

December 16, 2024

Dear Mayor O'Connell and Members of the Metropolitan Council,

Thank you for your leadership in re-establishing the Bicycle and Pedestrian Advisory Commission (BPAC) this year.

Pursuant to Ordinance BL2023-1882, we are pleased to submit our first annual report detailing the activities of the commission in 2024 and providing recommendations for further actions in 2025.

The Bicycle and Pedestrian Advisory Commission held its first meeting on May 21st, 2024 and has since met monthly, on the third Monday of each month. 12 out of 13 members have been appointed and confirmed. We have elected a chair (Katherine McDonell) and vice-chair (Matthew Hertz) and have also formed three sub-committees (Rules, Process, and Reporting; Community Engagement and Outreach; and Planning and Engineering Review). Meetings are noticed and accessible to the public and we have welcomed and received public commentary at each of our commission meetings.

Per the Mayor's request, our first task was to prepare and submit a Bicycle Friendly Community application through the League of American Bicyclists. This application was successfully submitted in June 2024 and we are awaiting the results, anticipated to be released in January.

In addition, during our first few months as a Commission, we have accomplished the following:

- Reviewed and provided feedback on designs for major infrastructure projects, including Main Street and Gallatin Pike, Athena and Church Street bikeways, and the Demonbreun Hill bikeway.
- Reached out to local organizations to help strategize solutions to avoid illegal bike lane obstructions.
- Worked with NDOT and the Vision Zero Advisory Committee to advocate for quick build projects to improve safety in response to recent fatal crashes involving bicyclists and pedestrians.
- Received updates on ongoing greenway projects, implementation of bike and scooter corrals, and the shared use mobility device program and docked bike share RFP.
- Reviewed plans for the East Bank Project and discussed the importance of prioritizing accessibility for bicyclists and pedestrians as these designs take shape.

We would also like to take this opportunity to highlight some of the city-wide accomplishments this year that have improved safety and accessibility for people walking and bicycling.

- Overall, 3.8 miles of sidewalk and 21.4 miles of bikeway have been built in 2024, of which 14.3 miles represent delineator-separated bike lanes (0.6 miles with armadillos as well), 4.5 miles represent shared bikeways or neighborways, 2.4 miles represent unprotected bike lanes, and 0.2 miles represent concrete-protected bike lanes. Of these, 11.6 miles have been built by NDOT and 9.7 miles have been built by TDOT.
  - The passage of the Choose How You Move transportation funding referendum was a historic success that will expand our ability to build safe infrastructure and improve mobility for everyone in our community. We hope that this new funding source will significantly accelerate the construction of sidewalks and bikeways, and we look forward to working with the Mayor's Office and Metro Council to help move these exciting projects forward.
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- We would also like to thank Mayor O'Connell and Councilmember Kupin for their leadership in implementing the bikeway improvements on Demonbreun Hill and Buddy Killen Circle. These changes have been transformational and will dramatically improve safety for all road users on this critical corridor. The addition of a Pedestrian Hybrid Beacon will also facilitate safe crossing in an area that has seen numerous crashes.
- The redesign of the South 14<sup>th</sup> Street bikeway in conjunction with traffic calming improvements has also been a major step toward increasing safety and connectivity this year. We appreciate the increased attention to slowing vehicle speeds and expediting traffic calming projects city-wide and would encourage NDOT to continue to expand and prioritize these initiatives in 2025.

Our goals as a commission for next year include:

- Activating our three newly formed subcommittees to focus on promoting safe infrastructure, engaging with the community, and formalizing the structure and responsibilities of our commission.
- Establishing a process to provide formal recommendations on designs for upcoming projects as well as existing unsafe infrastructure, and to assess follow-through on these recommendations. Our first order of business will be to submit formal recommendations for bicycle and pedestrian accessibility as part of the East Bank Project.
- Increasing our community engagement and outreach, with the goal of being accessible and responsive to the public and community partners. To this end, we plan to begin streaming BPAC meetings, attending community events, and working more closely with other Metro Commissions and external partners.

As we close out 2024, we have the following recommendations for addressing the outstanding needs in bicycling and walking infrastructure:

- With the additional funding available from the transportation referendum, the city should significantly increase the mileage of sidewalks and bikeways constructed in 2025. We look forward to hearing more specifics regarding how the Choose How You Move program will implement infrastructure improvements and increase safety for walking and bicycling, and we hope to be involved in these conversations as this program moves forward.
  - As we continue to expand our bikeway network, we strongly recommend that bikeways be constructed with hardened protection such as steel and concrete barriers, rather than paint and flexible delineators. This is particularly critical on high-speed corridors like our pikes, which are continually at the top of the list on our High Injury Network.
  - Continuing to lower vehicle speeds and expanding traffic calming initiatives will also be critical in improving safety city-wide.
  - The city should also develop a strategy for growing micromobility and expanding bike share operations to more neighborhoods, parks, and greenways.
  - The East Bank is a critical opportunity to build a new neighborhood and new complete streets from the ground up, and this infrastructure should reflect the community priorities of equity, accessibility, and safe multimodal connectivity as identified in the Imagine East Bank Vision plan.
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Finally, we have specific requests that will enable us to meet our goals and be more successful as a commission in the upcoming year. Those are:

1. Appointing and confirming our final member as soon as possible so that we can start the new year with a full roster.
2. Inviting a representative from the Mayor's office to attend our monthly meetings. The Mayor's office should also have a staff person dedicated to establishing citywide policy and goals for biking and walking in cooperation with BPAC and relevant departments.
3. Encouraging all other ex officio members to take a more active role in attending our meetings and providing regular updates from their departments.
4. Requesting a nominal budget in the next fiscal year to support BPAC community engagement and outreach.

We thank you all for your support and dedication to promoting safe mobility for all in Nashville.

Sincerely,



Katherine McDonnell, Chair

Matthew Hertz, Vice Chair

KJ Garner

Alvin Haney

Nathaniel McDowell

Carey Rogers

Harold Martin

Liz Riggs

Ashleigh Wilson

Anas Saba

Courtney Ross

John Norris