

Bicycle and Pedestrian Advisory Commission East Bank Boulevard Design Resolution

The Bicycle and Pedestrian Advisory Commission supports the resolution approved by the Vision Zero Advisory Committee on April 14th, 2026, and provides the following additional information.

PURPOSE The development of the East Bank represents a once-in-a-generation opportunity to align Nashville's infrastructure with its Vision Zero goals. The current proposed design for the East Bank Boulevard includes six lanes of travel for vehicles. However, current traffic modeling provided by the East Bank Development Authority indicates that the volume of single-occupancy vehicles (SOVs) will not require the full capacity of these lanes for almost thirty years into the future.

In order to preserve the width of the right-of-way for potential future traffic volumes, the East Bank team have proposed that the outside lanes of the boulevard be designated as "flex lanes," which could serve a variety of purposes, including providing additional capacity for special events traffic.

To promote safety, align with our modal hierarchy, and maximize the efficiency of the right-of-way, the Commission proposes that the outside lanes of East Bank Boulevard be officially designated as micromobility lanes. Research into urban geometry shows that micromobility facilities can move significantly more people per square foot than SOV lanes. By dedicating the center lanes to transit and the outside lanes to micromobility, Nashville can create a high-capacity, safe corridor that prioritizes people over pavement.

WHEREAS the East Bank Boulevard is intended to be the multimodal spine of Nashville's newest urban district, requiring a design that prioritizes the most efficient and vulnerable modes of transport;

WHEREAS two lanes of the Boulevard are already dedicated to center-running bus facilities to move large volumes of people via public transit;

WHEREAS data and traffic models from the East Bank Development Authority demonstrate that the additional outside lanes are not required for vehicular demand at the time of the boulevard's opening;

WHEREAS spatial efficiency data confirms that dedicated lanes for micromobility have a significantly higher throughput of persons per hour per meter of lane width compared to lanes dedicated to single-occupancy vehicles;

WHEREAS providing protected space for micromobility on the outside lanes reduces "sidewalk riding" and pedestrian conflicts, directly supporting the "Safe System" approach by separating different speeds and masses of traffic;

WHEREAS According to National Association of City Transportation Officials (NACTO) guidelines, flex zones should not take the place of critical uses including transit and micromobility;

Now, therefore, be it resolved that the Bicycle and Pedestrian Advisory Commission recommends the following actions for the East Bank Boulevard:

- 1. Redesignate Outside Lanes:** Formally designate the outside lanes of the East Bank Boulevard for the exclusive use of all micromobility modes.
- 2. Preserve Transit Integrity:** Maintain the two center-running lanes as dedicated bus facilities to ensure high-frequency, reliable transit service.
- 3. Prohibit Vehicular Encroachment:** Ensure that these redesignated outside lanes remain strictly for micromobility and are never utilized for vehicle overflow or through traffic for motorized vehicles.
- 4. Implement Physical Protection:** Install robust, physical separation between the remaining general-purpose vehicle lanes and the micromobility flex lanes to prevent vehicle encroachment and ensure user safety.
- 5. Prioritize Person Throughput over Traffic Volumes:** Direct NDOT and the East Bank Development Authority to prioritize "Person-Throughput" metrics, calculating how many people move through the corridor rather than how many cars, when evaluating the performance of the Boulevard and all other corridors in Metropolitan Nashville and Davidson County.
- 6. Coordinate Final Engineering:** Update the East Bank Boulevard engineering plans to reflect this multimodal hierarchy (Center Transit, Middle SOV, Outside Micromobility) and to comply with NACTO guidelines.

Finally, be it further resolved that the Bicycle and Pedestrian Advisory Commission urges the Metropolitan Government to recognize that an "auto-centric" East Bank is a safety risk. By utilizing the outside lanes for micromobility, the city acts on its commitment towards a future of higher capacity, lower emissions, and zero traffic fatalities.

Approved by the Bicycle and Pedestrian Advisory Commission on April 20th, 2026

Chair, Katherine McDonell