wed, May 3, 2017 at 6:09 PM, Briggs, Michael (Planning)
<Michael.Briggs@nashville.gov> wrote:

Hi Bev,

Thank you for contacting me about the 8th Avenue South Multimodal Study. Phase 1 examined the area between Wedgewood and Barry Road, primarily in the City of Berry Hill. We are studying Phase 2 which is from downtown to Wedgewood and referring to the Phase 1 portion for more understanding of how issues were prioritized there. You can access the Phase 1 report here:

<http://www.nashville.gov/Planning-Department/Transportation/8th-Avenue-South-Multimodal-Study.aspx>

Sidewalks are part of the plan within Berry Hill. Much of their portion do not have sidewalks today, so they require sidewalks as part of new development. They are also pursuing additional grant funds for sidewalk construction.

During rush hour, traffic is delayed today and the modeling which incorporates growth shows an increase during the PM rush hour. If you compare the seconds in Scenario A and B in the report, you can detail how long that will take. For example under existing conditions the delay is 3.8 minutes in Scenario A while Scenario B which is 3 lanes increases to 7.3 minutes total delay. The Steering Committee, which helped reached the recommendation in Phase 1, balanced some of the additional delay with the efficiencies of moving traffic the other 22-23 hours out of the day, increased crossing safety by lowering speeds, and ability to accommodate additional modes.

Please feel free to send me any additional questions.

Thanks,
Michael

Michael Briggs, AICP
Transportation Planner
Metro Nashville Planning Department
michael.briggs@nashville.gov<mailto:michael.briggs@nashville.gov>

On May 1, 2017, at 12:35 PM, Beverly Wilson <beverly.wilson.realtor@gmail.com><mailto:beverly.wilson.realtor@gmail.com>> wrote:

Hi Michael, is there a place I can view the plan for 8th Ave? I've heard rumours that there will be no sidewalks added as part of this plan. As part of the reduction in lanes, what will

be done to keep traffic moving during rush hour? Thank you, Beverly

From: Jordan, Shannon W
To: [Briggs, Michael \(Planning\)](#); [Henderson, Angie \(Council Member\)](#)
Subject: DO NOT plan on reducing 8th ave to 2 lanes
Date: Monday, May 01, 2017 12:39:40 PM
Attachments: [image043.png](#)

Michael,

I live on Franklin Road and use it daily to get to work, church, school, groceries and everything else. I think your plan to reduce 8th ave to 2 lanes plus a center lane is absurd and this will make this HEAVILY congested road even worse! I feel that you quickly chose to implement your agenda into this road pavement plan that has approved funding, and I would hope you would take your idea to another road – not a major artery into downtown. I would hope Metro would never think to do this on West End or Hillsboro, both which lead into Downtown, and I surely hope they will not do this on Franklin Road. Please consider all the HUGE OPPOSITION to your plan on 8th ave and move your bike lanes elsewhere.

Thank you,

Shannon Jordan, LMSW
Pediatric Social Work
Monroe Carell Jr. Children's Hospital at Vanderbilt
2200 Children's Way
Nashville, TN 37232-9790
615-936-0382

Copied from our Nextdoor Community Page

[Phillip Hullquist](#) from [Battlemont](#) · 19 Apr

Might be worth losing those lanes in exchange for a dedicated turn lane. It's so difficult to make left turns onto 8th anymore.

[Thank](#)

[Bill](#), [Joseph](#), [Beverly](#), and [1 other](#) thanked [Phillip](#)



[Shannon Jordan](#) from [Southmeade](#) · 19 Apr

Yes we need turn lanes SO much more than bike lanes, and with all the new condos that only means THAT many more cars on a daily basis. Did you all see the traffic last night due to the rain- both lanes were back to back, imagine if there was only one lane for each way...

[Sally](#), [Le Ann](#), [Uma](#), and [1 other](#) thanked you



[Sally Bradshaw](#) from [Oak Hill](#) · 19 Apr

Phillip Hullquist, not worth it for those neighbors whose side streets will be far more frequently used as cut-throughs.

Regardless of Metro's request for citizen input, however, the fix appears to... [View more](#)

[Thanked!](#)

You, [Collyn](#), [Le Ann](#), and [2 others](#) thanked [Sally](#)



[Mark Grier](#) from [Caldwell-Abbey Hall](#) · 19 Apr

There aren't enough reasonable alternatives to I65 as it is. The last thing we need are fewer lanes of traffic on the primary alternate route.

[Thank](#)

[Carole B](#), [Kathryn](#), [Sally](#), and [10 others](#) thanked [Mark](#)



[Mark Grier](#) from [Caldwell-Abbey Hall](#) · 19 Apr

Also, I have to believe this plan was drafted on traffic studies done a while ago. My own personal experience is southbound traffic backs at the Kirkwood light from 3:30 to 6:30, which is far longer than the hour suggested in the plan.

[Thank](#)

[Bill](#) and [Uma](#) thanked [Mark](#)



[Caroline Duley](#) from [12th South](#) · 19 Apr

I attended a meeting about this last summer. Please attend the meeting with an open mind. They researched this issue quite a bit. The firm who conducted the studies presented an extensive ... [View more](#)

[Thank](#)

[Lee](#), [Nathan](#), [Carole B](#), and [5 others](#) thanked [Caroline](#)



[Floyd Dean](#) from [Brentwood C. C.](#) · 19 Apr

Do not trust "traffic studies". The validity often depends on who pays for the study.

[Thank](#)

[Carole B](#), [Sally](#), [Jimmy](#), and [7 others](#) thanked [Floyd](#)



[Mike Hill](#) from [Battlemont](#) · 19 Apr

Totally agree with Floyd. And as far as bike lanes taking up limited space. H E double hockey sticks NO. When bike riders start paying their way - maybe.

[Thank](#)

[Eve](#), [Michael](#), and [Uma](#) thanked [Mike](#)



[Sally Bradshaw](#) from [Oak Hill](#) · 19 Apr

Ross Daniels, have you looked at the plans? These are NOT the "protected bike lanes" referenced in your link. They are simply lined lanes next to car lanes, such as those on Belmont. How many bikers do you see on Belmont, which is a far less car-traveled corridor than 8th?

Edited on 19 Apr

[Thank](#)

[Lee](#), [Eve](#), [Anastacia](#), and [2 others](#) thanked [Sally](#)



[Josh May](#) from [Forest Hills](#) · 19 Apr

Looks like an excellent plan to me. Turn that area into a neighborhood rather than a highway with buildings on the sides.

[Thank](#)

[Lee](#), [Caroline](#), [Ryan](#), and [8 others](#) thanked [Josh](#)



[Jean Wilson](#) from [Forest Hills](#) · 19 Apr

Wonder if anyone's asked the folks on 10th Avenue what they think of their road being turned into the overflow lanes. Somehow I doubt it. (And this is another example of Metro Planning putting in huge developments, THEN addressing traffic.)

[Thank](#)

[Sally](#), [Jimmy](#), [Eve](#), and [2 others](#) thanked [Jean](#)



[Harold Hornberger](#) from [Bokor Heights, Oak Hill](#) · 20 Apr

The most ridiculous plan I've heard of. Just this afternoon it took nearly an hour to get from Craighead to otter creek / hogan.

[Thank](#)

[Sally](#), [Jimmy](#), [Eve](#), and [4 others](#) thanked [Harold](#)



[Jeff Crowe](#) from [Woodbine](#) · 20 Apr

I just looked at the plans, and turning High Way 31 into a 1 lane road is as ridiculous as the round-about mentioned in the study.

[Thank](#)

[Eve](#), [Carol](#), [Uma](#), and [1 other](#) thanked [Jeff](#)



[Jean Thompson](#) from [Hillview Estates](#) · 20 Apr

I thought that Franklin Rd, 8th Ave, US Hwy 31 was nearly untouchable due to it being both a state and US highway. At least that is what we were told years ago when it took forever to get a light at Tyne Blvd.

[Thank](#)

[Uma](#) thanked [Jean](#)



[Matt Walter](#) from [12th South](#) · 21 Apr

Can we just get rid of the power lines

[Thank](#)

[Chad](#), [Joseph](#), [Uma](#), and [1 other](#) thanked [Matt](#)



[Nancy Overbey](#) from [Oak Hill](#) · 21 Apr

When did they take all the street pictures, must have been 6 or 7 am Sunday a.m. or Christmas, we all know its never like that...I'll bring some pictures that will show the real deal...we'll be backed up all the way to Rosa Parks Blvd with only one lane...not fixing the problem, adding to it 100 times.

[Thank](#)

[Sally](#), [Jimmy](#), [Bill](#), and [5 others](#) thanked [Nancy](#)



[Le Ann Etheridge](#) from [12th South](#) · 21 Apr

Josh May, I respectfully disagree. As an 8th South resident since 1992, this "area" was already a neighborhood. Only within the last 5 years has it turned into a highway with buildings on the sides. With the property tax increase, my husband & I are seriously considering all our options. I'm sure we're not the only ones.

[Thank](#)

[Carole B](#), [Michael](#), and [Uma](#) thanked [Le Ann](#)



[Gabriel Smith](#) from [Forest Hills](#) · 6d ago

This is a terrible plan and it is being dishonestly represented. The renderings show sidewalks and pretty roadside cafes, but there are NOT sidewalks being put in. I happen to own an office building ... [View more](#)

[Thank](#)

[Carole B](#), [Nathan](#), [Sally](#), and [8 others](#) thanked [Gabriel](#)



[Carole B Starr MBA RIPC@](#) from [Crieve Hall](#) · 6d ago

Gabriel, Look out for something called Eminent Domain. Municipalities can take over and claim property for the "good of the overall municipality/state/people". Good Luck. Hate this for you/us.

Angry at our city "planners" for allowing such explosive growth without FIRSTLY co-ordinating the infra structure changes to accommodate.

Edited 6d ago

[Thank](#)

[Bethany](#), [Jean](#), [Jonathan](#), and [6 others](#) thanked [Carole B](#)



[Patricia Carlson](#) from [Overton Lea Neighbors](#) · 6d ago

Go to the meeting tonight and express your opposition! If you are unable to attend, send an email to both the person over this project Micahel Briggs,(michael.briggs@nashville.gov ,) as well as to several of the important staff at the Metro Planning Office <http://www.nashville.gov/Planning-Depart...>

[Thank](#)

[Carole B](#), [Bethany](#), [Leah](#), and [2 others](#) thanked [Patricia](#)



[Gabriel Smith](#) from [Forest Hills](#) · 6d ago

For those interested in opposing this, there is now a Facebook group called "Citizens Against 8th Avenue Gridlock," and an online petition at Change.org. Join and "share" on your Facebook feed.

Here is the group: <https://www.facebook.com/groups/21318787...>

Here is the online petition: <https://www.change.org/p/megan-barry-kee...>

Edited 6d ago

[Thank](#)

[Sally](#), [Jimmy](#), [Jonathan](#), and [5 others](#) thanked [Gabriel](#)



[Jeff Crowe](#) from [Woodbine](#) · 5d ago

I apologise if i am wrong, and someone correct me if I am, I am under the impression that metro owns swathes of land for a I440 access between Gale and Belmont. If that was completed first then I can ... [View more](#)

[Thank](#)



[Beverly Wilson](#) from [Green Hills](#) · 5d ago

I think its a good plan. 8th avenue is a city street in a real neighborhood...not a throughway for commuters. Bike lanes, sidewalks, public transportation ...I think are a better answer to our transportation problems.

[Thank](#)

[Lee](#), [Debra](#), [Leah](#), and [5 others](#) thanked [Beverly](#)



[Sally Bradshaw](#) from [Oak Hill](#) · 5d ago

Actually Beverly, you are quite incorrect. Eighth is NOT a "city street in a real neighborhood." It is a state and US highway which runs north and south of Nashville. It was expressly built to conduct ... [View more](#)

Edited 5d ago

[Thank](#)

[Ruth](#), [Jimmy](#), [Stacey](#), and [13 others](#) thanked [Sally](#)



[Patricia Carlson](#) from [Overton Lea Neighbors](#) · 5d ago

Beverly, As you live in Green Hills, I doubt that the 8th South/Franklin Road Corridor impact how you travel to downtown...but it impacts a great many people in other communities! Franklin Road is actually a State Highway, and thus it is a thoroughfare in Nashville.

[Thank](#)

[Stacey](#), [Anastacia](#), [Michael](#), and [1 other](#) thanked [Patricia](#)



[Harold Hornberger](#) from [Bokor Heights, Oak Hill](#) · 5d ago

Beverly, 8th Ave is not a neighborhood "side street". It is a heavily traveled US highway through a major metropolis.

This plan is someone's pipe dream..nothing more.

[Thank](#)

[Jimmy](#), [Stacey](#), [Hannah](#), and [2 others](#) thanked [Harold](#)



[Stacey Nickle](#) from [Battlemont](#) · 5d ago

I'm very interested to hear how the meeting went last night. Was unable attend. Any word?

[Thank](#)

[Uma](#) and [Kat](#) thanked [Stacey](#)



[Rebecca Stubbs](#) from [Marengo Park Woodmont](#) · 5d ago

The chance to talk to TDOT personnel one on one was good, but the presentations were not helpful. Plan too focused on pedestrians and not on the potential traffic jams this will cause. Think of how ... [View more](#)

[Thank](#)

[Jimmy](#), [Stacey](#), [Carolyn](#), and [1 other](#) thanked [Rebecca](#)



[Stacey Nickle](#) from [Battlemont](#) · 5d ago

Did they say what the 'next step' was? Is this a 'done deal'?

[Thanked!](#)

You thanked [Stacey](#)



[Shannon Jordan](#) from [Southmeade](#) · 4d ago

I too want to know if the city has approved this plan and do they have the money allocated to move forward.



[Ingrid Burkett](#) from [Battlemont](#) · 4d ago

I'm still trying to understand how this will help pedestrians when sidewalks are not funded or guaranteed. Was that addressed? Also, did anyone address the fact that they are working with traffic numbers that are 2-4 years old, and 8th has grown rapidly since then? I'm sorry I wasn't able to attend.

[Thank](#)

[Sally](#) and [Jimmy](#) thanked [Ingrid](#)



[David Ackerman](#) from [Avalon](#) · 4d ago

Franklin Road / 8th Avenue IS a major artery into downtown from Franklin all the way into Nashville. I travel this road frequently to get to downtown from Green Hills. Today, this and Granny White / ... [View more](#)

[Thank](#)

[Carole B](#) and [Jimmy](#) thanked [David](#)



[Charline Wilhite](#) from [Meadow Lake](#) · 4d ago

When there is a wreck on I65, all that traffic will be on 8th avenue and there is not way a 2 lane road can handle all this traffic. It will back up for miles and miles! What idiot came up with this plan?

[Thanked!](#)

You, [Jimmy](#), [Anastacia](#), and [3 others](#) thanked [Charline](#)



[Mark Grier](#) from [Caldwell-Abbey Hall](#) · 4d ago

Traffic is already overflowing onto the secondary streets because there is too much volume and not enough capacity. It seems as though these plans are being generated in a vacuum without considering the collateral damage.

[Thank](#)

[Jimmy](#), [Bill](#), [Michael](#), and [4 others](#) thanked [Mark](#)



[Katherine Rogers](#) from [Avalon](#) · 4d ago

For full disclosure, I have not read through everything and was not able to attend the meeting last night. I did, however, move here from Atlanta and thought I would share my experience there because ... [View](#)

[more](#)

[Thank](#)

[Carole B](#), [Gabriel](#), [Sheryl](#), and [2 others](#) thanked [Katherine](#)



[Debra Dickey](#) from [12th South](#) · 4d ago

My thoughts on the bike lane since I am a cyclist. If we had protected bike lanes that are so popular in Europe a lot more people would use them

[Thank](#)

[Carole B](#), [Bill](#), [Joseph](#), and [1 other](#) thanked [Debra](#)



[Mike Hill](#) from [Battlemont](#) · 4d ago

I was a cyclist prior to my move to Nashville. - then reality hit me and I had to quit. Bicyclists are supposed to abide the rule of the road. When was the last time that happened?

[Thank](#)

[Carole B](#), [Tricia](#), [Jonathan](#), and [2 others](#) thanked [Mike](#)



[Bill Henry](#) from [Forest Hills](#) · 4d ago

I read in the Economist magazine within the last year that if a cyclist is hit by a car traveling 40 mph or faster, the cyclist has about an 80% chance of dying in the accident. Painted lines on a ... [View more](#)

[Thank](#)

[Lee](#), [Debra](#), [Carole B](#), and [3 others](#) thanked [Bill](#)



[Sally Bradshaw](#) from [Oak Hill](#) · 4d ago

Bill, this plan doesn't call for the protected bike lanes that you reference, only painted lines like those added to Belmont and Richard Jones, neither of which have experienced a surge in biking.

[Thank](#)

[Carole B](#), [Michael](#), [Uma](#), and [1 other](#) thanked [Sally](#)



[Joseph Conrad](#) from [12th South](#) · 4d ago

Hi, all.

I'm a neighborhood resident in the 800 block of a cross street with 8th - within a stone's throw from the middle of a giant traffic snarl. I'm a bike commuter who'd prefer to ride or walk ... [View more](#)

[Thank](#)

[Lee](#), [Nathan](#), [Carole B](#), and [10 others](#) thanked [Joseph](#)



[Josh Johnson](#) from [Crieve Hall](#) · 4d ago

I'll play devil's advocate as well...

<http://www.walkbikenashville.org/safer8t...>

[Thank](#)

[Lee](#), [Nathan](#), [Carole B](#), and [2 others](#) thanked [Josh](#)



[Sally Bradshaw](#) from [Oak Hill](#) · 4d ago

Walk bike nashville is solely an advocacy group which desires to redirect traffic lanes from cars to alternate transportation.

[Thank](#)

[Carole B](#) and [Michael](#) thanked [Sally](#)



[Heidi Campbell](#) from [Oak Hill](#) · 4d ago

Those of you who are concerned about growth in Nashville might find this live online forum tonight interesting; <http://www.tennessean.com/story/opinion/...>

[Thank](#)

[Carole B](#), [Jonathan](#), [Darlene](#), and [2 others](#) thanked [Heidi](#)



[David Floyd](#) from [Oak Hill](#) · 4d ago

It's wack to even propose narrowing a major corridor to downtown in a city that has extreme traffic problems because it can't properly manage its new construction growth.

With the growing traffic on ... [View more](#)

[Thank](#)

[Jimmy](#), [Carl](#), [Darlene](#), and [5 others](#) thanked [David](#)



[Ron Mullet](#) from [Crieve Hall](#) · 4d ago

Will anyone say a single word about the previous comment from Michael P. My wife, Laura, has put up with so much for having an opinion that is opposite his and she was always bullied, badgered for her ... [View more](#)

Edited 4d ago

[Thank](#)

[Rfr](#) thanked [Ron](#)



[Stacey Nickle](#) from [Battlemont](#) · 4d ago

Ron Mullet and Michael Poindexter. Cut it out. I wake up to get information on the plan or non-plan and you two are at it. Well, you aren't exactly Ron. You're defending your wife. Just stop. ... [View more](#)

[Thank](#)

[Michael](#) and [Rfr](#) thanked [Stacey](#)



[Michael Poindexter](#) from [Caldwell-Abbey Hall](#) · 4d ago

Stacey - All I did was respond to a baseless accusation.

Edited 3d ago

[Thank](#)



[Michael Poindexter](#) from [Caldwell-Abbey Hall](#) · 4d ago

So what do you all think about city planning used to punish and coerce suburban citizens?

[Thank](#)

[Carl](#) and [Uma](#) thanked [Michael](#)



[Matt Walter](#) from [12th South](#) · 4d ago

Any thoughts on how this new design might potentially impact light rail coming down the 8th corridor? With the recent announcement of Gallatin pike it would be nice to see another one of the original trolley lines get a light rail.

[Thank](#)

[Leila](#) and [Josh](#) thanked [Matt](#)



[Dean Richards](#) from [Crieve Hall](#) · 4d ago

It's somewhat obvious what a two lane road would do to 8th Ave. If you have any question, try driving down 21st Ave through Hillsboro village at almost any point in the day. It's a congested mess. I could assume 8th Ave receives double or triple the traffic volume on a daily basis. I think the numbers behind this comparison alone would prove this can't be a positive change for the neighborhood.

[Thank](#)

[Carole B](#), [Carl](#), [Darlene](#), and [3 others](#) thanked [Dean](#)



[Michael Poindexter](#) from [Caldwell-Abbey Hall](#) · 3d ago

It doesn't matter what any one of us think. The planning department will do what they want because they know better than you.

[Thank](#)

[Carl](#), [Chad](#), [Chris](#), and [2 others](#) thanked [Michael](#)



[Uma Chowning](#) from [12th South](#) · 3d ago

Michael, you took the words right out of my mouth. I started to write almost word for word a few minutes ago but was driving, coincidentally, on 8th.

Edited 3d ago

[Thank](#)

[Chris](#) and [Michael](#) thanked [Uma](#)



[Chad Church](#) from [Crieve Hall](#) · 3d ago

Maybe they can add some pedal taverns to spruce up the drive!

[Thank](#)

[Carl](#), [Chad](#), [Danielle](#), and [3 others](#) thanked [Chad](#)



[Uma Chowning](#) from [12th South](#) · 3d ago

Well then someone will be using those bikes lanes right, Chad because very few around town are being used. That 'build it and they will come' just still isn't working darn it. (Sarcasm)

[Thank](#)

[Danielle](#) and [Michael](#) thanked [Uma](#)



[Leila Eaton](#) from [12th South](#) · 3d ago

Since there was residential development on the section of 8th avenue in question there has been a definite increase in foot traffic. If I lived on that stretch I would want to be able to walk or bike ... [View more](#)

[Thank](#)

[Jeff](#), [Bill](#), and [Josh](#) thanked [Leila](#)



[Michael Poindexter](#) from [Caldwell-Abbey Hall](#) · 3d ago

Sign this petition and ask the planning brain-washers about the results every time they show up.

<https://www.change.org/p/megan-barry-kee...>

Edited 3d ago

[Thank](#)

[Kathryn](#), [Uma](#), and [Cheryl](#) thanked [Michael](#)



[Donna Boyington](#) from [Caldwell-Abbey Hall](#) · 3d ago

At nashville.gov, if we select that we want to contact all the council members, we can send one email voicing our opinion to both Jeremy Elrod and also all of the at-large council representatives.

[Thank](#)

Uma thanked Donna



[Uma Chowning](#) from [12th South](#) · 3d ago

lol Michael, there you go streaming my thoughts.

[Thank](#)

[Michael](#) thanked [Uma](#)



[Mike Hill](#) from [Battlemont](#) · 3d ago

One side seems to want to be able to walk and bike down the EAC. Even it that hinders and affects 10's of thousands of property owners and citizens. The other side is skeptical of lane reductions. - ... [View more](#)

[Thank](#)

[Carl](#) thanked [Mike](#)



[Jacob Kraft](#) from [Caldwell-Abbey Hall](#) · 3d ago

Mike, are you saying the AADT through the Melrose EAC section is greater than it is in Brentwood? The study shows it's 14-16% lower than the Brentwood numbers you quoted. Don't know if that makes it any better, but that stretch is definitely less congested than the Brentwood stretch.

[Thank](#)

[Tricia](#) thanked [Jacob](#)



[Mark Grier](#) from [Caldwell-Abbey Hall](#) · 3d ago

More recent AADT data is available here <https://www.tdot.tn.gov/APPLICATIONS/tra...>

2015 data is 11% higher than the proposal and I would be willing to bet its even higher than that now.

[Thank](#)



[Jacob Kraft](#) from [Caldwell-Abbey Hall](#) · 3d ago

Yes, and Brentwood data has also proportionally increased.

[Thank](#)



[Carole B Starr MBA RIPC@](#) from [Crieve Hall](#) · 3d ago

Regarding the comment "There are seldom accidents in this section" we all (who drive this path) can agree we never see car accidents for gratefully the congestion and speed keep it pretty slow moving ... [View more](#)

Edited 3d ago

[Thank](#)

[Carl](#), [Jeff](#), and [Michael](#) thanked [Carole B](#)



[Robin ONeil](#) from [Battlemont](#) · 3d ago

Thank you David. Very well said.

[Thank](#)



[Margaret Carpenter](#) from [Avalon](#) · 3d ago

Not user if this has been posted previously

<https://www.change.org/p/megan-barry-kee...>

[Thank](#)



[Mike Hill](#) from [Battlemont](#) · 3d ago

Jacob, not what I was trying to say, and I did not make it clear. Extrapolated AADT for the EAC are likely greater than the 2013 Brentwood AADT and possibly greater than Brentwood's 2015 AADT. If comparing the extrapolated AADT for EAC to 2013 Brentwood, if Brentwood is congested with 4+ lanes in 2013 how would one expect 2+ lanes to handle more traffic efficiently in 2017 at the EAC?

[Thank](#)

[Jacob](#) thanked [Mike](#)



[Carole B Starr MBA RIPC@](#) from [Crieve Hall](#) · 3d ago

I was wondering, since someone above pointed out this is a STATE highway, if a METRO is "allowed" to take away one highway lane?

OBVIOUSLY whom ever metro PAID to CONSULT does NOT live here and is ... [View more](#)

[Thank](#)

[Uma](#) and [Mary](#) thanked [Carole B](#)



[Jacob Kraft](#) from [Caldwell-Abbey Hall](#) · 3d ago

Mike, thanks for clarifying -- that makes more sense. I suppose I would say that they don't actually expect 2+ lanes to handle that traffic as efficiently as 4 lanes can today -- this is clearly ... [View more](#)

[Thank](#)

[Joseph](#), [Ginger](#), and [Mike](#) thanked [Jacob](#)



[Carol Jones](#) from [Crieve Hall](#) · 3d ago

Above ground sidewalks may be an option. .they have them in Morristown Tn. They are pretty cool.

[Thank](#)

[Carole B](#) thanked [Carol](#)



[Rfr Rafferty](#) from [Oak Hill](#) · 3d ago

Ditto to the person who said that bike lanes on Belmont did not increase bike traffic. CYCLISTS ARE JUST AS UNSAFE ON THE WINDING STREET OF BELMONT WITH THE BIKE LANE AS THEY ALWAYS WERE. The same will happen if Franklin Rd. goes to 2 lanes. With all of the ingress and egress on and off Franklin Rd., a bike lane does little to provide safety to cyclists.

[Thank](#)

[Carl](#), [Bill](#), and [Michael](#) thanked [Rfr](#)



[Sally Bradshaw](#) from [Oak Hill](#) · 3d ago

Carol Jones above ground sidewalks may well be an option. However, NO SIDEWALKS will be added as a result of this plan. The additional sidewalks that 8th will get are irrespective of the outcome of ... [View more](#)

[Thank](#)

[Rfr](#) thanked [Sally](#)



[Michael Poindexter](#) from [Caldwell-Abbey Hall](#) · 3d ago

Hey, I know. How about just widening the roadway to accommodate 4 traffic lanes, a turn lane, and a bike lane with a protected barrier of grass and trees and a sidewalk too?

On wait. That can't ... [View more](#)

Edited 3d ago

[Thank](#)

[Carl](#) and [Uma](#) thanked [Michael](#)



[Rfr Rafferty](#) from [Oak Hill](#) · 3d ago

A "sense of community" is not increased without sidewalks.

[Thank](#)

[Scott](#) thanked [Rfr](#)



[Scott Hylbert](#) from [Belmont-Hillsboro](#) · 3d ago

Assault on your suburban way of life? I thought this was a neighborhood list.

[Thank](#)

[Michael](#) thanked [Scott](#)



[Jacob Kraft](#) from [Caldwell-Abbey Hall](#) · 3d ago

There are also original buildings (not just the new apartments and condos) along this corridor that are built up to the sidewalk as well as utilities that would have to be moved if the roadway was widened. This is mentioned clearly in the study.

[Thank](#)

[Tricia](#) and [Carl](#) thanked [Jacob](#)



[Kelly Carrel](#) from [Crieve Hall](#) · 2d ago

I live in the suburbs, use 8th Ave, and am considered a liberal. I live the suburban way of life, but I work downtown. (After reading some of the comments apparently it's a thing now that only ... [View more](#)

Edited 2d ago

[Thank](#)

[Carole B](#), [Holly](#), [Kd](#), and [11 others](#) thanked [Kelly](#)



[Uma Chowning](#) from [12th South](#) · 1d ago

It seems apparent it is time to take this bull by the horns as it is quickly being implemented, completed by the end of THIS year.

How about we take this over to the public forum where it belonged in the first place.....If you don't have

his phone number.....

Michael Briggs, city planner, bicyclist. 6158627219 and be sure and give him a call.



Edited 1d ago

[Thank](#)

Stacey thanked [Uma](#)



[Michael Poindexter](#) from [Caldwell-Abbey Hall](#) · 1d ago

And we want public transportation?

<http://www.sfgate.com/crime/article/BART...>

[Thank](#)



[Bill Bradshaw](#) from [Battlemont](#) · 6m ago

just emailed Michael Briggs

michael.briggs@nashville.gov

[Thank](#)

From: Ingrid Burkett
To: [Briggs, Michael \(Planning\)](#)
Subject: Re: 8th Ave. plans
Date: Wednesday, May 03, 2017 1:02:47 PM

Hi Michael,

I haven't received a response from you regarding my email that I sent on Monday. Are you reading and responding to emails from residents about your plan for 8th Avenue? I'd like to know your response to the many concerns that are being expressed by hundreds of people who live near 8th or travel daily on 8th Avenue.

Thank you,
Ingrid Burkett

> On May 1, 2017, at 12:48 PM, Ingrid Burkett <ingridburkett@gmail.com> wrote:

>

> Hi Michael,

>

> I live near 8th Avenue, and I am very concerned about the plans being considered to reduce lanes from four to two plus a turn lane, with bike lanes added. We have lived in this neighborhood for 14 years, and with the recent explosive growth in this area, I believe reducing the lanes will be disastrous for all of us. I have three boys, and our family enjoys biking. However, I will never feel safe biking on 8th Ave, especially in today's culture of texting and driving. Sidewalk repair is mentioned in the plan, but I have not seen a plan (with funding in place) anywhere for the addition of new and continuous sidewalks for 8th Ave. That means that walkability is not really addressed with this plan.

>

> In the past two years alone, we have seen our quiet street in Battlemont area (that doesn't have sidewalks), where children play in front yards and dozens of people are walking and running on our street, become much more heavily traveled by cars who are obviously cutting through, following their Waze directions to get around the heavy traffic on 10th or 12th. They zip through at 45+ mph, looking at phone directions, sometimes speeding UPHILL on the wrong side of the street, just trying to avoid the logjam on the main roads. I only see this getting worse if this plan is carried out on 8th.

>

> I am strongly opposed to this plan, as are most of my neighbors with whom I've spoken. Please reconsider your idea, based on all of the residents who live, drive, bike and walk in this area, not just bikers who want more bike lanes. It seems like a plan that would be nice for a few newcomers or serious bikers who aren't really considering the greater good of our neighborhood and Nashville overall.

>

> Thank you,
> Ingrid Burkett

From: Kelly Carrel
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Ave Corridor Plan
Date: Monday, May 01, 2017 1:34:05 PM

Hi Mr. Briggs,

A message board referred me to you to discuss the 8th Ave Corridor Plan. Let me start by saying we need more bike lanes in Nashville - I am in favor of this option. However, reducing 8th Ave/Franklin Pike to two lanes (one lane each way) will only lend to more congestion and road rage. This road is the only road able to hold traffic if 65 S isn't an option (winter months, rain, wrecks, congestion, construction, and especially rush hour on a normal day). This plan would cut off a main artery from Franklin to Downtown Nashville. Also note there is a school and a church reducing the speed on a frequent basis.

There must be a less trafficked road in the area to implement this plan and/or the possibility of creating a green way. Build a walk/bike way behind houses, off the road, leading from Brentwood to Downtown Nashville.

The few people I know that are in favor are cyclists, but those particular cyclists don't work downtown and would not use this route on a regular basis, as I do. I agree there needs to be a plan to get from the suburbs to downtown on a bike, but this isn't it.

I just thought I'd drop a note so you could mark me down as voting 'no' on this plan. I hope you're having a good day.

--

Thanks,
Kelly Carrel (Crieve Hall)

From: Conrad, Joseph Allen
To: [Briggs, Michael \(Planning\)](#)
Subject: positive comments for 8th Ave redesign - bring it on!
Date: Monday, May 01, 2017 2:23:38 PM

Hey, Michael.

Just a quick note here. I'm a daily bike commuter and a Melrose resident who lives a stone's throw away from 8th Ave S (Horner Ave). I've been following several (negative) threads on NextDoor re: 8th Ave redesign.

Progressive redesign of 8th Ave S can't come fast enough for me (or my family)! My family and I use 8th regularly to access businesses and friends and other parts of town. Sometimes we drive (and mostly try to turn right, because left turns are terrible!). Most of the time we walk or bike, though. We want a safer street to use and we're happy your helping in the effort.

Of course, we'd like for the current proposal to encompass pedestrian needs more completely in terms of additional inclusion of sidewalks, but small steps will go a long way. I'd like to think that as a hyper-local resident near these proposed changes, that my voice will carry more weight than the folks who simply drive (as quickly as they can) through my neighborhood during morning and evening rush hours...and complain about the traffic they're causing.

Please don't hesitate to mention my comments or solicit more. I'm happy to provide. We want change on 8th Ave S!

Peace.

Joseph Conrad
823 Horner Ave
Nashville, TN 37204

From: Hagan, Kevin
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th avenue (Franklin Road) plan
Date: Monday, May 01, 2017 7:16:56 PM

Mr Briggs,

Please realize that for those of us who live on the Franklin road corridor south of Berry Hill the plan to reduce Franklin Road to two lanes will be a DISASTER. It will cause huge traffic bottlenecks during rush hour which may be a safety issue. We would all love to have more bike lanes in Nashville, but 8th avenue south is simply not properly planned to accommodate this. Unbelievably ill-conceived. I hope mayor Barry has the sense to stop this.

Kevin F. Hagan, MD

From: Mike Dolezal
To: [Briggs, Michael \(Planning\)](#)
Subject: Franklin pike in Berry Hill
Date: Monday, May 01, 2017 11:04:28 PM

Good evening Michael,

I live near Franklin and battery in oak hill. I work downtown and use 65 or Franklin for my commute. Traffic between 7 and 8:30 is worse than I have ever seen it along those two corridors.

I appreciate the desire to add sidewalks, bike lanes, and potentially reduce the traffic coming through berry hill. I do not think this is feasible without widening or expanding another north-south corridor at the same time. If you add another lane to 65 or add another lane to lealand, that may be an option. But as Nashville grows so much, and with continued development in both directions of that stretch of road, I hope the commission can find an alternative that doesn't further ruin the traffic situation in this part of town.

Just for records, my name is Mike Dolezal and I live at 4628 Churchwood Drive. My number is 615-306-5634. Thanks for the work you all do.

Mike

From: carole starr
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Avenue Issue
Date: Wednesday, May 03, 2017 12:05:41 PM

Dear Michael,

Re: 8th Avenue, A State Highway, is the parallel relief road to I65, now regularly shut down daily with accidents.

To close off one lane on 8th Avenue severely impedes Emergency Access vehicle to Vanderbilt/Saint Thomas Mid Town/Fire trucks police etcetera to accommodate a "warm and friendly bike lane" ?

Non-sensical. Illogical. The only logical PREMISE is the number of pedestrian accidents in the last 10 years. A valid concern, however:

NOTE: (from someone who has actually driven that route over 38 years)

We did not have those accidents until commercial enterprises started sprouting up AND Pedestrians left with NO CROSS WALKS started criss crossing and risking their lives. --> Humans have an uncanny capacity to "assume" that if THEY can see a car, that car can "see" them (must come from childhood peek-a-boo game).

During dusk to dawn we can NOT see dark clothing criss crossing trying to dark across 8th Avenue.(This is why white cars have the lowest accident rate due to actuary tables, and therefore lower auto insurance rates - people can SEE them better than dark grey, green, black cars, etc during dusk to dawn -do you get it?)

The many expansions our city planners have allowed, have only made the risk to "illegal" (called jay walking) pedestrian crossing worse = why so many accidents these last ten years.

—> WHAT WE NEED is NOT closing down one lane,
—> but MORE Pedestrian Cross Walks - demarcated with linage and lights
(Such as around Universities /Belmont) as well as signage laws that ALL traffic stops for Pedestrians in approved cross walk. Costs a lot less money also, Michael.

This event would not slow 8th Avenue traffic anymore than it is with the many stop and go illegal crossings and car turnings. There are currently no such things on 8th Avenue. Nada. A major planning flaw, easily fixed and a lot less costly than said plan heading into enforcement by our "city planners" - you?

I can see NO logic at all presented in this/your plan, or perhaps you didn't think/know to consider merely adding said pedestrian crosswalks to improve safety of all the citizens who have been hurt these last 10 years of growth since you have been here from Atlanta?

I say this also, as a former cyclist who morns giving up biking in the name of safety:

“PLEASE” do NOT shut down one lane on 8th Avenue to accommodate future new little cafe

ideas and bike lanes.

Carole

Carole B Starr, AS BS MBA RICP®
Retirement Planning Advisement
CBSTennessee@gmail.com
Cell: 615.406.7827
<http://www.linkedin.com/in/carolebstarr>

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From: Scott Hylbert
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th corridor
Date: Wednesday, May 03, 2017 1:53:50 PM

Michael,

For eighth Avenue I am:

- 1) pro sidewalks (and a crosswalk or two!!)
- 2) pro lane reduction / center turn lane
- 3) pro bike lanes

I'm a property owner in BHN/ 12 South (residence) and 8th Ave / melrose area (business). My interests are in improving our neighborhood and increasing safety. Traversing 8th Ave is dangerous by foot, bike or motor vehicle.

Thanks!

Scott Hylbert
White Avenue Studio

via iPhone

From: Regent@northcoastmg.com
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Ave South / Franklin Rd
Date: Wednesday, May 03, 2017 2:25:39 PM

Hey Michael,

Hope all is well at Metro PC.

As someone who has faced the morning/evening commute to/from downtown for 35 years, closing lanes will only add to traffic delays and stress.

Even with the current lanes, traffic at 8th and Wedgewood is always backed up during rush hours. Traffic on Franklin Rd is usually backed up from Harding Place to Father Ryan during the outward commute. Plus when I65 is shut down the Franklin/8th route becomes the main inbound/outbound artery causing backups at least from Harding to Hogan and beyond. Removing lanes on 8th South will only multiply our traffic problems and amplify frustration. That said, bike/walking paths should be part of a balanced transportation system but this major artery should not be a candidate.

A suggestion, before you make your decision, block the to be terminated lanes for a couple of weeks and observe.

Perhaps an over/under road solution at major intersections would make a difference.

Thanks for you time,
David Dorris

PS - Worked at Metro Planning during the 80's.

From: carole starr
To: [Briggs, Michael \(Planning\)](#)
Cc: [Owensby, Craig \(Planning\)](#); [Stone, Cortnye \(Public Works\)](#)
Subject: Re: 8th Avenue
Date: Thursday, May 04, 2017 5:33:33 AM

Michael, Thank you for replying to my concern.
I would like the names, please, of the steering committee members.
(composed of staff, residents, business owners and elected officials.)

Thank you.

Carole

Carole B Starr, MBA RICP®
Retirement Planning Advisement
CBSTennessee@gmail.com
Cell: 615.406.7827
<http://www.linkedin.com/in/carolebstarr>

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On May 3, 2017, at 5:10 PM, Briggs, Michael (Planning) <Michael.Briggs@nashville.gov> wrote:

Hi Carole,

Thank you for contacting us about the 8th Avenue South Multimodal Study. Phase 1 examined the area between Wedgewood and Barry Road, primarily in the City of Berry Hill. We are studying Phase 2 which is from downtown to Wedgewood and referring to the Phase 1 portion for more understanding of how issues were prioritized there.

I understand your concerns about I-65 being an alternate, and the previous study conducted by Berry Hill considered that. It also incorporated projected growth trends based on permitting that was already underway and planned for residential units in Berry Hill.

You mention crosswalks. Those will be part of the potential solutions. We will likely look at an option that leaves the lanes as they are and determines best areas where crosswalks should

be located. These may need to be at signals or require additional signalization.

We will continue to discuss these options with the community and present some feedback at the community open house from last week. We will make sure your comments are passed on to the Steering Committee. You can keep up with the study's progress here:

<http://www.nashville.gov/Planning-Department/Transportation/8th-Avenue-South-Multimodal-Study.aspx>

Michael Briggs, AICP
Transportation Planner
Metro Nashville Planning Department
michael.briggs@nashville.gov<mailto:michael.briggs@nashville.gov>

On Apr 29, 2017, at 11:48 AM, carole starr
<cbstennessee@gmail.com<mailto:cbstennessee@gmail.com>> wrote:

Dear Mr. Briggs,

It is ridiculously short sighted to take away a lane of traffic, on a state route, which is the ONLY viable alternate to I65 when it shuts down - as it is doing multiple times a day these days with the explosive growth -

REGARDING the volume of pedestrian accidents? --> the intelligent solution for the good of the majority,
is more cross walks - ->NONE will complain about traffic "slowing" , for 8th avenue moves quite slowly as it is with it's four lanes - but note these cross walks NEED to be as around Belmont - plainly marked - lit and mandated signs to stop when pedestrians are in it.

TO say/mandate that you will take away an entire lane of traffic and inconvenience literally thousands so that a handful of cyclists can have a bicycle route downtown? Illogical, so sorry to suggest - self serving - NOT taking care of the majority - good for all.

LASTLY to further impeded emergency access to ambulances, fire trucks, and police JUST for a handful of cyclists and an occasional marathon? POOR poor timing. Why did you not implement this idea over a decade ago BEFORE approving the building more and more multiple dwellings almost up to the sidewalk?

Carole

Carole B Starr, MBA RICP®
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CBSTennessee@gmail.com<mailto:CBSTennessee@gmail.com>
Cell: 615.406.7827
<http://www.linkedin.com/in/carolebstarr>

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From: Michael Graziano
To: [Briggs, Michael \(Planning\)](#)
Subject: Eighth Ave. Corridor
Date: Thursday, May 04, 2017 9:14:38 AM

Hi Michael,

As a resident of Battlemont, between Woodmont and Battlefield, who actually rides a bicycle on 8th to/from my office off Craighead I want to articulate my support for the Phase 1 resurfacing plan that will include 3 lanes for cars, bike lanes and more crosswalks. There is a contingent of vocal pro-car anti-bike "advocates" who will probably be bombarding you with emails and messages saying how much they do not like this plan. Don't listen to them. There has been much debate about this plan on the neighborhood app. They are voices are almost always the most vitriolic and belligerent. At the end of the day their resistance seems to boil down to the fact that they cannot bear the thought of one iota of inconvenience to accommodate others who don't share their apparent, and perhaps even unconscious, disdain for pedestrians, cyclists, and most importantly, change. In their minds because eighth Avenue was originally defined as a US Highway it should still look and function like a US Highway ... ludicrous.

If anything I wish the plan was more pedestrian and bike friendly – i.e. I wish it included funding for Sidewalks and protected bike lanes. If these measures were able to be included it would take a lot of wind out of the anti-change sails. Right now the lack of commitment to sidewalks and protected bike lanes gives them an unfortunately legitimate basis for resisting the plan. I feel, however, and I believe this sensibility is shared by many others on the pro change side, that the perfect should not be the enemy of the good. Please feel free to share my sentiments with the steering committee.

all the best,

Michael Graziano

Sent from my iPhone

Michael Bevington Sayles
109 Glendale Garden Dr.
Nashville, TN 37204

May 9, 2017

To: Metro Community Plans & Design Studio Planners

Re: 8th Ave

I oppose the plan to take 8th Ave. from 4 lanes and a turn lane for multiple reasons.

I travel that stretch of road multiple times each week and am very aware of the traffic flow on 8th as well as on the connector streets. Your plan will add to an already severe traffic problem and there will sadly but undoubtedly be fatalities. 8th Avenue is a highway meant to move automobiles from south of town into Nashville much like Hillsboro. To bike is admirable but to reduce automobile lanes in order to achieve a naive idea is not the answer. How do you expect the people to get there? Woodmont, Caldwell, Glendale Lane, Harding Pl., Leland, and Granny White are the connector streets to 8th Ave. None of these streets have sidewalks much less bike lanes. All are currently extremely congested due to cars looking for relief from Hillsboro and Franklin. PLEASE put sidewalks and bike lanes on these heavily travelled 2 lane streets!!! My husband and I sold our bikes when we moved to this neighborhood as there is no way to get around.

I am very happy about the current development on 8th and visit many of the businesses. Although I am within a couple of miles, it would be deadly for me to try to bike (or walk) to these places. Put crosswalks on 8th at every light and even put up a few more lights to move the people from side to side. Put turn lanes at the lights only.

I acknowledge that you reduced 1 block through Hillsboro Village down to 2 lanes. You also built Magnolia Blvd. to take the people to town. Do not take several miles of 8th Ave. down to 2 lanes without providing a reasonable bypass to get to town. The people must be moved in an efficient way.

Thank you for your time in reading,

Michael Bevington Sayles

P.S. I am very respectful of each and every pedestrian crossing in 12South and on Belmont. However, I find it extremely dangerous when pedestrians choose to cross 15 yards before or after these crossings often without looking for approaching traffic or looking up from their phones. Is not this illegal? I think that if you cited the walkers a few times, this practice would end. It is a very dangerous practice and as it is an accident waiting to happen. For this reason, I always use the designated crosswalks.

From: Klane Maples
To: [Briggs, Michael \(Planning\)](mailto:Briggs.Michael@nashville.gov)
Subject: RE: 8th Ave S project
Date: Thursday, May 11, 2017 12:53:33 PM

Thank you Michael.

From: Briggs, Michael (Planning) [mailto:Michael.Briggs@nashville.gov]
Sent: Thursday, May 11, 2017 7:28 AM
To: 'Klane Maples'
Subject: RE: 8th Ave S project

Hi Klane –

We just started Phase 2. The meeting a few weeks ago was to begin that process with the community engagement, so there's not much to review.

We are working on getting the feedback and more info on the website.

Michael

From: Klane Maples [mailto:klane@hip2flip.com]
Sent: Wednesday, May 10, 2017 5:07 PM
To: Briggs, Michael (Planning)
Cc: Klane Maples
Subject: 8th Ave S project

Michael,
Using the link below, where are the details of phase 2?

Klane

From: Briggs, Michael (Planning) [mailto:Michael.Briggs@nashville.gov]
Sent: Wednesday, April 26, 2017 3:54 PM
To: 'Klane Maples'
Subject: RE: 8th Ave S project

Hi Klane,

Click on the Transportation link and 8th Avenue Multimodal Study will show up underneath it. Or just go to this link:

<http://www.nashville.gov/Planning-Department/Transportation/8th-Avenue-South-Multimodal-Study.aspx>

Thanks for stopping in last night.
Michael

Michael Briggs, AICP
Transportation Planner
Metropolitan Nashville Planning Department
800 Second Avenue South | P.O. Box 196300 | Nashville, TN 37219-6300

[615.862.7219](tel:615.862.7219) | michael.briggs@nashville.gov | www.nashville.gov/mpc

From: Klane Maples [<mailto:klane@hip2flip.com>]
Sent: Wednesday, April 26, 2017 2:39 PM
To: Briggs, Michael (Planning)
Cc: Klane Maples
Subject: 8th Ave S project

Michael,

Where on the website below do I find the information about this project? Thank you.

www.nashville.gov/mpc

All the best,
Klane

1100 8th Avenue South
Nashville, TN 37203
[615-256-3547](tel:615-256-3547)

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From: raffertybr@aol.com
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Ave. Project
Date: Thursday, May 11, 2017 6:07:41 PM

Dear Mr. Briggs,

RE: 8th Ave. Project

As someone who travels on Franklin Rd. every day, and has done so for many years, I can tell you that reducing the travel lanes down to 1 moving lane on each side will make the area impassable and blocked at critical times of day, and worse than it has ever been.

I. Consider first: The number of people it would benefit

Let's compare the numbers of people moving on this thoroughfare:

Cyclists - At most, now, 5-10 cyclists per day on 8th Ave. (We happen to know; we live on the road). And usually early in the morning doing training. Maybe 20 on a weekend day when a group of cyclists is training, and that is stretching it. Cyclists would not be on the road in the rain, around 30-40 days at least in one year. Not on snow days, nor cold days, so scratch 30 days more. That leaves at most 290 days. And that is really stretching it.

The number of motorists going through there every day: thousands during rush hours

The number of pedestrians every day: Usually only a few, and they are either employees walking from their cars to work, and customers walking from their cars to businesses. There are not pedestrians taking walks, as the area is not scenic, nor is it safe for walking.

II. How do these various people benefit vs. the issues created by the plan?

Cyclists

The bike lanes might encourage a few more cyclists to use the road.

The ingress and egress of cars constantly into and out of the businesses along Franklin Rd. (and any major commercial street) is a strong deterrent of cyclists. It is just too dangerous with many turning cars, and with the high volume of traffic.

The roads leading to Franklin Rd. do not have bike paths, so cyclists are just as endangered as they were before. I, myself, and very many people, would never, ever cycle along Franklin Rd., nor Belmont, nor Charlotte, not on any of these roads. They were not originally built with any safety factors in mind, and due to their permanent design, endangerment of persons on the road is ever-present, even on those roads that

already have bike lanes. The latter, and the roads intersecting Franklin Rd., are too winding and hilly for safe visual cues, and the risk of getting hit is far too great except for those with imaginary body armor.

As cited above, the safety of cyclists is not significantly improved by adding a bike lane to 8th Ave. And, this is not an area that many people would want to cycle in.

The benefits to cyclists do not look to be great.

And, truly, for these reasons, cyclists are not clamoring to get through the area.

Motorists are.

Do motorists benefit from it?

There are already turning lanes at most every major intersection. They work quite well, and get loaded with cars at rush hours, but, the traffic keeps flowing, and they ease up after that time. If you travel this way every day, you know that:

(1) Turning left to the east is a non-issue as a turning lane exists at the scant number of intersections; and,

(2) Most cars do not turn left heading west at the less travelled streets crossing Franklin Rd. That is because those roads are winding, and not straight-through to 12th Ave.

There are, sometimes, momentary jams now at those intersections. But, they don't significantly impede traffic. Truly, there isn't a problem with turning left on Franklin Rd. And we should know. We live on it.

Thus, there is no need for the center turning lane in this plan. It does not solve any problem. If it is not broken, don't fix it.

The major impact of the plan on motorists is cutting the road down to one moving lane of traffic each way. If you have travelled the 2 lane streets every day, you would know how backed-up and slow those streets are during rush hours: Blackman, Tyne, Harding Pl, 12th Ave., and on. Eliminating 2 lanes would create double, DOUBLE, the amount of traffic on 8th Ave.

Factor in, when one of those 2 lane roads has electric company work; days-long water/sewerage line work; an accident; busses stopping at bus stops; school buses; chipper trucks; lawn trucks; funeral processions, which we see on Franklin Rd; and, any number of lumbering, stopped vehicles, or slow-moving vehicles can make these roads horribly slow, or at a standstill, at critical times.

So, you want to take one of the few, **actually moving**, thoroughfares to downtown, and turn it into one of these logjams?

Cutting 8th Ave. to 2 lanes presents a significant traffic barrier, a barrier to traffic, made by the traffic logjams which occur on these 2 lane roads day in and day

out. The barrier that this plan invokes causes more traffic problems than any problem it purports to solve.

Doubling the amount of traffic on 8th Ave. every day would be horrendous for those trying to get through there. It would severely impact and aggrieve thousands upon thousands of people. What is the benefit of that?

Pedestrians - Do they benefit?

Few people walk this way now. The area is not accurately rendered in the plan drawings. There are NO, that means ZERO cafes at which people sit along the bike path. There are only a few businesses where people spend significant leisure time, and those customers are inside, not outside.

The area is not conducive to pedestrians; it is not scenic; there are only a couple of people who walk there, and that is to get to work from their cars, or to enter a business. Pedestrians are not made safer with this plan for the same reasons as cyclists due to turning cars everywhere, the high volume of traffic, and no sidewalks or crosswalks. Let's face it, there is not room on 8th Ave. for sidewalks. And, walking on a bike path? Get run over by a bike? That is not safer for them.

Pedestrians would be safer with crosswalks. Crosswalks are not in the plan. Add crosswalks. The few pedestrians will benefit. This road is primarily a thoroughfare for the working public, not the leisurely public.

The benefit to pedestrians is negligible.

III. In Conclusion

All of the above leads us to these conclusions:

A. The numbers tell the story. The number of cyclists serviced, and the lack of pedestrians, versus the number of motorists negatively affected. This plan looks to benefit a few people, and negatively affect hundreds, if not thousands, per day.

Motorists, that is by the thousands, will be much aggrieved every single day by the changes in this plan. The number of people so negatively affected clearly outnumber the number of people who would benefit from the plan. This is common sense.

That alone is a deciding factor to scrap the plan.

After considering the numbers of people affected, we turn to the wisdom of the ages:

B. Do the benefits outweigh the negatives?

Cutting down 8th Ave. to just 2 moving lanes for a single, unneeded center turning

lane, doubles, DOUBLES, and chokes the heavy traffic that motorists contend with every day on this route.

Change for the sake of change, and which does not make improvement, and does not provide more benefit than it clearly adds a large amount of stress to the current system, is non-sensical. It is a complete waste of construction time and money for everyone.

Many of those who travel this area did not know about the meeting. It should have been posted on 8th Ave. for us all to see.

We, who travel this way every day, implore you:

PLEASE DO NOT RUIN ONE OF THE ONLY THOROUGHFARES THROUGH WHICH YOU CAN ACTUALLY PASS AT CRITICAL TIMES OF THE DAY.

Sincerely,

R Rafferty

From: [Sloan, Doug \(Planning\)](#)
To: [Briggs, Michael \(Planning\)](#)
Subject: Fwd: 8th Avenue South
Date: Monday, May 15, 2017 10:11:39 AM

Please respond. Thanks

Doug Sloan
Sent from my iPhone

Begin forwarded message:

From: "McMullen, Austin" <AMcMullen@bradley.com>
Date: May 15, 2017 at 9:17:14 AM CDT
To: "'doug.sloan@nashville.gov'" <doug.sloan@nashville.gov>
Subject: 8th Avenue South

Doug,

Hope you're doing well. Could you tell me the status of the bike lane/turning lane proposal for 8th Avenue South through the Melrose/Berry Hill area? Thank you! - Austin



Austin L. McMullen

Partner

e: amcmullen@bradley.com w: bradley.com

d: 615.252.2307 f: 615.252.6307

Bradley Arant Boult Cummings LLP

Roundabout Plaza, 1600 Division Street, Suite 700

Nashville, TN 37203

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From: Jen
To: [Briggs, Michael \(Planning\)](#)
Subject: Re: Franklin Pike proposal
Date: Monday, May 15, 2017 2:36:52 PM

Mr. Briggs,

I appreciate you writing back, and I respectfully want to share this email below with you that was sent from a local business on Franklin Pike. Yes, even the local businesses are opposing your plan. Bliss Home, Zanies, and a number of other businesses on Franklin Pike corridor all feel this plan just doesn't make sense. The overwhelming majority of residents who live along Franklin Pike are also adamantly opposed to it.

Please read the email below carefully if you haven't seen it. I will happily share the hundreds of emails and Facebook posts I have been included on as well if that's helpful. Also, there is a petition that has gotten nearly 1500 signatures that I hope you will look at before moving forward:

https://www.change.org/p/megan-barry-keep-8th-avenue-four-lanes?utm_source=Zanies+Nashville+-+Main+List&utm_campaign=087efc2371-EMAIL_CAMPAIGN_2017_05_15_Gridlock&utm_medium=email&utm_term=0_19204b5900-087efc2371-1534333&lang=en-US

We elect and count on our local officials to uphold what a majority of citizens desire. I hope you will keep residents and local businesses in mind as you go forward. I've heard so much opposition and not one word of support from businesses and residents. If you have any facts that you would like to share to counter these arguments, I again want to stress I have an open mind, and I would love to hear them.

Thank you for taking time to read my email and this note below.

Respectfully,
Jen

Nashville, We need your help!

The city is planning on reducing **8th Avenue South / Franklin Pike** from four travel lanes down to only two. A turn lane and bike lanes are being added. This is purportedly being done to improve "walkability," yet no sidewalks are being added. We oppose this change and the gridlock it will create on 8th Avenue.

Details on the plan, due to be implemented quickly in mid-2017, are here: [8th Avenue Plan](#)

Note the deceptiveness of the renderings pictured in the study. They show sidewalks installed, new streetlights and utility poles, and private parking lots turned into pretty cafes. **None of these things are actually included in the plan.**

The only things being done are:

- Reducing the number of travel lanes from four to only two
- Adding bike lanes and a single turn lane (aka "suicide lane")

A large number of studies have been done on 4-to-3 lane conversions. All of them agree that they only work on streets with fewer than 20,000 vehicles per day. The 8th Ave study showed we already had 21,000 vehicles per day way back in 2014. Traffic counts have gone up dramatically since then, putting us far, far beyond what a three-lane road can accommodate. Condo developments currently under construction will add even more.

On Wed, May 3, 2017 at 10:08 PM, Briggs, Michael (Planning) <Michael.Briggs@nashville.gov> wrote:
Ok, great! That's perfectly fine.

I'm happy to respond to anything as well.

Thanks,
Michael

On May 3, 2017, at 2:49 PM, Jen <jennifer.m.duck@gmail.com<mailto:jennifer.m.duck@gmail.com>> wrote:

Hi Michael,
I did get a response from the Mayor's office, but thank you for following up.
I will reply to them directly if that's best.
Sincerely,
Jen

On Tue, May 2, 2017 at 10:13 AM, Briggs, Michael (Planning) <Michael.Briggs@nashville.gov<mailto:Michael.Briggs@nashville.gov>> wrote:

Hi Jen,

I wanted to make sure you get a reply from the Mayor's Office on this. I've double checked with her staff to see if they are addressing your concerns. It sometimes takes several days. Let me know if you don't get a reply. I'm happy to address some of your concerns, too.

Thanks,
Michael

Michael Briggs, AICP
Transportation Planner
Metropolitan Nashville Planning Department
800 Second Avenue South | P.O. Box 196300 | Nashville, TN 37219-6300
[615.862.7219](tel:(615)20862-7219)<tel:(615)%20862-7219> | michael.briggs@nashville.gov<mailto:michael.briggs@nashville.gov>> | www.nashville.gov/mpc<<http://www.nashville.gov/mpc>>

From: Jen [mailto:jennifer.m.duck@gmail.com<mailto:jennifer.m.duck@gmail.com>]

Sent: Thursday, April 27, 2017 5:43 PM

To: MEGAN@meganbarry.com<mailto:MEGAN@meganbarry.com>>; Barry, Megan (Mayor)

Cc: Hamilton, Patrick (Mayor's Office); Briggs, Michael (Planning)

Subject: Franklin Pike proposal

Mayor Barry,

My name is Jen Duck, and we met briefly at Third Man Records a few months ago when Pearl Jam brought the house down in the Blue Room. As you may recall, I work with Anderson Cooper at CNN, but I'm based here in Nashville with my family.

Today I'm writing to you not as a journalist but as a Davidson County resident. I live off of Franklin Pike, and over the past four years I have seen how traffic has become backlogged. I understand something needs to be done, and while I applaud your efforts with the light rail initiative on Gallatin Pike, the proposal to reduce lanes on Franklin Pike for bike lanes just doesn't make any sense to me and my neighbors, some who have been here for 40+ years. Prior to moving to Nashville, I lived in Chicago, New York City, Los Angeles and Washington, D.C. I understand that mass transit can be a beautiful thing, and bike lanes can be helpful. But to reduce the traffic lanes in half to accommodate bike lanes that won't even lead to the downtown business district absolutely stumps me. This is going to turn Franklin Pike into the nightmares I had to endure in Los Angeles on the 101 and the 10. Adding a bike lane in addition to the traffic lanes is acceptable; reducing lanes to accommodate just the 12 South neighborhood and increase traffic jams from Davidson to Williamson Counties is frankly unacceptable to me. I also think reducing lanes on Franklin Pike will make 65 even more backed up, which is something I want you and Mr. Briggs to seriously consider. Please drive on 65 toward Brentwood at 5pm on a week day. You will see that it's already in great peril, and cutting the main "artery" of Franklin Pike in half will only cause bigger headaches.

Our city is so special. Although my husband and I have moved several times due to our jobs, we vowed to never leave Nashville because we hold it so near and dear. I have great respect for you and our government officials, and rarely do I feel the need to speak out. However, this issue along with my unique experience of living in so many different cities has forced me to raise my hand so I hopefully can be heard.

Please feel free to call me any time to discuss this. If there is another side of the story to this plan, I certainly have an open ear. My cell is [310.503.5154](tel:310.503.5154)<tel:(310)%20503-5154>.

Thank you for your time and consideration.

Sincerely,

Jen Duck

From: Joyce Harrison
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Avenue road changes
Date: Monday, May 15, 2017 3:25:12 PM

Zanies sent out an email. I tried to see a graphic of the planned changes but no luck. A turning lane would be great..but...not unless you can widen the road. Two lanes ...with all the new business and new apartment buildings...would be serious congestion. Zanies email said no added sidewalks as you claim. That's what Nashville needs most...sidewalks so people don't always have to drive and deal with not enough parking spots as well as traffic.

That's my two cents.

Joyce V. Harrison

joyceonthekeys.com

soundcloud.com/luvuluvumusic

Author 3 Books on Amazon, Barnes & Noble

From: raffertybr@aol.com
To: [Briggs, Michael \(Planning\)](#)
Cc: [Owensby, Craig \(Planning\)](#); [Stone, Cortnye \(Public Works\)](#)
Subject: Re: 8th Ave. Project
Date: Monday, May 15, 2017 6:49:24 PM

Thank you.

The plan may look good on paper to someone trained in planning, but for those of us who drive it every day, up and down, and sometimes several times per day, the turning lanes do work now. They do work. They work. They work. They work. The turning lanes are not a problem which needs addressing.

Vehicles can get around those who are making left turns. I do it all the time. Someone may think that these changes would be helpful, but if you travel there every day, having 2 moving lanes in each direction is ***the*** single best thing for Franklin Rd. on those spans. Motorists Need To Be Able To Move Through There if the objective is to have traffic flow. Flow. That is what we are talking about.

I'm sorry, but most everyone does not believe that putting a bike lane will draw an appreciable amount of cyclists to make it worthwhile. Only the most avid, experienced cyclist would take this risk with the traffic constantly ingressing & egressing off of this road.

PLEASE LEAVE WELL ENOUGH ALONE. SPEND THE MONEY ON SOMETHING WORTHWHILE.

I appreciate your non-form response, and the planning committee thinking through this further, as the changes in this plan do not look to be feasible. We appreciate concern about Franklin Rd., but surely there are real problems to be addressed with this money.

Thanks Kindly

R Rafferty

-----Original Message-----

From: Briggs, Michael (Planning) (Planning) <Michael.Briggs@nashville.gov>
To: 'raffertybr@aol.com' <raffertybr@aol.com>
Cc: Owensby, Craig (Planning) (Planning) <Craig.Owensby@nashville.gov>; Stone, Cortnye (Public Works) (Public Works) <Cortnye.Stone@nashville.gov>
Sent: Mon, May 15, 2017 11:04 am
Subject: RE: 8th Ave. Project

Mr. Rafferty,

Thank you for contacting me about the 8th Avenue South Multimodal Study. Phase 1 studied the area between Wedgewood and Berry Road, mostly within the City of Berry Hill. A Steering Committee met throughout this process and recommended the three lane cross section considering the needs to safely cross the street, provide for consistent vehicle speeds by reducing veering of vehicles around left turning vehicles, and to provide space for additional modes of transportation. Phase 2 is underway and assesses the area between downtown and Wedgewood. We have just started the public input process for this Phase.

We understand your concerns about this and skepticism involving rearranging the lanes. I will ensure that your comments are passed on to the Phase 2 Steering Committee. Please stay

involved in this process by keeping up with it here:

<http://www.nashville.gov/Planning-Department/Transportation/8th-Avenue-South-Multimodal-Study.aspx>

Regards,
Michael

Michael Briggs, AICP

Transportation Planner

Metropolitan Nashville Planning Department

800 Second Avenue South | P.O. Box 196300 | Nashville, TN 37219-6300

615.862.7219 | michael.briggs@nashville.gov | www.nashville.gov/mpc

From: raffertybr@aol.com [<mailto:raffertybr@aol.com>]

Sent: Thursday, May 11, 2017 6:08 PM

To: Briggs, Michael (Planning)

Subject: 8th Ave. Project

Dear Mr. Briggs,

RE: 8th Ave. Project

As someone who travels on Franklin Rd. every day, and has done so for many years, I can tell you that reducing the travel lanes down to 1 moving lane on each side will make the area impassable and blocked at critical times of day, and worse than it has ever been.

I. Consider first: The number of people it would benefit

Let's compare the numbers of people moving on this thoroughfare:

Cyclists - At most, now, 5-10 cyclists per day on 8th Ave. (We happen to know; we live on the road). And usually early in the morning doing training. Maybe 20 on a weekend day when a group of cyclists is training, and that is stretching it. Cyclists would not be on the road in the rain, around 30-40 days at least in one year. Not on snow days, nor cold days, so scratch 30 days more. That leaves at most 290 days. And that is really stretching it.

The number of **motorists** going through there every day: thousands during rush hours

The number of **pedestrians** every day: Usually only a few, and they are either employees walking from their cars to work, and customers walking from their cars to businesses. There are not pedestrians taking walks, as the area is not scenic, nor is it safe for walking.

II. How do these various people benefit vs. the issues created by the plan?

Cyclists

The bike lanes might encourage a few more cyclists to use the road.

The ingress and egress of cars constantly into and out of the businesses along Franklin Rd. (and any major commercial street) is a strong deterrent of cyclists. It is just too dangerous with many turning cars, and with the high volume of traffic.

The roads leading to Franklin Rd. do not have bike paths, so cyclists are just as endangered as they were before. I, myself, and very many people, would never, ever cycle along Franklin Rd., nor Belmont, nor Charlotte, not on any of these roads. They were not originally built with any safety factors in mind, and due to their permanent design, endangerment of persons on the road is ever-present, even on those roads that already have bike lanes. The latter, and the roads intersecting Franklin Rd., are too winding and hilly for safe visual cues, and the risk of getting hit is far too great except for those with imaginary body armor.

As cited above, the safety of cyclists is not significantly improved by adding a bike lane to 8th Ave. And, this is not an area that many people would want to cycle in.

The benefits to cyclists do not look to be great.

And, truly, for these reasons, cyclists are not clamoring to get through the area.

Motorists are.

Do motorists benefit from it?

There are already turning lanes at most every major intersection. They work quite well, and get loaded with cars at rush hours, but, the traffic keeps flowing, and they ease up after that time. If you travel this way every day, you know that:

(1) Turning left to the east is a non-issue as a turning lane exists at the scant number of intersections; and,

(2) Most cars do not turn left heading west at the less travelled streets crossing Franklin Rd. That is because those roads are winding, and not straight-through to 12th Ave.

There are, sometimes, momentary jams now at those intersections. But, they don't significantly impede traffic. Truly, there isn't a problem with turning left on Franklin Rd. And we should know. We live on it.

Thus, there is no need for the center turning lane in this plan. It does not solve any problem. If it is not broken, don't fix it.

The major impact of the plan on motorists is cutting the road down to one moving lane of traffic each way. If you have travelled the 2 lane streets every day, you would know how backed-up and slow those streets are during rush hours: Blackman, Tyne, Harding Pl, 12th Ave., and on. Eliminating 2 lanes would create double, DOUBLE, the

amount of traffic on 8th Ave.

Factor in, when one of those 2 lane roads has electric company work; days-long water/sewerage line work; an accident; busses stopping at bus stops; school buses; chipper trucks; lawn trucks; funeral processions, which we see on Franklin Rd; and, any number of lumbering, stopped vehicles, or slow-moving vehicles can make these roads horribly slow, or at a standstill, at critical times.

So, you want to take one of the few, **actually moving**, thoroughfares to downtown, and turn it into one of these logjams?

Cutting 8th Ave. to 2 lanes presents a significant traffic barrier, a barrier to traffic, made by the traffic logjams which occur on these 2 lane roads day in and day out. The barrier that this plan invokes causes more traffic problems than any problem it purports to solve.

Doubling the amount of traffic on 8th Ave. every day would be horrendous for those trying to get through there. It would severely impact and aggrieve thousands upon thousands of people. What is the benefit of that?

Pedestrians - Do they benefit?

Few people walk this way now. The area is not accurately rendered in the plan drawings. There are NO, that means ZERO cafes at which people sit along the bike path. There are only a few businesses where people spend significant leisure time, and those customers are inside, not outside.

The area is not conducive to pedestrians; it is not scenic; there are only a couple of people who walk there, and that is to get to work from their cars, or to enter a business. Pedestrians are not made safer with this plan for the same reasons as cyclists due to turning cars everywhere, the high volume of traffic, and no sidewalks or crosswalks. Let's face it, there is not room on 8th Ave. for sidewalks. And, walking on a bike path? Get run over by a bike? That is not safer for them.

Pedestrians would be safer with crosswalks. Crosswalks are not in the plan. Add crosswalks. The few pedestrians will benefit. This road is primarily a thoroughfare for the working public, not the leisurely public.

The benefit to pedestrians is negligible.

III. In Conclusion

All of the above leads us to these conclusions:

A. The numbers tell the story. The number of cyclists serviced, and the lack of pedestrians, versus the number of motorists negatively affected. This plan looks to

benefit a few people, and negatively affect hundreds, if not thousands, per day. Motorists, that is by the thousands, will be much aggrieved every single day by the changes in this plan. The number of people so negatively affected clearly outnumbers the number of people who would benefit from the plan. This is common sense.

That alone is a deciding factor to scrap the plan.

After considering the numbers of people affected, we turn to the wisdom of the ages:

B. Do the benefits outweigh the negatives?

Cutting down 8th Ave. to just 2 moving lanes for a single, unneeded center turning lane, doubles, DOUBLES, and chokes the heavy traffic that motorists contend with every day on this route.

Change for the sake of change, and which does not make improvement, and does not provide more benefit than it clearly adds a large amount of stress to the current system, is non-sensical. It is a complete waste of construction time and money for everyone.

Many of those who travel this area did not know about the meeting. It should have been posted on 8th Ave. for us all to see.

We, who travel this way every day, implore you:

PLEASE DO NOT RUIN ONE OF THE ONLY THOROUGHFARES THROUGH WHICH YOU CAN ACTUALLY PASS AT CRITICAL TIMES OF THE DAY.

Sincerely,

R Rafferty

From: Wendy Fisher
To: [Briggs, Michael \(Planning\)](#)
Subject: Changes to 4lane to 2!
Date: Monday, May 15, 2017 6:57:31 PM

I have traveled this road since 1970. This would be going backwards. It gets bad enough the way it is now. While a turn lane and bike lane would be good not by giving up a drive lane. Re think this .

Sent from my iPhone

From: alabama.henderson
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Ave S
Date: Tuesday, May 16, 2017 6:39:51 AM

The traffic congestion in all areas of Nashville is getting worse by the day. Estimates are, on average, 85 people move to Nashville daily, for the past 5 years. Instead of reducing the amount of traffic that is able to move on the roads, we need to be considering how to increase it. Taking away lanes for cars will only make things worse. I understand some people want, and even need, to ride their bicycles into town, but the vast majority do not. It is time to do something for the benefit of the many instead of doing something for the benefit of so few.

From: Chris Meyers
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Ave Road Diet Support
Date: Tuesday, May 16, 2017 4:26:17 PM

Mr. Briggs,

I am a resident of a parallel street one block off of 8th and am completely in favor of the road diet. Most people who are complaining are not residents in the immediate area and use 8th to avoid I-65. The fact is that 65 provides a perfectly reasonable alternative entry to the city. Additionally, the current situation is dangerous and untenable for cars, pedestrians, and cyclists. The road diet looks like it will have a minimal impact on traffic and will make the area much safer and more pedestrian and bike friendly.

Best,

Chris Meyers
2316 Vaulx Lane 37204

From: Randy Ford
To: [Elrod, Jeremy \(Council Member\)](#)
Cc: [Briggs, Michael \(Planning\)](#)
Subject: 8th Ave bike lane project
Date: Tuesday, May 16, 2017 9:01:33 PM

I'm not one to bother my councilman (I know you get plenty of feedback as it is) but after reading the Channel 5 story about the proposed changes to 8th Avenue, along with some additional research, I wanted to pass along my thoughts.

I know this is not in your district, but I use Franklin Road quite a bit in traveling to work from my home in Crieve Hall. With the current construction projects often limiting northbound traffic to one lane, driving through Melrose down to Wedgewood has been difficult. I can't imagine, even after reading the information both sides of this issue have presented, that this plan is a good idea. I am certainly no traffic engineer, but it's just not intuitive to expect that reducing the number of lanes is going to improve traffic. I understand the principle of making this area safer for pedestrians, and I do have some sympathy for bikers, but it's a major artery for traffic. In fact, I might go so far as to say it's like people moving next to the airport and then complaining about the noise from planes. For some time this has been and remains a primary road to commute to downtown and Vanderbilt for many. I have lived on Richmar Drive, near the intersection of Harding and Trousdale since 1984, and I can attest to the increase in traffic over those years as development toward Brentwood and farther south has increased. While I understand that developers are now making the Melrose area more residential, it remains a fact that those of us who live south of Melrose use that route to commute. 12th has already become practically unusable as a through street because of development, and Bransford Avenue is becoming similarly developed and has a residential stretch at the fairgrounds. Is the intent to make 8th a somewhat residential thoroughfare, as these others are now? I-65 is often a bad option. My point is, where is the traffic going to go next? Nolensville Road? Hillsboro Road? To me, this seems to be a major change that addresses the concerns of some, but causes additional problems for a larger majority.

I'm open to any information about this - as I said, I'm no traffic engineer, although my clarinet teacher in high school was. That's probably like staying at a Holiday Inn Express, I know, but I just felt the need to say that this seems like a bad idea to me at this point.

Thanks,

Randy Ford



Virus-free. www.avast.com

From: Catherine Juskiewicz
To: [Barry, Megan \(Mayor\)](mailto:bsartain@berryhilltn.net); bsartain@berryhilltn.net; [Baker, Joe \(Berry Hill\)](#); [Sloan, Doug \(Planning\)](#); [Briggs, Michael \(Planning\)](#); Lacewell@nashvillempo.org; [Hafkenschiel, Erin \(Mayor's Office\)](#); David.Layhew@tn.gov
Subject: 8th ave lane reduction in Berry Hill
Date: Thursday, May 18, 2017 1:03:54 PM

Mayors Barry and Sartain as well as other members of our government,

I apologize first for including you all in one email, but it is much easier this way than to spend my day at the computer.

I am a very concise person so I will just say it THIS IS THE DUMBEST IDEA ANYONE HAS EVER COME UP WITH. When you are supposed to find ways to ease traffic and congestion, you decided that you should just shut down two lanes. Not only that but for bicyclist, who don't bike to work from Oak Hill, Crieve Hall, Brentwood and Franklin .This study was done in 2014, how many people have moved in the area since then. I don't know who you talked to when you did your study, but it sure wasn't the people but who use the area daily. It wasn't the people like me who just had their property taxes increased by \$10K. IT wasn't the people like me that daily shop and bank and eat in Berry Hill. IT wasn't the people who will now have to go to WILLIAMSON COUNTY to shop and bank, because it will be too ridiculous to try and get around Berry Hill.

I am also hoping that when you came up with this crazy plan, that you thought of all the traffic that will now start cutting thru neighborhoods in that area. Which means road repair in those areas will be more frequent. Also did you contemplate that The Waverly Elementary school is in that area and traffic is going to definitely increase putting children who walk to school at risk.

There are so many factors that I feel you have not considered. First and foremost Berry Hill on 8th is NOT 12th south. It is a business community, that now has residents moving in. My fear is that the plan is not to try and save this area but to shut down those much needed business.

IT would be nice if you would look at the plans and come up with a way to keep the 4 lanes and install crosswalks, dual use bike and walk lanes on one side. There are many examples thru-out the US on how this is done, one such place I have seen in on the West Side highway in NYC. They have a paved large walk/bike lane that has yellow striping down the middle. It used daily by all on the west side and everyone know how it works.

I implore you to reconsider this plan or at least meet with community leaders in the area and come up with a compromise.

Sincerely,

Catherine Juskiewicz

From: Carol Flanagan
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th ave corridor phase 1, Berry road to Wedgewood
Date: Friday, May 19, 2017 10:43:35 AM

Mr. Briggs,

I have been a resident just south of Berry Road off of Franklin Road since 1990. I have watched the Melrose area grow over those 27 years, along with traffic growth from more local and distant traffic using this corridor, not only to get to downtown Nashville, but to visit the local business in the Melrose area.

The traffic is horrible at certain times of the day. Decreasing the number of traffic flow lanes would only make this worse, not to mention the "road rage". Cars darting in and out of lanes, and others entering and leaving Franklin Road, along with everything else that distracted drivers are doing while driving, makes it hard enough to get through there safely.

I have thought for years that a center turn lane would be a good idea, but wondered if there would be enough space and still leave the 4 traffic lanes.

I understand the need for crosswalks, but only under a certain condition. They must be signal controlled. An example for why I say this are the crosswalks on Belmont Boulevard. Many times, when driving on Belmont Boulevard and approaching the crosswalks, I see people never looking up from their phone, walking up to and entering the crosswalk, not knowing whether there's a car coming or, or whether or not the driver of the car even sees the person. There is also the issue of "I've got the right away so you are gonna stop" attitude (or assumption). We could all share the road, but because of our old friend human nature, it doesn't necessarily work out that way. The traffic signal on Granny White Pike, between Lipscomb University and the small strip of shops, is a good example of a crosswalk controlled by a signal. If people need to cross the street and there is heavy traffic, they push the button and wait until the signal changes and the traffic stops, they go across and then traffic can go again. There should be some delay in the signal change, as 4 lanes of traffic should not be required to stop for one person to cross, then one car gets through and another pedestrian wants to cross, and stops traffic again. There is a balance. This would be a safe solution without the concern of either pedestrians or drivers ignoring crosswalk etiquette.

I know that this was long, but hope that a better solution can be implemented than what has been offered.

Too bad there have been and will be more apartments built. Feels like the land of the shadows.

Thanks for your time.

Carol Flanagan

Sent from my iPad

From: Richard Hagemeyer
To: [Briggs, Michael \(Planning\)](#)
Subject: Making 8th Ave a 2 lane road
Date: Friday, May 19, 2017 12:36:48 PM
Attachments: [image001.png](#)

Making 8th Avenue a 2 lane road is perhaps the single worst traffic idea possible for Oak Hill and Forrest Hills. The focal point of the folly of this idea began when planning/codes, or whomever, allowed people to build right up to the road and not allocate room for a turn lane (and bicycle if that was the direction). That time has passed. The die was cast.

We have a terrible problem on 8th that someone wants to make worse, for their own self-interest, not the city's. Remember, this is a US Highway designed to move traffic *thru* this area. A constriction here will force more traffic on I65, Granny White and Lealand, all already burdened.

I65 south will have to be widened one day. Unfortunately, 8th Avenue, Granny White and Lealand will be the overflow when this happens. Maybe people moving here from wherever want to make Berry Hill some hip community. Fine. I hope it happens. But those of us that use this road (I did today and have for decades) have rights that cannot be trampled upon by people that do not represent the interest of the whole community. We do not want to make southern Davidson County inaccessible for those working in downtown Nashville, we do not want to force everyone on the interstate or other neighborhood roads.

If you want to work on something that would really improve traffic on the south side for people living on the south side, look at making every stop sign on 12th/Granny White and 10th/Lealand a roundabout. They do not have to be huge circles for most intersections. We do not have to put distracting objects in the center, either. Moreover, the centers can be shallow ramps allowing larger trucks to drive over the center in a more straight fashion, while cars circulate. As a point of note, Paris has one stop sign. All of Europe use roundabouts. This would seem to be something all would support to make the flow in and out of Nashville better for those of us living in Oak Hill and Forrest Hills.

(My home address is 4987 Tyne Ridge Court)

Richard Hagemeyer

Agmark

**222 Second Avenue North, Suite 311
Nashville, TN 37201 USA
+1 615-313-6585 Office
+1 615-207-7777 Cell**

FMC License No. 023080NF



From: Loyd Parnell
To: [Briggs, Michael \(Planning\)](#)
Subject: 8 th ave
Date: Friday, May 19, 2017 4:41:20 PM

Put in sidewalks, traffic is bad enough now, all the city is going to double the traffic. Bikers do not follow traffic laws they never stop at stop signs. They think the world owes them something. Have them buy tags for their bicycles like motorcycles do
I say keep the road as it is, sidewalk are the answer.

From: David Nichols
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Avenue South Multimodal Study Support
Date: Monday, May 22, 2017 12:45:53 PM

Hello Mr. Briggs,

My name is David Nichols and I'm a civil engineer here in town. My wife and I live in Gale Park at the southern end of 8th Avenue. I do not anticipate trying to be involved in the project or anything, but simply wanted to drop you a quick line to let you know that I'm in full support of the city adding bike lanes and reducing driving lanes on 8th. With all of the urban, mixed-use development happening on 8th it's a real shame that there isn't better bike and pedestrian access up and down the road currently. I think that this proposal would make our neighborhood more liveable and would likely boost property values as well. I see a real benefit in providing a safe bike corridor from this part of town into downtown Nashville as well for commuters. The synergy created by having 8th Avenue safely "bike-able" when the Brown's Creek Greenway is ultimately extended into this area will be another real plus as it will open up the retail and commercial development to people from all over south Nashville. I know that often only those who are angry take the time to write government officials on projects of this nature, so I wanted to take the time to drop you a line and state that I believe the city is on the right track in looking to encourage active transportation as an alternative to ever-more vehicular traffic. I applaud your efforts.

Sincerely,

David Nichols, PE

From: Richard Hagemeyer
To: [Briggs, Michael \(Planning\)](#); [Henderson, Angie \(Council Member\)](#)
Cc: [Owensby, Craig \(Planning\)](#); [Stone, Cortnye \(Public Works\)](#)
Subject: RE: Making 8th Ave a 2 lane road
Date: Tuesday, May 23, 2017 10:38:58 AM

Michael,

How much input did you seek, and how much input did you get from the Oak Hill area? I get it that Berry Hill wants to turn this into a "unique" living experience. But why would you diminish the value of those living along Franklin Road to access downtown Nashville. We live in Oak Hill precisely for the same reason some are now wanting Berry Hill to develop. It is close to Nashville. Don't destroy what we have simply to enrich others.

Franklin Road is a viable alternative to I65 for many people. Some do not want to get into the pipeline coming to and from Nashville from afar. Some prefer the surface streets. Some do business along this road while going to or from work. Some watch Google for obstructions on I65 to decide to take alternative routes, like this, alleviating the pressure on other roads.

Putting a chokehold on Franklin Road is absurd without other alternatives. Drive it and you will know.

My business has been located in downtown Nashville since 1986. We were urban pioneers, locating at 308 Broadway when it was skid row. We are now in Washington Square. I "get" public planning and building our core. I also want unimpeded access to downtown for my employees. I am downtown because I can hire from any area. Don't constrict this area!

Again the only reason I see for considering this now is prior poor planning - not allowing adequate space for multimodal traffic on this section of highway when the initial development began. Solving their problem puts upon others. How is that fair? Come up with an alternative for traffic from beyond first. Solve that first and then this will not make a difference.

This looks a lot like silo thinking, a sure sign of further poor planning.

Richard Hagemeyer
Agmark
222 Second Avenue North, Suite 311
Nashville, TN 37201 USA
+1 615-313-6585 Office
+1 615-207-7777 Cell

-----Original Message-----

From: Briggs, Michael (Planning) [<mailto:Michael.Briggs@nashville.gov>]
Sent: Monday, May 22, 2017 10:08 PM
To: Richard Hagemeyer <rhagemeyer@agmark.com>
Cc: Owensby, Craig (Planning) <Craig.Owensby@nashville.gov>; Stone, Cortnye (Public Works) <Cortnye.Stone@nashville.gov>
Subject: Re: Making 8th Ave a 2 lane road

Hi Richard,

Thank you for contacting me about the 8th Avenue South Multimodal Study. Phase 1 studied the area between Wedgewood and Berry Road, mostly within the City of Berry Hill. A Steering Committee met throughout this process and recommended the three lane cross section considering the needs to safely cross the street, provide for consistent vehicle speeds by reducing veering of vehicles around left turning vehicles, and to provide space for

additional modes of transportation. Phase 2 is underway and assesses the area between downtown and Wedgewood. We have just started the public input process for this Phase.

I know it can seem as if there isn't thoughtful planning occurring when development is happening, particularly in areas that are changing rapidly from what we have typically seen in Nashville. Our plans have been very intentional to encourage housing, jobs, and retail growth along our existing corridors or "pikes" since these are major routes with relatively adequate infrastructure. These pikes are also easier to service with transit of varying efficiencies. In contrast, single family development that is spread out further from the city center often have a few routes into town and must rely on a car to get to most services. This further exacerbates congestion. Also, the corridor is fairly constrained, particularly within the Metro portion since the interstate runs closer to the corridor making redevelopment difficult while also providing parking and adequate sidewalks. It would be difficult to add an additional lane of traffic without having significant property impacts.

I will ensure that your comments are passed on to the Phase 2 Steering Committee. Please stay involved in this process by keeping up with it here:

<http://www.nashville.gov/Planning-Department/Transportation/8th-Avenue-South-Multimodal-Study.aspx>

Best,
Michael

Michael Briggs, AICP
Transportation Planner
Metro Nashville Planning Department
michael.briggs@nashville.gov Michael <<mailto:michael.briggs@nashville.gov>> Briggs, AICP Transportation Planner Metro Nashville Planning Department
michael.briggs@nashville.gov <<mailto:michael.briggs@nashville.gov>>

On May 19, 2017, at 12:36 PM, Richard Hagemeyer
<rhagemeyer@agmark.com<<mailto:rhagemeyer@agmark.com>>> wrote:

Making 8th Avenue a 2 lane road is perhaps the single worst traffic idea possible for Oak Hill and Forrest Hills. The focal point of the folly of this idea began when planning/codes, or whomever, allowed people to build right up to the road and not allocate room for a turn lane (and bicycle if that was the direction). That time has passed. The die was cast.

We have a terrible problem on 8th that someone wants to make worse, for their own self-interest, not the city's. Remember, this is a US Highway designed to move traffic thru this area. A constriction here will force more traffic on I65, Granny White and Lealand, all already burdened.

I65 south will have to be widened one day. Unfortunately, 8th Avenue, Granny White and Lealand will be the overflow when this happens. Maybe people moving here from wherever want to make Berry Hill some hip community. Fine. I hope it happens. But those of us that use this road (I did today and have for decades) have rights that cannot be trampled upon by people that do not represent the interest of the whole community. We do not want to make southern Davidson County inaccessible for those working in downtown Nashville, we do not want to force everyone on the interstate or other neighborhood roads.

If you want to work on something that would really improve traffic on the south side for people living on the south side, look at making every stop sign on 12th/Granny White and 10th/Lealand a roundabout. They do not have to be huge circles for most intersections. We do not have to put distracting objects in the center, either. Moreover, the centers can be shallow ramps allowing larger trucks to drive over the center in a more straight fashion, while cars circulate. As a point of note, Paris has one stop sign. All of Europe use roundabouts. This would seem to be something all would support to make the flow in and out of Nashville better for those of us living in Oak Hill and Forrest Hills.

(My home address is 4987 Tyne Ridge Court)

Richard Hagemeyer
Agmark
222 Second Avenue North, Suite 311
Nashville, TN 37201 USA
+1 615-313-6585 Office
+1 615-207-7777 Cell

FMC License No. 023080NF

<image001.png>

From: Ariana Dicks
Subject: Keep 8th Ave 4 Lanes
Date: Wednesday, May 24, 2017 9:59:40 AM

Hello Council!

I work at Third Man Records off of 7th Ave S, and am worried that changing the infrastructure of 8th Ave will greatly affect the already insane traffic surrounding 8th ave. People already fly through the back streets off of 8th causing many dangers to pedestrians and drivers alike. Please consider alternative options instead of taking this main artery into downtown down to 2 lanes.

Thank you!

--



Ariana Dicks

THIRD MAN RECORDS
623 7th AVENUE SOUTH
NASHVILLE, TN 37203

Ariana@thirdmanrecords.com



From: Rickelle Davis
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Avenue South Multimodal Study
Date: Wednesday, May 24, 2017 10:52:17 AM

Mr. Briggs,

My name is Rickelle Davis and I am a Nashville-Berry Hill area resident. I live directly on 8th Avenue South (a section formerly considered Franklin Pike) and I recently became aware of this project. I have read through the Phase 1 Report as well as the concerns on Change.org opposing it. I must say that I have a few concerns and questions myself. This road is already a very busy area and experiences traffic backups, specifically around the Wedgewood intersection. How would reducing the number of lanes from 2 in each direction to only 1 each way help this area? During peak hours, many cars already sit and wait through multiple traffic light cycles, so I worry that reducing the lanes in half will only double the wait times to cross the intersection, which would make many people's commutes (including mine) much worse. I understand "walkability" benefits make an area more desirable and plenty of new housing projects are coming to the area, but I'm not sure adding bike lanes accomplishes this goal. Many sections of 8th Avenue South are missing sidewalks, making it difficult to walk to destinations. Wouldn't it benefit the area more to install or fix the existing sidewalks to promote "walkability", which it seems this project does not address. I fear that this road is too heavily trafficked to benefit from reducing the number of lanes. I would appreciate any clarification or further information that you could provide me.

Thank you,
Rickelle Davis

From: Chet Weise
To: [Sledge, Colby \(Council Member\)](#); [Briggs, Michael \(Planning\)](#); beth.sartain@nashville.gov; [Barry, Megan \(Mayor\)](#)
Subject: Concern over 8th Avenue
Date: Wednesday, May 24, 2017 3:01:06 PM
Attachments: [PastedGraphic-2.tiff](#)

Dear Mayors Barry and Sartain, Councilperson Sledge, and Mr. Briggs,

As a 9-to-5er who drives to work M-F in the "Pie Town" neighborhood, I wanted to weigh in on the discussion of reducing lanes on 8th Ave. Unless there is a plan to effectively re-route the inevitable traffic backjam, the idea of reducing lanes might deserve further conversation based on more current data. We've seen the amount of traffic increase significantly in the last three years, not to mention construction, and, of course, pedal taverns, golf carts, etc. Bottlenecking this flow will result in not only longer drive times, interference in daily work schedules and commerce, potential increases in smog, but also increased danger to pedestrian and bikers resulting from traffic overflow.

- 8th ave has always been a commercial area, it is not designed to be residential.
- The objective of this procedure is to "make 8th more walkable and safe" - but the increase in traffic will also result in the unintended consequences of people taking back roads / neighborhood roads as alternate routes, causing more traffic and danger brought to already-existing neighborhoods.
- there will need to be increased enforcement to keep traffic in dedicated lanes and protect pedestrians and bike riders when traffic congestion occurs.
- 8th ave is a major bus route. There will not be room on the road for safe bus stops. 8th is also a road with consistent stops for 18-wheelers unloading to businesses in the right lane.
- the obvious point that traffic will be increased and MORE dangerous!
- A couple ideas for alternate solutions to making the area more walkable and safe - the addition of sidewalks and crosswalks - while keeping 8th ave 4 lanes. I'm also not sure if "suicide" lanes are the best idea.

Much appreciation for all the work you do for our city and community.

Best,
Chet Weise

Chet Weise
Third Man Books
623 7th Avenue South
Nashville, TN 37203
(615) 891-4393 ext 327
<http://thirdmanbooks.com/>
<http://thirdmanrecords.com/>
Authors: Kendra DeColo, Jeff Gold & Jon Savage,
erica lewis, John Olson, Patrick Pantano,
Kiini Ibura Salaam, Frank Stanford,
Sampson Starkweather, Janaka Stucky

...toward the center and the needle's
caught it when the beat
slows between the tracks
your voice my voice
our elsewhere music
the groove never knew
it couldn't touch.
-Tape Loop
by Jake Adam York



From: Carly Miner
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Avenue South Multimodal Study & Scenario B
Date: Wednesday, May 24, 2017 5:02:13 PM

Hello Michael,

I live in Woodland-in-Waverly, just off of 8th Ave South, and am concerned about the plans for re-configuring 8th Avenue from Wedgewood to 440. The Phase 1 study states that Scenario B was selected however the Action Plan details for that scenario are very vague:

Proposed three-lane roadway that maintains critical turn lanes at signalized intersections plus enhanced sidewalks and buffered bike lanes. This scenario includes a continuous center turn lane.

What are the exact plan in terms of sidewalks and bike lanes? Will both be installed on both sides of the roadway throughout the entire length of the corridor?

Thank you,
Carly Miner

From: Douglas E Norton
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th avenue plan
Date: Sunday, May 28, 2017 5:00:16 AM

Mr. Briggs,

This is a horrible plan. The traffic on 8th avenue is already horrible. Going from 4 lanes to two with a turn lane will create gridlock. I travel the area from Woodmont Blvd. to downtown via 8th avenue frequently and can only imagine the traffic problems this will cause if implemented. I am not sure whose bright idea this is, but I strongly oppose it.

Douglas Norton
1912 Lombardy Ave
Nashville 37215

From: LINDA HILL
To: [Briggs, Michael \(Planning\)](#)
Subject: No change to Franklin Road
Date: Wednesday, May 31, 2017 12:15:20 PM

Dear Mr. Briggs,

I am writing this to ask for better traffic flow on Franklin Road/8th Avenue South. While I am not opposed to a bike lane where possible, but the traffic is already unbelievable! I work at Franklin Road and Curtiswood , and cannot even get out of drive. It takes 45 minutes to an hour some days to get from Franklin Road to my hotel in Sidco. I absolutely do not think that the proposal to take away a lane on a packed state highway makes any sense whatever. It is totally insane and not a viable solution .

Sincerely,
Linda Hill

From: Michelle Hall
To: [Briggs, Michael \(Planning\)](#)
Subject: Oppose to bike lanes on 8th avenue
Date: Wednesday, May 31, 2017 12:49:18 PM

Mr. Briggs, I would like to oppose the 8th avenue bike lanes. That plan is just not going to work with many condos going up. I think that adding 2 more car lanes would be a great resolution. Thanks very much.

Michelle Hall
404 271 2799 cell

--

Michelle Hall, Nashville, Tennessee

From: John Ford
To: [Briggs, Michael \(Planning\)](#)
Cc: [Owensby, Craig \(Planning\)](#); [Stone, Cortnye \(Public Works\)](#)
Subject: Re: 8th Avenue Bike Lane Proposal
Date: Friday, June 02, 2017 9:21:03 AM

Michael -

Thank you for your response. I understand about the delays being outlined in the report, and my concern remains that the project will add over 100k hours of commuting time each year on the conservative side. The bike lanes concern me more as a factor to slow traffic that will desire to turn right in a single lane traffic flow scenario than as the reason one lane is being removed. I agree with the theory that the center turn lane should allow traffic to flow constantly. In reality, you know that people will use the suicide lane to not only turn left, but to pull out and try to merge right. This will further increase commuting time vs. the current scenario. Overall, I just don't believe this is a good idea given the constraints on the overall Nashville infrastructure.

Thank you again for listening.

John

On Thu, Apr 27, 2017 at 4:02 PM, Briggs, Michael (Planning)

<Michael.Briggs@nashville.gov> wrote:

Hi John,

Thank you for sending along your concerns about the 8th Avenue South Study. We had a meeting earlier this week to discuss issues with residents and business owners along the corridor. The Berry Hill portion (Phase 1 from Wedgewood to Berry Road) was completed last year and used both current and projected traffic data that also factored in permits issued and developments planned. The Scenarios outlined in the report outline the travel delays one might anticipate. Although there has been intense scrutiny of bike lanes, that is not the only reason that the Steering Committee on Phase 1 recommended that cross section. There were concerns identified about crossing the street at various locations and there are significant sidewalk gaps in Berry Hill. Additionally, the center turn lane will help with left turning vehicles which block the through lanes today. This will help keep traffic at consistent speeds and reduce drivers veering around each other to avoid the left turns.

Our study is looking at the area between downtown and Wedgewood Avenue (Phase 2). We are just beginning this process and have referenced the Phase 1 study as background. No decision has been made or recommended by the Steering Committee. We will have a couple more meetings for people to review some of the modeling and feedback we've received.

We will share your concerns with the Steering Committee that is looking at the corridor. You can keep track of the 8th Avenue South Multimodal Study at <http://www.nashville.gov/Planning-Department/Transportation/8th-Avenue-South-Multimodal-Study.aspx>

Thank you,
Michael

Michael Briggs, AICP
Transportation Planner
Metro Nashville Planning Department
michael.briggs@nashville.gov<mailto:michael.briggs@nashville.gov>

On Apr 26, 2017, at 1:43 PM, John Ford <johnfordjr@gmail.com<mailto:johnfordjr@gmail.com>> wrote:

Michael - I was unable to attend last night's meeting, but I wanted to voice concern over the proposal to move a portion of 8th Ave to a three lane arterial. The ADT used in the study is from 2014. I find that almost irresponsible in terms of using data that fits the narrative of wanting to add a bike lane. Nashville is growing at 100 people per day, and I can verify that traffic has only grown along with that trend. Our infrastructure is not designed to handle the demands that are currently being placed on it. Further increasing commute times for thousands vs. improvements for a few hundred bikers/walkers seems selfish and short-sighted. I applaud the effort to evaluate the corridor, but I cannot support the way the bike lane option is being presented as a slam dunk way to vitalize the community. You will be driving many commuters through surrounding neighborhoods, and will create safety issues that previously were nonexistent.

My background is in Civil Engineering with a MS in Transportation Planning. I don't say that to say I know it all, but I say that as someone that has been a part of projects like this previously. It is easy to get locked in on the sexy feel of doing something different for the sake of change. This is one of those instances where doing nothing is better than what is being proposed from my point of view.

I know you are balancing a lot of opinions and proposed "facts" on this matter, so I appreciate your time in reading this email.

Please reach out if you would like to talk further.

John Ford
[731-445-3999](tel:731-445-3999)

From: michael.d.lewis1@gmail.com
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Avenue South Multimodal Study
Date: Monday, June 05, 2017 8:44:49 AM

Mr. Briggs,

I am a Nashville resident who uses the Franklin Pike/8th Ave. S corridor on a daily basis.

I cannot express strongly enough what a bad idea it would be to change this road from a 4-lane to a 3-lane corridor (which would effectively make this a 2-lane road for directional traffic). I am concerned that the impact of the dramatic level of development taking place along the 8th Ave. corridor in Berry Hill has not been considered. I can tell you from experience that that I already face significant delays in areas where 8th Ave. is a 4 lane street. These will only get worse as new multi-family buildings become full. If anything, the city needs to be adding more capacity for vehicles rather than removing capacity.

Final note: closing vehicular traffic lanes in the hope of encouraging more bicycle traffic is simply unrealistic – just take a look at Church Street bridge downtown – adding bike lanes merely made congestion worse and these bike lanes are almost never used despite having been in place for years.

Michael D. Lewis

From: Mark A. Reynolds
To: [Briggs, Michael \(Planning\)](#); [Elrod, Jeremy \(Council Member\)](#)
Subject: 8th Avenue Traffic Plan
Date: Monday, June 05, 2017 9:48:52 AM

I just read about the plan to convert 8th Avenue/Franklin Road from 4 lanes to 2 lanes with a center lane and bike lanes. I live in Crieve Hall and am very concerned about this since I take this route from Hogan Road all the way to downtown. I leave for work at 6:30 am and I come home at 4:00 PM. Traffic seems to be getting worse and worse. It seems like this project would just make traffic worse.

I read the statement below from the traffic study and I am concerned when it says “modest increase in travel time during critical afternoon peak.” How much time is a modest increase? This is exactly the time I drive home from work.

The modest increase in travel time during the critical afternoon peak is relative and occurs in a very focused time frame (less than an hour). The trade-off of improved safety, vibrancy, and dedicated multimodal facilities better aligns with the priorities expressed by participants (page 3.6) especially when considering the acceptable traffic operations expected during off-peak periods. It is widely understood that increased delay through the corridor will influence positive changes to travel behavior including time of travel, mode-split, and travel route selection.

Mark Reynolds

From: Betsy Walker
To: [Briggs, Michael \(Planning\)](#); [Sledge, Colby \(Council Member\)](#)
Subject: Keep 8th Avenue Four Lanes!
Date: Friday, June 09, 2017 10:19:24 AM

Hello Mr. Briggs and Mr. Sledge,

I've been reading and hearing about how Metro / Davidson County is planning on reducing 8th Avenue South / Franklin Pike from four lanes down to two and a turn lane and bike lanes are being added. I oppose this development wholeheartedly.

I'm sure you read these types of emails all the time; this is my first time ever contacting a member of government (city counsel, congressman, senator, etc.). I moved to Nashville in May 2011 and bought a house in the Wedgewood-Houston area in August 2012. It was soon thereafter that to get to the Kroger on Franklin Pike, I would go the "back way" via Bransford Ave and Berry Road as to avoid Franklin Pike (really the light at Franklin and Wedgewood) because of the time it took to get to the grocery store and general congestion. Then this week I read that a Publix is going in at the northwest corner of Franklin and Bradford (which I think is great and fully support), but fear the number of lanes going from four to two (with a turning lane) would make things much worse.

Additionally, I read this plan is being done to improve "walkability," yet no sidewalks are being added. The renderings in the study show sidewalks installed, new streetlights and utility poles, and private parking lots turned into cafes. But none of these things are actually included in the plan. I remember the study that was done and reported on a few years ago. It said that Franklin Pike had 21,000 vehicles per day in 2014. Three years later, that number has only gone up, and will continue to with the condos and general building occurring.

I sincerely hope this email doesn't fall among the many you get. Please know I am not an irate citizen. However, I feel this plan would make things worse or become a detriment I felt moved to say something. Thanks so much for reading this.

Betsy Walker

From: Kent Glaser
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Avenue South Multimodal Study
Date: Friday, June 09, 2017 8:19:08 PM

Dear Mr. Briggs,

I live in the Melrose area and a short walk to 8th Avenue. I regularly walk to the 12 South area, but have never walked along 8th Avenue. I would walk along 8th Avenue, but find the street unsafe to do so. I would welcome a walkable 8th Avenue. After reviewing the 8th Avenue South Multimodal Study, I support Scenario B as the best plan. I hope, in the near future you will be able to complete the side walks on both sides of the street.

Sincerely,

Kent E. Glaser
2304 Knowles Avenue
Nashville, Tennessee 37204

From: Mary Jewell
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Avenue South Plan
Date: Saturday, June 10, 2017 1:56:07 PM

Dear Michael,

I attended the 8th Avenue corridor meeting this morning, hosted by Colby Sledge in Berry Hill. The PowerPoint and question/answer session was very helpful. We raised our family for 24 years in Oak Hill (with young adult children now living in the Gulch and Radnor Lake area) and spend a great deal of time in Melrose/Berry Hill. In fact, we believe it's the best-kept secret in all of Metro. Change is certain, and we remain open and excited about possibilities, especially when there's evidence our community is moving into the future wisely.

We say NO to reduced lanes because of gridlock concerns.

- Congestion has dramatically increased in this area in recent years. I-65 access is problematic in every situation, backing up the 8th corridor (Wedgewood, Harding Place) or requiring dangerous multi-lane interstate transitions (Armory Drive to I-65N, where the 2 right lanes go to I-440). Already folks cut through parking lots of businesses to get through traffic in Melrose (e.g., CVS to avoid turning onto Kirkwood). It's common to meet cars head-on in the central turning lane when folks turn left into McDonalds or left into Kroger. I envision more problems when the Craighead-area new multi-use construction is complete, and when Publix arrives. These new developments bring exciting change, and we must be ready for them traffic-wise. We must also anticipate a more distant future. **Less (lanes) is not more.**

We say YES to:

- more research and data-mining before recommendations are made
- safer multimodal streets
- improved crosswalk signage and assists, with flashing yellow lights for pedestrians to push, prompting drivers to attend and stop. Over-the-street crosswalks (e.g., 21st/VU area) might be a dream option.
- more bike paths, but not on 8th Avenue, preferring more residential neighborhoods like 10th/Lealand Lane
- more/wider sidewalks
- an analytic systems approach for traffic signaling, striping, and lane adjustments to improve flow.

Thanks for listening to my concerns.

Mary Jean Jewell
4005 Brookhaven Drive
jewell.mary@gmail.com
615-385-2931

From: Pam
To: [Briggs, Michael \(Planning\)](#); [Barry, Megan \(Mayor\)](#)
Subject: 8th Avenue
Date: Sunday, June 11, 2017 8:28:13 AM

Dear Mr. Briggs,

I have recently become aware of the plan to narrow 8th Avenue from four lanes to two, and am quite surprised and a bit angry about this. I live just off Franklin Road in the neighborhood immediately south of Melrose/Berry Hill. 8th Avenue is a main route of travel for me, as it was when I worked downtown for 30 years. I know this road very well at all times of day.

As you know, I-65 sits still twice daily--northbound in the morning and southbound in the late afternoon/evening. Narrowing 8th will only put more stress on I-65 during these times. Additionally, Melrose has already become increasingly difficult to navigate during lunch hour because of the number of new and welcome restaurants and businesses along the 8th Avenue corridor.

I fear that narrowing 8th will create the same kind of dangerous gridlock that now occurs in 12South. I am all in favor of making Nashville a more pedestrian- and bike-friendly city, but to ignore the fact that 8th is a major traffic corridor in and out of the city center is folly. It will deeply affect the thousands of homeowners in the area.

In terms of everyday living, I fear that this change will drive business away from the area and not the reverse as the plan suggests. For example: many of us think long and hard before going to a restaurant or business in 12South. The traffic and darting pedestrians and cyclists make the area hazardous to everyone. This once easy-to-negotiate neighborhood has become a place to avoid rather than to enjoy.

If 8th is narrowed and congested, I will find it much easier to drive to Brentwood to shop and eat--taking tax revenue out of Davidson County. I am not alone in this.

Further, many consider Portland, Oregon a model in terms of a city that is forward-thinking and health-conscious. I find it a city that is cruel and unthinking to its older and disabled citizens. Nashville is rapidly developing this same mindset, creating pockets for the young and limiting possibilities for others.

Please reconsider this plan.

Sincerely,
Pam Reese
850 Pasadena Drive 37204

From: Gayle Holladay
To: [Briggs, Michael \(Planning\)](#)
Subject: 8 south project
Date: Sunday, June 11, 2017 11:55:46 AM

8th south is a major thoroughfare.
We need 4 lanes.

"For I know the plans I have for you," declares the Lord, "plans to prosper you and not to harm you, plans to give you hope and a future." Jeremiah 29:11

Blessings
Gayle Holladay

From: Emilie Marchbanks
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th ave
Date: Monday, June 12, 2017 9:53:58 PM

As someone who relies on this road every day to get to work I must say that after reading the study I feel this is a horrible idea. Why are we working so hard for every neighborhood/street be trendy and branded? The growth of this city is getting out of hand and to take lanes away from a major thoroughfare is ridiculous. I understand people want to walk and bike places but the amount of people who would walk or ride a bike to work is dramatically less than those of us who have to drive. I lived in Atlanta for years before getting sick of the traffic that went along with that city and I'm afraid that unfortunately Nashville is going down that same path.

Sent from my iPhone

From: Michael Sayles
To: [Briggs, Michael \(Planning\)](#)
Subject: RE: 8th Ave.
Date: Wednesday, June 14, 2017 6:16:52 PM

Mr. Briggs,

Thank you for your reply. Will you please inform me of the personal on the Steering Committee which you say made this decision?

8th Ave. is a state highway which provides through traffic from one end of the state to the other. It is meant to move autos which travel this distance. Its purpose was not for the short distance rider. If lanes are to be reduced, it should be done for some type of mass transit system and not for a short distance traveler. 12th Avenue and Belmont Blvd already serve that purpose.

Please address the heavily traveled roads of Harding Pl., Glendale Ln., Caldwell, and Woodmont Blvd. as well as Granny White Pike and Leland Ln. south of Lipscomb. These are the dangerous streets which desperately need sidewalks and bike lanes for safety reasons. I was standing on the shoulder of Glendale Ln. waiting an opportunity to cross the road in heavy traffic just last week when someone on a bicycle hit me from behind. Thank goodness I was not seriously hurt.

Michael Sayles

From: Briggs, Michael (Planning) [mailto:Michael.Briggs@nashville.gov]
Sent: Monday, May 15, 2017 10:58 AM
To: 'Michael Sayles'
Cc: Owensby, Craig (Planning); Stone, Cortnye (Public Works)
Subject: RE: 8th Ave.

Michael,

Thank you for contacting me about the 8th Avenue South Multimodal Study. Phase 1 studied the area between Wedgewood and Berry Road, mostly within the City of Berry Hill. A Steering Committee met throughout this process and recommended the three lane cross section considering the needs to safely cross the street, provide for consistent vehicle speeds by reducing veering of vehicles around left turning vehicles, and to provide space for additional modes of transportation. Phase 2 is underway and assesses the area between downtown and Wedgewood. We have just started the public input process for this Phase.

I will ensure that your comments are passed on to the Phase 2 Steering Committee. Please stay involved in this process by keeping up with it here:

<http://www.nashville.gov/Planning-Department/Transportation/8th-Avenue-South-Multimodal-Study.aspx>

Best,
Michael

Michael Briggs, AICP

Transportation Planner

Metropolitan Nashville Planning Department

800 Second Avenue South | P.O. Box 196300 | Nashville, TN 37219-6300

615.862.7219 | michael.briggs@nashville.gov | www.nashville.gov/mpc

From: Michael Sayles [<mailto:michaelsayles@comcast.net>]

Sent: Tuesday, May 09, 2017 5:44 PM

To: Briggs, Michael (Planning)

Subject: 8th Ave.

From: Sue Cain
To: [Briggs, Michael \(Planning\)](#)
Cc: ["Mary Wherry"](#)
Subject: RE: REPORT ON SAT. JUNE 10 MEETING IN BERRY HILL ABOUT THE 8TH AVE. LANE CHANGES
Date: Thursday, June 15, 2017 8:24:17 AM

“... is asking that citizens submit to Metro what they want, not what they're opposed to.”

I believe I and many others have already done this.

I – and most people I know - am **FOR completing an affordable rapid mass transit for the entire city** and THEN begin traffic calming in all neighborhoods, including lower income areas, **when** there is a REALTIC alternative to use of motor vehicles. That plan is a non-starter if it includes most people walking long distances in >72 degree heat and high humidity or trying to ride bicycles as the barrier to automobiles hitting walkers on a sidewalk. That may work in Scandinavian countries but not in the hot and humid Southern United States. Yes, mass transit is expensive but it is not going to get less expensive by refusing to recognize the problem. We should have started 30 years ago but instead we kept budgets “lean.” Well, the budget may have been lean but it was short sited due to elected officials and policy makers ignoring the future in favor of getting praise for “not raising” taxes. People in countries where these problems have been dealt with intelligently DO pay more taxes AND enjoy a better quality life.

So, in case anyone really wants to know or even cares what we want, we want and desperately need affordable, efficient, mass transit. We need to make a gigantic start, and we need to work to its prompt completion. It will save Nashville and will help save our planet. And this should have been known all along and probably was. Just no policy makers with a spine to take it forward. For the record, I am opposed to feigned ignorance about what we want by people who know better.

From: Mary Wherry [mailto:marywherry@comcast.net]
Sent: Wednesday, June 14, 2017 10:13 AM
To: Mary Wherry <marywherry@comcast.net>
Subject: FW: REPORT ON SAT. JUNE 10 MEETING IN BERRY HILL ABOUT THE 8TH AVE. LANE CHANGES

The following are comments from Oak Hill citizens that attended the Sat. June 10 meeting at Berry Hill on the progress of the 8th Ave. lanes changes. I attended as well and concur with all of these comments. There was lots of interest and a huge turn-out!
Next meeting is scheduled for Thursday, June 15th, 7:30 PM at Granny White Church

of Christ, 3805 Granny White Pike.

- Attendance was expected to be around 30, 80 plus showed up.
- Michael Briggs, major planner on this project for Metro discussed the options in a 12 minute presentation.
- Floor was opened to questions and comments. So many people spoke, the meeting ran over the normal time allotted.
- All comments were against reduction of lanes in the 8th Ave. area.
- Many wanted a sidewalk network and connection of the gaps between sidewalks already there. Crosswalks at key points (such as at lights) were supported. **The reduction of one lane for a bike lane and expanded sidewalks was totally disapproved by attendees. Not one single person gave any support to the lane reduction concept !!!**
- **Train crossings** - It was suggested to have CSX trains be put on a schedule so people would know the best times to cross. The answer was that with the massive number of trains that come in and out of Radnor Yard, scheduling was impossible.
- Support was for the redesign of the intersection at Wedgewood and any other intersection that might be causing a large bottleneck to slow down traffic flow. Wedgewood / 8th Ave. is the feeder connector to Interstate 65. Pass-through traffic creates the slowdown which backs up in all directions.
- Learned that plans are already underway to stripe 10th Ave. South for bike lanes. This would provide safety for bicyclists and alleviate the "need" for a good north/south bike thoroughfare.
- **This next response was made by Oak Hill Vice Mayor, Stacy Widelitz**
 1. 95% of the people at the meeting were opposed to the idea of re-stripping 8th for bike lanes, one lane of auto traffic in each direction, and a center turn lane.
 2. Everyone swears up and down that nothing has been approved, that there are no plans, that it is all in the study phase. We in Oak Hill have heard that before, so I'm still a little dubious. TDOT must first repave that stretch of road. That's supposed to start in 2018.
 3. Colby Sledge, the councilman for that area, is asking that citizens submit to Metro what they want, not what they're opposed to.
 4. Main concerns are traffic flow at Wedgewood, the bottleneck at Craighead, back up at Division, and the lack of continuous sidewalks and safe crosswalks.
 5. Citizen comments to consider:
 - four lanes remain
 - repave the road (which has been approved and why this discussion began)
 - connect sidewalks
 - stripe crosswalks
 - add pedestrian cross walk blinking lights for motorists
 - synchronize the lights to ease traffic flow (they are not currently)

*****Councilman Sledge would not give his own opinion as to how the road should be striped. **It did come out that, if bike lanes were put in, Metro buses would have to pull into them to pick up passengers. That would not only block the bike lane and pose a**

potential hazard for bicyclists, but also block part of the auto traffic lane. That would probably force drivers to use the center lane to get around the buses. Nobody in the room could figure out how that was safer than 4 lanes of traffic.

6. The real architect of this is obviously Michael Briggs of Metro Transportation Planning, and he's the one who is advocating for this change in the road. Pressure has to be kept on him through emails and letters: Michael.briggs@nashville.gov

7. *TDOT was not at the meeting. The 8th Ave. corridor does NOT belong to Berry Hill, it belongs to the state. That means TDOT SHOULD have final say on how the lanes are striped, but we'll see. Nonetheless, sending an email to TDOT's public affairs reps is probably also a good idea: Jonathan.Russell@tn.gov*

8. **SHOW UP TO THE UPCOMING MEETINGS !!** While it is important and helpful to send emails and call, bodies and voices in a room are a lot more effective.

From: Gary Schott
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th Ave
Date: Thursday, June 15, 2017 7:36:02 PM

Michael,

In my opinion we should convert 8th to three lanes. Folks say people in Nashville don't walk or bike. Well, if we make it hard to walk and bike they won't, but if we make it easier they will. For too long we have focused on the car as the primary way too get around. It is time to look at more diverse modes of transportation. Thank you.

Gary Schott

From: PETER COLLINS
To: [Briggs, Michael \(Planning\)](#)
Subject: Fwd: This evening's meeting
Date: Thursday, June 15, 2017 8:09:57 PM

Sent from my iPhone

Begin forwarded message:

From: PETER COLLINS <pilbeams@me.com>
Date: June 15, 2017 at 8:07:33 PM CDT
To: russ.pulley@nashville.gov
Subject: **This evening's meeting**

Hi Russ.

It's your neighbor, Peter Collins at 931 Battlefield.

I was at the meeting this evening. Everything about the proposals for the corridor was well explained.

However, you said something that troubled me: " People want to move to Nashville, so we must provide somewhere for them to live". I assume this has been the view of the city planners , and that is why we must deal with the appalling congestion that now is afflicting our once easy to get around city. Please can you explain why it is incumbent on the city planners to permit and to provide housing options for those who wish to move here?

With best wishes,

Peter.

Sent from my iPhone

From: Collin Brown
To: [Briggs, Michael \(Planning\)](#)
Subject: Question, not an enraged comment
Date: Thursday, June 15, 2017 8:40:19 PM

Michael:

Will the Franklin Pike Multimodel plan include sidewalks on both sides of 8th Ave between Wedgewood Ave and Berry Rd?

I think any final plan has to include complete, fully connected sidewalks on both sides of 8th Ave whatever the cost to acquire the land from 8th Ave property owners. Bicycle lanes are a priority, but the first priority should be sidewalks and a multitude of safe crosswalks along 8th Ave.

Great presentation tonight, you and the Mayor are doing a great job but I'm just so concerned that too many Nashville residents are going to fight the Next Nashville plan to bring our transportation infrastructure into the 21st century.

Do you know when you will release the traffic study data for 8th Ave?

Btw, I asked the question tonight about the unintended consequences affecting 10th Ave if scenarios 2 or 3 are adopted. I like those scenarios but to protect the residential integrity of 10th Ave, I think the speed limit will have to be lowered on 10th, many more crosswalks will need to be added and speed bumps will have to be added to discourage "commuters" on 10th Ave. We still don't even have complete sidewalks on both sides of 10th Ave which makes no sense!

Keep up the good work!

Best,

Collin Brown
905 Gilmore Ave

From: Jeff Teeple
To: [Briggs, Michael \(Planning\)](#)
Subject: 8th AVE Choke
Date: Saturday, June 17, 2017 1:05:40 PM

Given Nashville's growth, this is like telling someone with a heart condition to eat more bacon. It's an absolutely STUPID idea and I'm 100% against it. The kickback will be using our tax dollars to re-stripe once they see the traffic taking all the back streets, thus disrupting the neighborhoods. I know that's my plan.

Thanks for your time.

Jeff Teeple
Total Service Co
502.417.0058 - C

From: Ann Krafft
To: [Briggs, Michael \(Planning\)](#)
Subject: No
Date: Saturday, June 17, 2017 8:36:00 PM

Do not change the 8th Ave. corridor. Traffic is bad enough why make it worst. Need to be working on traffic problems not new useless ideas.

Ann Krafft

From: Brad Wood
To: [Briggs, Michael \(Planning\)](#)
Subject: Make 8th Ave Safe
Date: Sunday, June 18, 2017 9:15:09 AM

Dear Mr. Briggs,

I am writing to share my strong support for a Vibrant, Safe 8th Ave. It is essential that 8th Ave be safe for pedestrians and drivers, economically vibrant, and provide transportation options. Re-configuring the street from 4 car lanes to 3, including a turn-lane is an important step to achieving this goal.

It is important to me that 8th Ave South be a community, not a cut-through because this is my home. My kids walk across 8th ave to go the a local ice cream shop, we cross 8th Ave. for family dinners, and I live here.

I frequently use this street to run, walk, play, and head to 12 South. My kids cross this street to play with friends. 8th Ave is dangerous. It would be irresponsible to keep it status quo with over 2K more people moving to the area. I agree with Metro that is was time to reface 8th Ave from a common commercial thoroughfare, so something more personal, more civil, more livable. With Metro's commitment to the improvements by adding 23Hundred, Broadstone, Octave, a possible Publix, among other fantastic changes, we embraced the change.

However our commuters to the south wouldn't agree. Our friends in Brentwood, Oak Hill and Forest Hills, continue to run red lights, speed, and use our beloved street as their highway. This must stop. Eighth Ave needs to go on a traffic diet and let people use the proper infrastructure for their commutes.

Thank you for your support for complete streets and transportation options.

Brad Wood

824 Melpark Ct - Nashville, TN 37204