



***NASHVILLE DEPARTMENT of TRANSPORTATION
& MULTIMODAL INFRASTRUCTURE***

**BICYCLE AND PEDESTRIAN ADVISORY
COMMISSION**

Minutes

**April 20, 2026
5:00 PM to 6:30 PM**

**Howard Office Building Sonny West Auditorium, Rooms C/D
700 2nd Avenue South, Nashville, TN 37210**

Committee Overview

This 11-member group serves to increase collaboration between the Metro Government of Nashville and Davidson County to ensure a commitment to increasing safety and the use of bicycle, micro mobility devices, and pedestrian travel as significant and beneficial modes of transportation and recreation.

Notice to Public

Agendas are posted online before each meeting at:

<https://www.nashville.gov/departments/transportation/boards/bpac>

Speaking to the Committee

Anyone can speak before the committee during a public hearing. An NDOT staff member presents each item, followed by public comment period, then committee discussion. Community members are asked to speak for two minutes each, at the discretion of the chair, and direct their comments to the committee.

1) Call to Order

- a) Chair McDonell called the meeting to order at 5:03pm.

2) Roll Call

- Chair McDonell, Mr. Hertz, Mr. Haney, Mr. Saba, Mr. Norris, Ms. Garner, Mr. Rogers, Mr. Caparella, and Mr. Weinman in attendance.
- Mr. Cushing and Ms. Ross absent

3) Approval of Meeting Minutes

- a) March 16, 2026

Mr. Norris moved to approve, seconded by Ms. Garner and the agenda was approved.

4) Approval of Agenda

- a) Agenda was revised to move Mr. Jones' remarks sooner.
- b) Ms. Garner moved to approve, seconded by Mr. Norris and the agenda was approved.

5) Public Comments

- a) The public is invited to speak regarding any issue. Members of the public are asked to limit testimony to three (3) minutes
- Charlie Weingartner, VZAC Chair – commented that the “spike” of 37 fatal pedestrian/bike crashes since June 1, 2025 seems to be trending upward, and that some “lackluster reporting” reflects MNPD’s tendency to “victim blame”. He also referenced the April 18 cyclist fatality on Harding Place, stating there is no imaginable “protective gear” that could have prevented such an impact. He would like both VZAC and BPAC to reiterate the tenets of the March 2025 communication on the topic, sent to NDOT Comms/MNPD.

Interim NDOT Director, Phillip Jones – Introduced himself and made himself available to respond to comments from the Commission. Mr. Hertz asked if there is a plan for the next 30 days to address the increase year over year increase. Mr. Jones mentioned that the NDOT Vision Zero and Planning team look into the action steps and improvements possible in response to such incidents. Ms. Garner asked when Mr. Jones last took a bike ride in Davidson County and asked if she could facilitate that. Mr. Haney asked if Mr. Jones would be applying for the Director opening, and he said no, but that the position is advertised and should be filled within the year. Mr. Rogers asked about the status of the docked micromobility RFP and dockless RFP and noted that the micromobility companies pay a substantial

amount annually to operate and he would like to see a dedicated staff member responsible for managing their dealings in the city. Mr. Weinman and Mr. Rogers requested a copy of the NDOT leadership structure and an organizational chart. Chair McDonell asked what Mr. Jones expects of the working relationship with BPAC – Mr. Jones notes that the BPAC can continue to offer insight into and guidance on what users need by advising NDOT.

- Val Martinez, Vision Zero Coordinator, (NDOT) added deeper context to the YTD statistics by mode, and noted that speed is a common contributing factor. Harding Pike is planned to be repaved from I-65 to I-24, and Vision Zero is already coordinating with TDOT on improvements, planning to install concrete medians to address speed on the stretch, in addition to striping, lighting improvements and enhanced crosswalks. The segment has been designated a CHYM Complete Street, but the timeline and cross section have not yet been decided.

6) Subcommittee Report Outs (20 min)

- a) **Subcommittee Report Outs - Subcommittees are planned to be merged but still cover similar topics.** Today's discussion covered the Bike Month Proclamation, and concerns about spike in ped/bike fatalities, as well as discussion of the engagement budget.

- Rules, Process, and Reporting
- Community Engagement and Outreach
- Plan/Engineering Review

7) Programmatic Updates

- a) **Open Streets Downtown – Koby Langner (NDOT), Calah Gibson (Walk Bike Nashville) Open Streets Assistant Manager**

- Walk Bike Nashville introduced Open Streets in Nashville about 11 years ago. Open Streets Downtown is planned for three dates in 2026: May 16 (Tour De Nash bike ride starts at 7a), June 13, and July 11, with superblock setup having full street closures with cross traffic following the lights. Organizers are inviting participants and partners to sign up on OpenStreetsNashville.org. Mr. Rogers asked why the route is so much smaller, Ms. Gibson said that it should help make the route more secure for cars. Mr. Rogers asked if the elevated greenway behind the Ascend

Amphitheater will host the ride, commenting that it may not have capacity for such a large number of riders. Ms. Garner asked why organizers aren't able to fully close the intersections, and Ms. Gibson said it is informed by precedent from other Open Streets and said that the intersections will be staffed by traffic control and volunteers, though only officers are able to direct traffic. Ms. Garner asked what the participant numbers were from 2025, and Ms. Gibson said estimates range around 1500 users over all three dates. Mr. Langner said there will be both lidar counts and business outreach to garner more specific numbers during the 2026 events. Mr. Hertz asked if there are events of this sort planned in other areas of Nashville, and Mr. Langner notes the Open Streets permit process has been built to support those kinds of events. Ms. Garner asked if the closure excludes pedal taverns and pedicabs, and Ms. Gibson said pedicabs should be allowed into the footprint. Chair McDonell asked if there will be a road closure on Woodland Street, and Ms. Gibson stated that it will serve more as a "bike lane" or "connector".

b) Downtown Mobility Lane Projects Update – Jordan Meagher (NDOT)

- Downtown Mobility Lanes are being funded by both CHYM and the Capital Spending plan, in phases, with the goals of creating significant network connections and protecting the future connections that may be more challenging to build. The traffic studies currently being finalized will inform design of the mobility lanes. Mr. Norris asked what the traffic studies may have to show to inspire the installation of concrete barriers for the mobility lanes. Ms. Garner asked if bicycle-specific signals will be a part of the Smart Signals roll out, and Mr. Meagher said not specifically. Chair McDonell commented this timeline does not reflect the Connect Downtown Action Plan's "call for aggressive action", particularly where the phases seem to have been trimmed and notes that, though sometimes good plans get delayed or muddled due to political opposition or backlash, the better products built faster would help garner more community support. Chair McDonell also notes a recent Vanderbilt poll said 72% of people want more bike lanes in Nashville.

c) NDOT 5-Year Bikeway Budget Detail – Brent Schultz (NDOT)

- Shared requested budget detail on total Bikeway Construction, by: Calendar Year, Project Types, Mileage, Limits, Construction Costs, and Budgeted Funds. Chair McDonell noted that this collection of data should prove helpful for the annual report and tracking.

d) Shelby Street Update – William Ezzell (NDOT)

- Shared Shelby bikeway improvements 5-14th expected during the 2026 calendar year: painted buffers, including flex posts and delineators, addition of green crossbikes. Mr. Weinman asked if Spokes has moved forward, Mr. Ezzell said that that project is in the NEPA phase. Mr. Caparella asked if there are lighting improvements included in this project – needs response. Mr. Caparella asked what the funding source and estimated costs are, to which Mr. Ezzell responded around \$200k and the funding sources are still being explored. Mr. Haney asked if the 10th to 14th Avenue range has Chair McDonell asked if there are additional pedestrian access or crosswalk improvements planned as well - needs response.
- e) Edmondson Pike Safety Analysis – Valeria Martinez (NDOT)
- Ms. Martinez shared that since the corridor has such a high ADT, the highest standard of traffic data collection was enacted, including a site visit, traffic counts, speed data, historic crash data, etc. Analyzed potential low-cost improvements, signal improvements. There are no actual bike facilities outside of signage, and there are no plans to widen the corridor, but that consideration has been given to additions or changes to existing ROW, including Lane Reduction or Road Diet, eg. converting four-lane to three, replacing RRHB with PHB or signal additions. There are plans to continue public engagement and proceed with low-cost improvements outside of the road diet option. Mr. Caparella cited SR96 at Mack Hatcher as an example of a good multi-use path for consideration, and Chair McDonell asked if the trade-offs of safety with delays could be made more explicit for public awareness.
- f) US Census Bicycle Commuting Data – James Guthrie (Metro Planning) – [Deferred]

8) Regular Agenda – BPAC Advisory Statement

- a) BPAC Bike Month Proclamation - May 2026
- Mr. Norris moved and Ms. Garner seconded the motion, and it was passed by vote.

- b) VZAC East Bank Boulevard Design Resolution – April 14, 2026
 - Since the East Bank Boulevard stated travel demand now does not require the LOS for single occupant vehicles initially expected upon opening in 2035, Chair McDonell mirrored a recent VZAC resolution created on behalf of BPAC asking that the recommendation be made that the additional lane be made available to be solely used for pedestrians and bicyclists. Mr. Norris moved and Ms. Garner seconded the motion, and the resolution was approved by vote.

9) Administrative Updates/Next Meeting/New Business

No Administrative Updates offered

10) Adjournment – Mr. Norris moved to adjourn meeting, Mr. Rogers seconded, and the meeting was adjourned at 6:25 pm.