



- MINUTES -
ADVISORY COMMITTEE
East Park Community Center

August 31, 2023

ATTENDEES

COMMITTEE

Christine Irizarry, Joy Andal, Peter Robinson, Phillip Peck, Chris Bowe, Jeremiah Wooten, Wesley Smith, Ben Hubert, Nicole Abernathy, Carmen Jones, Katherine McDonell, Amanda Key, and Christopher Sandwith

STAFF

Jon Boghozian, Ben Vaught, Guneet Saini, Brad Freeze, Melisa Hancock, and Madison Fitzgibbon

MEMBERS NOT PRESENT

Hannah Sasscer and Shandira Edgecombe

1. Call to Order

- The August 31, 2023, meeting of the Vision Zero Advisory Committee was called to order at 5:00 PM by Chair Robinson.

2. Roll Call

- Present: Chair Peter Robinson, Christine Irizarry, Joy Andal, Phillip Peck, Chris Bowe, Jeremiah Wooten, Wesley Smith, Ben Hubert, Nicole Abernathy, Carmen Jones, Amanda Key, Katherine McDonell, and Christopher Sandwith
- Absent: Vice-Chair Hannah Sasscer and Shandira Edgecombe

3. Approval of Minutes

- July minutes were approved unanimously.

4. Public Comment

- Ms. Allison Roberts, mother to a 16-year-old son shared with the group about her concerns surrounding safe and comfortable walking and biking conditions for all, and especially children throughout Nashville. She went on to state that Nashville ended 2022 with 49 pedestrian deaths.
- Ms. Roberts went on to emphasize that cities need crossing and signage near school zones and how widening the roads will only make drivers drive faster. She encouraged everyone in the room to work together to build a better community that will be safer for our children.
- Mr. Hubert stated that none of the lighting locations that were discussed during last months meeting have been fixed.
 - Mr. Boghozian asked Mr. Hubert to send these locations to him so NDOT can have our night crew go out and collect the pole numbers for these locations.

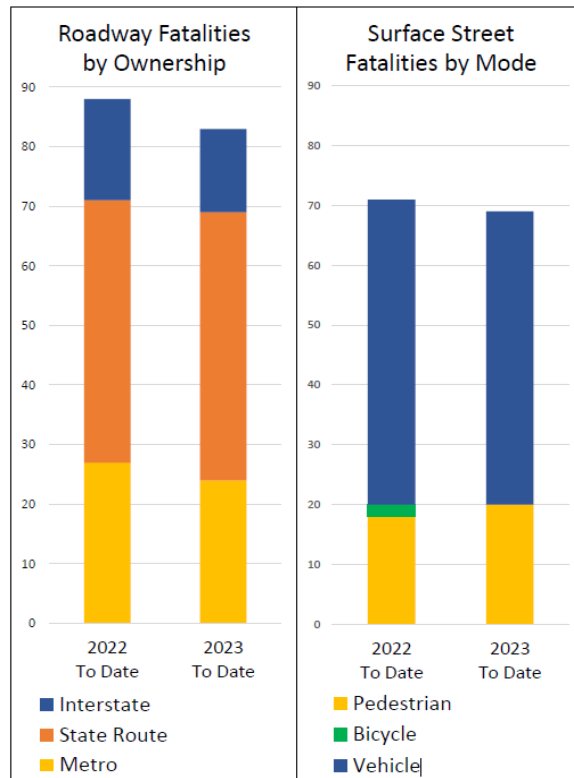
5. Fatal Crash Statistics Update

- Mr. Vaught presented on the fatal crash statistics for this month.
- Both pedestrian crashes took place on Dickerson Pike. MNPd is still investigating both crashes.
- Chair Robinson asked if Mr. Vaught knows the reasoning behind these crashes yet as the why is more important than the what when it comes to these investigations.
 - Mr. Vaught stated both pedestrian crashes on Dickerson Pike occurred at high speeds during the nighttime where no crossings were present. One took place during the rain, and one was a hit and run.
- Chair Robinson asked if the 'why' behind these crashes could be included in these fatal crash statistics updates moving forward.
 - Mr. Boghozian responded that the high-level statistics on the 'why' are important and could probably be included but he pointed out this is also partly what the subcommittee has been defined to point out.
 - Mr. Vaught also added that for a lot of these crashes they are waiting on the MNPd official report to be able to clearly define the reasoning behind what happened.
- Ms. Key asked how the counts are determined for the fatal crash statistics as she has had a friend recently hit that she doesn't see in these statistics.
 - Mr. Vaught responded that fatal crash investigation only accounts for fatalities and life threatening injuries.

2023 Roadway Fatalities To Date

By Ownership	2022 To Date	2023 To Date	Change (%)	Since 7/27
Interstate	17	14	-18%	3
State Route	44	45	2%	7
Metro	27	24	-11%	2
Total	88	83	-6%	12

Surface Streets Only	2022 To Date	2023 To Date	Change (%)	Since 7/27
Vehicle	51	49	-4%	6
Pedestrian	18	20	11%	3
Bicycle	2	0	-100%	0
Total	71	69	-3%	9



6. Items to be Considered

a) Multi-Modal Transportation Analysis

- Ms. Melisa Hancock, NDOT engineer, and Mr. Ian Woods, traffic engineering consultant for NDOT, presented to the committee on the Multi-Modal Transportation Analysis (MMTA). Traffic impact studies are conducted for all new developments that come to Nashville that are large enough and meet the requirements. Current guidelines date back to 2004, and so they are working to update these within this MMTA plan to ensure they account for safety and multimodal use.
- Ms. Hancock went on to state that these guidelines were recently released in August for public review, and these can be found at Nashville.gov under the development section.
- Mr. Woods then provided an example analysis based on a hypothetical development to explain how the process will work, with a focus on the safety review portion for the purpose of this presentation.
- Mr. Bowe asked what AADT means. Mr. Woods responded that it stands for Annual Average Daily Traffic, which refers to traffic volumes in the area.
- Ms. Andal asked if this analysis affects both TDOT and NDOT roads, as pikes were listed in the example. Mr. Woods responded that yes, it includes both roads.
 - Mr. Boghozian added that TDOT does not conduct their own traffic studies, but that NDOT would do traffic studies on TDOT roads.
- Mr. Smith asked about the methodology used to determine the BLTS rating. He pointed out that he believes the intersection 5 should be listed as a 4 vs the 3 that it is currently listed as.
 - Mr. Woods responded that the traffic engineers should be taking a closer look at both 3's and 4's, however, for this specific example signalized crossing are going to be a higher priority over the number of lanes of crossing in the ranking system.
- Mr. Boghozian asked why this type of quantification is important. Mr. Woods responded that this supports NDOT legally, like several other cities, for requiring development standard.
 - Mr. Woods added that the goal of this process is to create a nexus to justify offsite improvements. This information is crucial to support the necessity of these improvements.
- Ms. Andal brought up two recent developments near her and pointed out that one study called for a 3-lane crossing but the other called for nothing. She asked why one was requiring a crossing and the other was not.
 - Mr. Woods responded that this new development probably came in before these new guidelines were established and therefore, they couldn't properly analyze the area.
- Ms. Andal followed up by inquiring about how these areas now get analyzed before the new developments get too far along.
 - Ms. Hancock responded that this is a preliminary study. The development cannot proceed forward until they have gone through this process. She pointed out that the area that didn't receive a crossing in previous example is the reason why the MMTA is needed. We can't show or indicate these needs without a study to back it up.
- Ms. Andal asked if the AASHTOWare Safety dataset that provides a crash history report is available to the public.

- Mr. Boghozian responded that this is not a publicly available dataset. NDOT accesses it through a contract managed by TDOT. Ms. Saini added that our consultants can use it but it is not accessible to public.
- During the mitigation portion of the presentation, Ms. Hancock added that these factors are defined to help NDOT prioritize which factors are the most important when developing their recommendations.
- Mr. Wooten asked if the thresholds for what triggers a study has changed.
 - Ms. Hancock stated that these thresholds were updated in 2017, but they were not changed during this process.
 - Mr. Boghozian added that these thresholds are defined by code, which is established by the council.
 - Ms. Hancock added that there are different levels of the study.
 - The level just below the full study would only include the front of the development site per Mr. Woods.
- Mr. Wooten asked if one of the factors considered is the inclusion of onsite parking. Mr. Boghozian confirmed and added that this factor would also be accounted for in the mode split.
 - Mr. Wooten asked how the science behind the mode split is determined.
 - Mr. Woods stated that the mode splits are determined by data vendors that project mode splits. They are also working on methodologies to come up with specific mode split ranges based on area factors.
 - Mr. Wooten suggested projecting mode splits the same way TDOT predicts future AADT.
 - Mr. Woods stated that the metrics are based on types of things that are consistent. In some cases, daily volume is considered, for example if it is a busy residential area or a very quiet area but for the most part, the metrics are determined based on characteristics that cannot change.
- Mr. Wooten asked if the crossing distance metric accounts for the pavement pedestrians must cross or just the number of lanes. Mr. Woods responded that it currently only accounts for the number of lanes.
 - Mr. Wooten added that limiting the amount of exposed pavement that pedestrians must cross makes a big difference, to which Mr. Woods agreed.
- Mr. Wooten asked if there is any calculation that considers those who aren't following the rules.
 - Mr. Woods stated that for the guideline, path of travel must be a reasonable path of travel.
- Mr. Peck asked how the recommendations from the study are ensured to be put into place since this analysis occurs before the project's approval.
 - Mr. Boghozian responded that the study would make the recommendations to the planning commission and the planning commission will determine if these recommendations become requirements or not.
- Mr. Peck added if these traffic projects could potentially demise the scope of the project.
 - Ms. Hancock responded that ITE has formulated what estimates trip projections.
 - Mr. Woods added that ITE uses real numbers from similar areas to estimate their projections.
- Ms. Irizarry added that she noticed there is less proximity to food stores in the Nashville area. She asked if there is something about Nashville that create more of these trips. Mr. Boghozian stated that this can be related to car dependence.
- Ms. McDonell added that the goal is to encourage multimodal transportation by having the development provide the infrastructure. If they add the structure, then people will use it.
- Mr. Woods added they are working on making elements of the walkability score available to the public, but for now the best way to review this information is with the parcel view map that can be found on <https://maps.nashville.gov/ParcelViewer/>.
 - Deputy Director Freeze added that as part of these guidelines, NDOT wants to standardize this format. He believes that this was a crucial part which was currently missing. NDOT aims to have all this information in one centralized database to be able to share with the public, but they haven't reached that point yet.
- Chair Robinson asked when these guidelines for the new study will be established.
 - Mr. Woods stated that the final guidelines will be published on 9/27 and implemented on 10/2. If a development submits prior to the 10/2 date, they can follow the old guidelines up until 1/1. After 1/1 all new developments must follow these new guidelines.
- Chair Robinson asked who makes up the stakeholders. Ms. Hancock responded that it is currently made up of members from TDOT, ULI, NDOT, people who currently complete the studies, and other public members. Anyone from the public is welcomed to sign up to be a stakeholder for this project.
 - Ms. Hancock added that the main point of the upcoming stakeholder meeting is to get the word out to those completing these new studies.
- Chair Robinson asked if the roll out of these guidelines goes well are there plans to establish some type of minimum level future needs and if this is part of a 5-year plan.
 - Ms. Hancock replied that the goal of these studies is to meet MCSP regulations, close sidewalk gaps, improve WeGo stops, and provide overall more connectivity in the area.
 - Mr. Woods added that he hopes in a year or two this will shed light on unsafe intersections for those in the suburbs. With these studies, they will have evidence to support the needed improvements.
- Ms. Key asked what happens if the recommendations are denied by the development.
 - Deputy Director Freeze added that the recommendations go to planning and planning will determine if they are needed. Once they are approved by council the development will have to implement.
- Chair Robinson spoke to the public comment made earlier in the discussion about if the study will consider the value of a human life into the financial portion of the study. He added there is no dollar you can put on a human life. The purpose behind vision zero is to achieve the best safety outcome based on the budgets given.

- Mr. Boghuzian agreed with this statement and added that we are trying to have the most impact on where we have limited funds with the ultimate expected number of traffic fatalities to be zero.
- At this time, there was public comment about the different methodology for analyzing development impact and how NDOT coordinate with planning.
 - Ms. Hancock stated that they have been strongly connected with planning throughout this entire process.
 - Mr. Woods added that the focus of this study was to improve multimodal infrastructure and improve safety.
- Mr. Smith asked if vehicle miles traveled (VMT) had been accounted for those being pushed further outside of city limits.
 - Mr. Woods added that San Jose has a VMT model, but the scope of this project was to update the guidelines with a focus on multimodal and safety improvements. VMT was considered and can be revisited later but it would be a much larger undertaking.

b) Vision Zero Advisory Committee – Year 1 Review

- Chair Robinson presented to the group that the committee start thinking about what they might want to do as a committee to commemorate the one-year anniversary of the committee's establishment in January.
- He noted that while the year 1 implementation plan was already established, when the committee was formed, but as we enter year 2, they should consider solidifying plans and defining the committee's goals as we go into year 2.
 - Ms. Irizarry suggested that the members circulated these ideas via email.
- Deputy Direct Freeze added that Ms. Stone, NDOT's communications manager, will be attending the next few meetings so this may be a great opportunity to give the committee's statement more public exposure through public relations effort.
- Chair Robinson expressed his intention to put together an official statement of the committee to be able to present to NDOT for approval.
- Mr. Bowe asked if with the new pending Mayor and Council Members, there would be an opportunity for the committee to present to the new members to help get the communication out on the importance of vision zero.

7. New Discussion

- There was no new discussion at this time.

8. Communications

a) Reports from Vision Zero Advisory Committee Members and Subcommittees

i) Bicycle Pedestrian Advisory Committee Subcommittee

- Mr. Smith stated that the group met earlier in the week and had a good discussion. Most of the conversation was around how the subcommittee can help get the BPAC started. They discussed some potential agenda items and the potential to coordinate some type of mass ride with the support of Metro, dependent on the new Mayor.
- Mr. Boghuzian reminded the group that any subcommittee action needs to be presented and approved by the vision zero advisory committee first.

ii) New Member Subcommittee

- Mr. Boghuzian stated the bylaws reflect that new member application shall be open September 1 through September 30. The subcommittee will need to finalize applications for posting.
- The subcommittee will also need to finalize initial year 1, 2, and 3 group of members and determine which 5 members will roll off. Roll off plan to start at beginning of year.

iii) Fatal Crash Investigation Subcommittee

- Vice Chair Sasscer was not present, so Mr. Bowe spoke on the subcommittee's behalf.
- Mr. Bowe went on to share that the subcommittee recently had a call with Mr. Vaught. They haven't received the results from AECOM report yet but more to come during next meeting.

iv) Planning and Engineering Subcommittee

- Mr. Bowe stated the group met but he is behind on getting an official summary out. The subcommittee did meet with NDOT at the beginning of the month and have their post internal review meeting.
- NDOT has identified the 50 most dangerous streets and 5 of these are not connected to TDOT. The committee will review these and provide feedback.
- They are missing some traffic counts, but Mr. Vaught is working on getting the subcommittee this information. Mr. Bowe stated the committee with have a more formal report ready for next meeting.

v) Strategic Planning Subcommittee

- Mr. Peck stated that the subcommittee has had two meeting to try and better define the purpose of the subcommittee.
- They went over the vision zero implementation plan update which included a project prioritization tool.
- The subcommittee also looked at some systemic policy updates. They have noticed some of these existing policies directly conflict with vision zero's mission. The groups recommendation is that vision zero should be integrated throughout all NDOT's policies. They have requested to update these policies to make multimodal and safety improvements.
 - Ms. Saini added that they are working towards this, but it is a slow process.

b) Report from director and staff

- There were no additional director or staff reports at this time.

9. Adjournment

- The meeting adjourned at 7:00 PM.