



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

**BICYCLE AND PEDESTRIAN
ADVISORY COMMISSION
Minutes**

December 15, 2025 Regular Meeting

5:00 PM to 6:30 PM

**Howard Office Building Sonny West Auditorium, Rooms A/B
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

- Chair McDonell starting 5:05 pm

2) Roll Call

- Mathew Hertz, Chris Weinman, John Norris, Courtney Ross, Anas Saba, Alvin Haney
- Absent: Cary Rogers

3) Approval of Meeting Minutes

- a) November 17, 2025
- Mr. Norris moves to approve minutes
 - Mr. Haney seconds

4) Approval of Agenda

- Ms. Garner moves to approve minutes
- Mr. Norris seconds

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

- Julie Mattes:
 - Ms. Mattes publicly requested to keep the John Seigenthaler pedestrian bridge open during construction stating it's a lifeline for everyone traveling from East to West. She mentioned there's a need to determine who will make decisions around multimodal infrastructure access during the East Bank construction.
- Charie Weingartner:
 - Mr. Weingartner echoed Ms. Mattes' request to keep bridge open. He also stated that another cyclist was recently killed and that there have been 1100 roadway deaths including 4 bicyclist deaths, 23 motorcycles, and 23 pedestrians. He stated that the rate is on par with last year's totals with an increase in cyclists' fatalities, increase in motorcycle fatalities, decrease in pedestrian fatalities, and increase in deaths on roads controlled by the state. He stated he's not seeing a pattern and a decline for deaths across the board. This information can be accessed at NashFatalCrash.com
- Daniel Simpkins:
 - Mr. Simpkins coordinates a bike bus in East Nashville and acknowledged the death of Blaise Schaeffer stating he is upset that it taken another traffic death to highlight urgency of improving roadways. He stated these are people's lives and their livelihood and he hopes everyone can enjoy their community safely. He also inquired about parking infractions stating he was

recently taking a photo of an aggressive driver's license plate who then acted more aggressively towards him causing him to feel unsafe. He mentioned there's an issue of relying on the public to report issues and he's experienced delays when it is handled. He asked about statistics of hubNashville submission that led to parking tickets. He also requested more information on locations where parking issues occur, stating that if there was enforcement between near Riverside a high number of instances would be collected.

6) Subcommittee Report Outs (20 min)

7)

a) Subcommittee Report Outs

- Rules, Process, and Reporting
 - Chair McDonell stated committee reviewed in subcommittee meeting.
- Community Engagement and Outreach
 - Ms. Ross stated they will focus on goals for outreach and budget in January.
- Plan/Engineering Review
 - Chair McDonell stated this committee needs to be revamped and will have new leadership for the subcommittee upon additional BPAC committee members being added.

8) Programmatic Updates

a) NDOT Enforcement Program Update – Emanuel Matyas (NDOT)

- Mr. Matyas provided an update on NDOT parking enforcement and technology improvements, noting 450 citations for parking in bikeways between June 2024 and July 2025 and emphasizing that bicycle lane blockages are NDOT Enforcement's highest priority. He stated NDOT can support increasing enforcement officers on specific routes and highlighted a recently launched safety hazard campaign. Ms. Garner inquired about the residential parking pass program, the cost structure for metered bicycle lockers, and stressed the need for prioritizing covered bicycle parking. Mr. Matyas explained citation costs, noting fines increased by \$6, with bike lane obstruction fines now \$76 as of January 1, 2026; NDOT retains \$26 per citation and can separate bike-related data. He confirmed hubNashville requests for blocked bike lanes are handled immediately. Discussion included residential parking fees under review for potential increases, quality-of-life concerns near late-night bars, and NDOT's application process for implementing residential parking zones. Mr. Haney raised issues about

distinguishing parking from standing violations and escalation preparedness; Mr. Matyas, noted MNPD handles certain violations, NDOT prioritizes education before ticketing, and escalation training is incorporated. NDOT is exploring barnacles for immobilizing vehicles, and there are currently 300 scofflaws. Questions were raised about handling unhoused situations (managed by MNPD), pricing decisions (set by Metro Council), and public access to data on how funds support infrastructure and programs.

- Chair McDonell stated we need to identify locations where bikeway obstructions occur and coordinate with NDOT to share this information publicly. Additionally, it would be helpful to determine the percentage of hub requests that result in driver citations. The Hub Manager may be the best resource for this, as hub requests fall into three categories: open, closed, and overdue, and must be addressed within 10 days. There are concerns about drivers parking on flex posts and potentially damaging bicycle infrastructure, so we should consider tracking property damage alongside issuing parking citations. These issues are widespread across the city, and adding property damage fees in addition to citations may be necessary.

b) East Bank Update

- Michael Briggs from the Mayor's Office provided an overview of CHYM's coordination with East Bank, emphasizing the collaborative design process. Ms. Garner asked for clarification on "all-access corridors," and Mr. Briggs explained they include sidewalks, signals, service, and safety improvements for pikes to enhance pedestrian conditions. Ms. Garner noted the need to improve lane design and service reliability on West End Avenue, address stormwater and access management challenges on Dickerson Pike, and evaluate bicycle facilities and design trade-offs on constrained corridors like Nolensville. Mr. Briggs stated that not all desired components can be guaranteed in every corridor. Mr. Norris asked about incorporating protected bikeways into East Bank Boulevard; Mr. Briggs said modeling will be conducted and results shared with BPAC. Mr. Hertz inquired about the construction timeline, and Mr. Briggs confirmed work is expected to begin in 2030. Chair McDonell requested additional details on the River North Greenway timeline, expressing concerns about diverting cyclists from main corridors.
- The committee discussed the East Bank as a central corridor and emphasized the need for the safest East–West connection for cyclists, as well as considerations for parking and phased sizing. It was noted that the Urban Design Overlay will not be as dense as originally envisioned. The Chair requested traffic and safety analyses using historical crash data for major intersections and asked whether multimodal planners are involved; HDR and AECOM were identified as consultants. Questions were raised about the release and review of public survey results, which should inform design decisions, and the current status of NEPA applications, which have not yet been submitted. Mr. Norris inquired about Metro Parks' role in developing Greenways. Chair McDonell stressed guiding principles, highlighting the opportunity to align with CHYM and build a neighborhood that reflects

community identity, avoids past mistakes, and prioritizes safety over adding lanes, noting that more lanes increase traffic and fatalities. Misconceptions about bike and bus lanes causing gridlock were addressed as false. The Chair urged listening to Nashville residents, who want transportation options beyond driving, and reviewing survey comments to ensure community preferences are incorporated.

9) Regular Agenda

- a) 2025 BPAC Annual Report – Chair Katherine McDonell
 - Chair McDonell emphasized the importance of determining when BPAC should be consulted on bicycle and pedestrian decisions. Ms. Ross reviewed major goals, including holding 12 meetings per the bylaws, public engagement metrics, adoption of a logo, and whether reporting should follow a calendar year or fiscal year, noting Metro uses June 30 as the fiscal year end. The Chair suggested adding metrics such as miles of greenways, bikeway citations, and total hubNashville requests to quantify progress. A motion to approve the report with edits was made by Mr. Norris and seconded by Ms. Ross.

10) Administrative Updates/Next Meeting/New Business

- Mr. Schultz is coordinating with General Services to reserve a room so meetings can be streamed. The February meeting date will be changed to February 23 due to Presidents Day on the 16th. Ms. Garner requested updates on NDOT's Bikeways Manager planner 3 position and would like to be introduced once the staff member is hired. She also requested an update on the docked bikeshare RFP. Chair McDonell requested a report on bikeways and sidewalks in the CSP for January. Comments were also shared regarding the pedestrian bridge with the committee requesting to create a statement to state Metro's commitment to keeping it open during construction.

11) Adjournment

Meeting adjourned at 6:39 pm