

Minutes: Bicycle/Pedestrian Advisory Committee (BPAC) Meeting

February 18, 2014

Conference Room, Music Center Central.

BPAC Member Attendees: Kim Hawkins, John Harkey, Amy Eskind, Tom Grooms, Thomas (Freddie) O'Connell, Keith Rawls, Peter Westerholm, Edwin Williamson, Russell Willis, Rob Laird, Keith Rawls, Mary Pat Teague, Rex Hammock, Chris Fleming

1. Chairperson Kim Hawkins called the meeting to order at approximately 4:05 pm and asked Tom Grooms to take minutes. Grooms reluctantly agreed. Kim welcomed new BPAC Board members: Mary Pat Teague, Chris Fleming, Rex Hammock and Patrick Harkins.
2. **Minutes:** Minutes of the December 17, 2013 were approved (Motion by Grooms, second by Williamson)
3. **Department Updates.** Departmental Updates were provided to BPAC either in written or oral form (or both) by the following Metro Departments or Agencies: Greenways, Metro Arts, Public Works, Planning, Health, Metropolitan Planning Organization (**Written Reports attached to these Minutes**).
4. **Metro Public Works Report:**

- a. Protected Bicycle Lanes

Jason Radinger reported on the process and procedures for constructing a protected bicycle lane on Woodland Street. He explained that the plan for this lane is in draft form and has been referred to Metro Traffic and Parking for review. The Woodland Street protected bicycle lane was originally recommended by BPAC Committee chaired by Edwin Williamson **as one of six commuter routes into downtown**. The Woodland Street route was the most viable, given its link with the downtown area. It was recommended that this protected bicycle lane be in place and used during the Tour De Nash which occurs in May. Kim noted that this was a good advertisement and start for the concept of protected bicycle lanes in Nashville.

- b. Downtown Speed Reduction Study

Jason and John Harkey jointly reported on the progress of the downtown speed reduction study. This proposal is currently under discussion with the Public

Works Department (PWD). Jason indicated that the PWD will do a speed study in the downtown area. Harkey explained that the downtown streets can be classified in three categories: 1) Streets where automobile traffic is already slow; 2) Streets which have an existing bicycle lane; and 3) Streets which might accommodate a bike lane but presently do not have one.

Jason indicated that PWD has or is developing a list of downtown streets which are a high priority for this study. Jason specifically mentioned a preexisting study or anecdotal study for 1st Avenue which measured speeds of 23-27 miles per hour.

Kim asked about the purpose of the speed studies. Jason stated that if a speed study showed that traffic was traveling below the speed limit, then there would be no need for a speed reduction on that street.

Kim suggested that PWD implement a 25 mph speed limit on all neighborhood streets which did not otherwise have posted speed limits. She explained that, at least, a part of PWD's concerns about speed reduction city wide was related to the expense of replacing speed limit signs. To this end, PWD asked for specific locations (streets) where a reduced speed was recommended.

Harkey commented that New York City's initiative of reducing the speed limit to 20 mph had resulted in zero pedestrian traffic deaths. Rob Laird commented that Belmont-Hillsboro Neighborhood Association's request to reduce the speed limit in its neighborhood to 25 mph had been denied by the PWD.

Kim stated that BPAC has requested that the PWD look at speed reduction in a much broader way and that BPAC and PWD should work together to accomplish this goal.

It was noted that the PWD's Pedestrian and Bicyclist Crash Study continues to be underway and is scheduled to be released by October, 2014

Kim commented that BPAC had requested that speed limits be looked at in much broader way and commented that we needed to work with the Public Works Department to get speed limits reduced on designated streets, Kim also queried regarding the relationship between the Mobility Plan and the Speed Reduction Study especially as it affected pedestrian and bicyclist's safety. Jason responded that the Mobility Study was looking at specific locations and should be completed later this Spring.

Bicycle Parking in Nashville/Davidson County

Michael Briggs of the Metropolitan Planning Department presented a draft and discussed the proposed ordinance regulating and requiring bicycle parking facilities in Nashville. Briggs also provided a handout which lists Metro's accomplishments in 2013 and proposals or goals for 2014 in regard to bicycle and pedestrian facilities and actions.

Briggs explained the provisions of the bicycle parking ordinance and noted the highlights. These include the provision that the ordinance parking requirements be limited to new, multi-family, residential construction of four units or more or to a 50% addition to an existing structure. The ordinance also prescribes bicycle parking spaces for a variety of other uses, including, for example, fast food or full service restaurants (four spaces) and retail uses (two spaces or one space per 5,000 square feet-whichever is greater). A variance from these requirements may be sought from the Zoning Administrator.

Freddie O'Connell moved that BPAC endorse and support this ordinance. This motion was seconded by Amy Eskind and passed unanimously by the Committee.

[Note: This ordinance passed second reading before the Council on April 1, 2014, third reading is scheduled for April 15, 2014 and the ordinance should become law on May 6, 2014]

5. DESIGNATED AND STRIPED BIKE LANE USE BY PEDESTRIANS OR PARKED AUTOMOBILES

Kim read from and discussed Tennessee Attorney General Opinion 14-13, the essential portion of which provides the following:

1. May a pedestrian lawfully use a bicycle lane where an adjacent, unobstructed, and wheelchair-accessible sidewalk is provided?

2. If the driver of a motor vehicle otherwise complies with applicable law, may that driver lawfully use a bicycle lane to overtake and pass upon the right of another vehicle that is making or about to make a left turn?

OPINIONS

1. No. A pedestrian who uses any portion of a roadway, including a portion marked as a bicycle lane, where an adjacent, unobstructed, and wheelchair-accessible sidewalk is provided violates [Tenn. Code Ann. § 55-8-138](#) and commits a Class C misdemeanor.

2. State law classifies a bicycle lane as a portion of the roadway. While state law contains no *per se* prohibition against a driver using any portion of a roadway, including a bicycle lane, to overtake and pass upon the right of another vehicle that is making or about to make a left turn, state law allows such a use only under limited circumstances, including the requirement that passing upon the right is allowed “only under conditions permitting that movement in safety.”The illegal use of a bicycle lane could constitute a Class B or Class C misdemeanor, depending on the nature of the offense.

The comment was made that TDOT has a clearer prohibition against automobile passing in the bicycle lane.

6. CICLOVIA

Laurel explained what a ciclovia is [Reporter’s Note: According to Wikipedia, ciclovia is a Spanish term and refers to the closing of streets to automobiles for the exclusive use of bicyclists and pedestrians.] Laurel reported that Mayor Dean is very interested in doing a ciclovia and wants a subcommittee to work on this event for 2014. A tentative date would be Labor Day 2014.

7. SHELBY STREET BRIDGE CLOSURE POLICY

John Norris reported on and provided copies of his proposed Metro Public Works Policy for the closure of the Shelby Street Bridge to pedestrians and bicyclists during special events. John’s proposal was integrated into the Metro Public Works Policy Statement. John’s proposal includes signage requirements to be posted by Metro Public Works advising pedestrians and bicyclists of the partial or complete closure of the Bridge. If a complete closure is approved, signage advising of this complete closure must be posted 48 hours before the event and provide directions to other bridges available to walkers and bicyclists to cross the River.

A motion for the adoption of this Policy by BPAC was moved and seconded and adopted unanimously by the Committee. It was recommended that chair, Kim Hawkins, submit this revised policy to the Mayor and Public Works for their consideration and adoption.

8. TREE PLANTING IN DOWNTOWN

Nora Kern of the Cumberland River Compact [Reporter’s Note: Also of Walk/Bike Nashville] reported on the CRC’s plan/proposal to plant trees in the 8th Avenue and Broadway area of downtown Nashville. Nora stated that among

other benefits of planting trees is the potential for aiding in slowing automobile traffic in this area. Kim and Jason Radinger mentioned that this plan should review other planning studies including the Mobility Plan, Bike/Ped Crash Safety Study, the Major and Collector Street Plan and all utilities to avoid conflict.

The Committee expressed unanimous support for the concept and practice of planting trees in downtown.

9. TENNESSEE BIKE SUMMIT, 2014-NASHVILLE

Nora Kern reported on the upcoming 2014 Tennessee Bike Summit to be held in Nashville beginning on Wednesday, May 14 and continuing through Friday, May 16, followed on Saturday, May 17 by the Tour De Nash. She reported that the Planning Committee had met and she and Committee members were working on pulling together the workshop leaders and getting speakers for the Conference. Edwin discussed a proposal and plan to conduct a public official ride before the Summit to show bike facilities in Nashville.

Nora stated that one or more of the workshops will likely be bicycle rides. Kim stated and suggested that we have as many planned bicycle rides during the Summit, as possible, including, she suggested, a Mayor's Bicycle Ride to kick off the Conference.

10. WALK BIKE NASHVILLE MPO GRANT UPDATE

Nora reported that the immediate focus for the use of the grant was the Tour De Nash and the Tennessee Bike Summit. She reported that WBN is also working on using the grant money for a Safe Routes To School pilot project with a focus on schools where kids now walk and bike to school and also to encourage kids at other schools where there is little or no walking or bicycling to school.

Kim suggested that Walk Bike SRTS focus on the Sidewalk Priority Index within the Strategic Plan for Pedestrians and Bicyclists. Nora responded that once Walk Bike Nashville had completed the pilot project, it would explore this proposal.

11. REVIEW OF 2013 GOALS AND ACCOMPLISHMENTS.

Kim reviewed the goals by BPAC and Nashville for 2013. These include:

- a. Facilitating the Tennessee Bike Summit for Nashville in 2014.
- b. Steps toward speed reduction in downtown and neighborhood streets.
- c. Advance a bike parking ordinance.
- d. Updating the Bicycle/Pedestrian Master Plan
- e. Meeting with Metro Public Works four to five times in effort to open up better communication.
- f. Getting a Bicycle Pedestrian Coordinator hired.

12. GOALS FOR 2014.

- a. League Certified Instructor Class for BPAC members from the League of American Bicyclists.
- b. Bicycle Parking Ordinance [Reporter's Note: Done!]
- c. How to sustain BPAC beyond the executive order by which it exists.
- d. Ciclovía in 2014
 - (i) Important to the Mayor.
 - (ii) Maybe doing it during week of Tour De Nash.
 - (iii) Part of Mayor's Health Initiative.
- e. Buffered and Protected Bicycle Lanes
- f. Advocacy: Make progress for public education with intentional outreach targeting civic groups and neighborhoods with a priority to disadvantaged communities
 - (i) Speakers' Bureau
 - (ii) Speakers to address community groups.

- (iii) This was determined to be a high priority with input and collaboration from Jason Radinger, Leslie Meehan, Michael Briggs and Keith Rawls' to review and pull resources for a draft presentation for BPAC review. A BPAC committee report from 2013 should be referenced for target audience and previous data.

- g. Plan progress: Continue to promote updates to the Bike/Ped Master Plan (last update 2008) and to coordination of efforts with the previous Connectivity Plan

- h. Continue to explore grant funding for initiatives that are not available in Metro budget, i.e. Bike/Ped Master Plan update, B-cycle expansion. Leslie indicated that there is currently \$12 million in grant funding available with applications due in April 2014.

- i. Pedestrian safety: Continue to promote pedestrian safety with regard to construction access and safety and for right on red and policy educaitons relating ot this. This issue may be addressed in the upcoming Mobility Plan.

Written reports related to bicycling and pedestrian infrastructure, projects and related matters were received but not necessarily discussed from Metro Planning, Metro Arts (bike racks); Public Works (regarding 2013 Accomplishments and 2014 Goals for bicycle and pedestrian infrastructure); Metro Public Health (also regarding accomplishments for 2013 and goals for 2014); Metropolitan Planning Organization (MPO) regarding past and future proposals and grants for bicycle or pedestrian related planning projects; and from the Greenways Commission regarding accomplishments in 2013 and projected additions to the greenway system in 2014.

The meeting was adjourned at approximately 6:00 pm.