



# - MINUTES - VZAC

East Park Community Center

November 30, 2023

## ATTENDEES

### COMMITTEE

Peter Robison, Hannah Sasscer, Jeremiah Wooten, Wesley Smith, Joy Andal, Christine Irizarry, Phillip Peck, Chris Bowe, Ben Hubert, Amanda Key, and Katherine McDonell

### STAFF

Marty Sewell, Jason Oldham, Chris Augustinos, Piro Meleby, Darren Pack, Brad Freeze, Diana Alarcon, and Madison Fitzgibbon

### MEMBERS NOT PRESENT

Christopher Sandwith, Shandira Edgecombe, Carmen Jones, and Nicole Abernathy

### 1. Call to Order

- The November 30, 2023, meeting of the Vision Zero Advisory Committee was called to order at 5:00 PM by Chair Robison.

### 2. Roll Call

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

### 3. Approval of Minutes

- October minutes were approved unanimously.

### 4. Public Comment

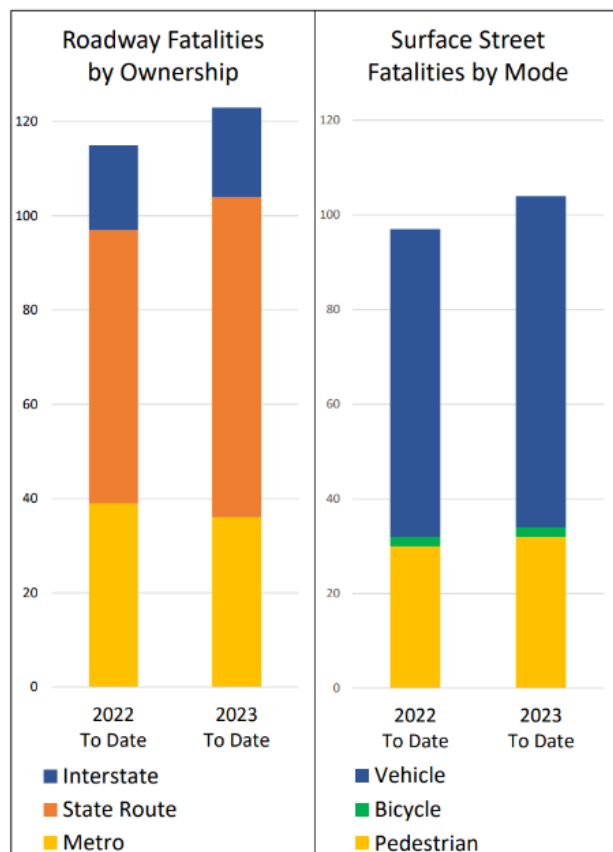
- Chair Robison stated that there was some miscommunication with Mr. James, but they would like to have him back to speak during a future meeting. There was no public comment at this time.

### 5. Fatal Crash Statistics Update

2023 Roadway Fatalities To Date

By Ownership	2022 To Date	2023 To Date	Change (%)	Since 10/26
Interstate	18	19	6%	2
State Route	58	68	17%	8
Metro	39	36	-8%	4
<b>Total</b>	<b>115</b>	<b>123</b>	<b>7%</b>	<b>14</b>

Surface Streets Only	2022 To Date	2023 To Date	Change (%)	Since 10/26
Vehicle	65	70	8%	7
Pedestrian	30	32	7%	4
Bicycle	2	2	0%	1
<b>Total</b>	<b>97</b>	<b>104</b>	<b>7%</b>	<b>12</b>



- Jason Oldham, NDOT Transportation Systems Management Assistant Chief, informed the committee that he and his team will be taking over the fatal crash statistic update portion of the Vision Zero committee.
- Mr. Oldham went on to state that by his team taking over this area they be able to get out to these sites quicker which should hopefully result in quicker turnaround times for some of these proposed short-term solutions. One site they recently went and viewed had to do with busted-out streetlights so this is something they can work with NES to get resolved.
  - Chair Robison asked if NES still requires a pole number for every single light that is needs to be replaced.
  - Mr. Oldham responded that yes, these pole numbers are still required. He added that they have been working on some things with NES along these lines and will be able to provide an update in a future meeting.
  - Ms. Andal added that that she recently had a conversation with a Metro employee when she was trying to report a light that was out, and the employee stated that there is an app that will give you the pole number based on your GPS location. You can then take this pole number and enter it in the NES app. She will check back on her notes and share additional information with the committee as NDOT was not aware of this app and stated that it would be very helpful.
- Mr. Oldham then went on to state that they have broken up Nashville into 4 separate regions and assigned a staff member to each of these regions. He added that these staff members will be rotating and coming to future meetings to present crash statistics. Mr. Oldham then introduced Chris Augustinos and turned the presentation over to him.
- Mr. Augustinos introduced himself along with his co-workers Piro Meleby and Darren Pack. He went on to explain some of the things he has been working on along with some of the new items NDOT is working on going forward.
- Mr. Augustinos went on to state that high speeds were a major contributing factor as usual. They are working on traffic calming measures for these areas with known high speeds.
  - Mr. Oldham added that that they are also working to make some adjustments with the crash statistic ownership rows to be able to give a more detailed look into the data. They should have these adjustments ready for the next meeting.
- Chair Robison asked if any fatalities jumped out for this month that warranted additional discussion.
  - Mr. Augustinos stated that there weren't any that stood out for this month. The map of crash locations was then shared with the committee and the blue dot was noted as a highway crash.
  - Deputy Director Freeze stated that there was a recent highway crash where the vehicle ended up driving under a tractor-trailer. Drugs and guns were later found in the vehicle and the car was reported stolen.
  - Chair Robison responded that while he doesn't want to see any fatalities on the road, he doesn't think this type of incident would be a Vision Zero focus.
  - Mr. Wooten then asked about the Uber target shooting and asked if this would be considered a roadway fatality. Director Alarcon stated that this would not be considered a roadway fatality. Mr. Wooten added that there was one crash that was removed from the numbers last month as it was determined the vehicle was being used as a weapon in an argument rather than because of a true vehicle crash.
- Ms. McDonell pointed out it looks like there has been another bicycle crash since last month. She asked if there was any additional information on this incident.
  - Mr. Meleby stated that he believes this may have been a motorcycle crash and not a bicycle. Director Alarcon added that that this is most likely an error, as she is not aware of any other bicycle crashes that have occurred.
  - Mr. Oldham went on to state that this data will be cleaned up moving forward. For future meetings, they will be presenting the previous month's data that way they can have more time to have a better understanding of what happened.
- Mr. Oldham closed the discussion by stating they are currently working with one of NDOT's consultants AECOM to build out a GIS tracker that will show all the short-term and long-term solutions for each one of these fatal crashes in real time. Mr. Oldham added that once this is up and running AECOM will be updating this database as new reports come in. This year's existing crashes will also be uploaded into the database. Currently, AECOM is trying to get out once a month to review these fatal crash locations, but they are working toward getting this down to 10 days.
  - Mr. Wooten asked if this would be better to do it in-house rather than paying a consultant. He went on to add consultants are paid at a very high rate Metro-wide and questions if there is a better way to use this funding.
  - Mr. Oldham stated that our NDOT staff will be going out with the AECOM consultant to also review the locations.
  - Deputy Director Freeze added that that NDOT is working towards bringing more functions in-house, but it does take time.
  - Director Alarcon stated that next year's budget is going to be a tough budget year for the city, but there should be better opportunities for the following year to be able to bring more of this work in-house. The bucket dollars that NDOT uses are pulled from two different places. NDOT has more opportunities to get capital dollars than they do operating dollars due to competing with other departments on the operating budget. Director Alarcon will be looking for the committee's support in advocating for more in-house functions during the 2026 budget.
  - Chair Robison stated that this might be a topic to bring up in a later meeting.

## 6. Items to be Considered

### a) THSO-funded Vision Zero PSAs

- Shared 3 THSO-funded Vision Zero PSAs were shared with the committee.
- Director Alarcon stated that these videos will be going out through NDOT's social media channels and to the news shortly. Director Alarcon prefaced the videos by stating they are shocking, but studies have shown that this is the best way to get people's attention. Looking to get these out ahead of the holidays as crashes tend to increase around this time, especially with it getting dark so early.

- Director Alarcon added that that we want to start getting the message out to drivers that they aren't the only ones on the roads. They will be working closer to home with the next round of PSA as these will deal with real Nashville citizens who have lost loved ones on the road. Director Alarcon added that people react differently when they see people they know personally.
- Ms. Key asked where they could find the links to these videos as she would like to share them at her church.
  - Director Alarcon stated that the videos haven't been released but they are going to start releasing the videos next week. NDOT will make sure to share the link with the committee once released so they can be shared further.

**b) Connect Downtown Project**

- Marty Sewell, NDOT transportation planning manager, presented the Connect Downtown Project to the committee. In this presentation, Mr. Sewell went over some background about how this project came to be, including the partners and sponsors included in the project, why it is needed, the schedule, and ultimately the draft recommendation for Connect Downtown.
- Ms. Andal expressed her appreciation for all the pictures of wheelchairs, strollers, and bicycles in the presentation.
- Ms. Irizarry pointed out that the bus route pictured in the Key Modeling Takeaways slide has been eliminated so this picture may want to be replaced with a different image.
- During the Manage Congestion slide, Mr. Sewell pointed out both routes can't be Southbound as shown in the slide and they are working through this concern with our traffic engineers to come up with a solution.
  - There was some additional group discussion regarding the flow of this area, to which Mr. Sewell stated that all these items are tradeoffs. Our downtown area has a very narrow right of way in comparison to some other cities, so we have they must be very strategic in what solutions are going to be the most efficient for all.
  - Deputy Direct Freeze clarified that the lane in question would be bus-only so they would have to reallocate other lanes to allow for the space needed to make this happen.
- Ms. Key asked if more information on the mobility centers could be provided regarding their function.
  - Mr. Sewell stated that these centers can provide a lot of functions including storage and micro-mobility, but the intent would be that is where the transfers would happen. This would be similar to what is being built in North Nashville.
  - Director Alarcon added that these mobility centers would also allow for ride shares in addition to supporting micro-mobility. Also looking to potentially partner with Greyhound in the future. These centers would allow for all the modes of transportation to be in one place, which is why they are referenced as mobility centers over transit centers.
  - Mr. Irizarry asked about an old center that used to be located off Demonbreun when the buses ran on this road.
  - It was determined that this center is no longer in service. Director Alarcon stated that Nashville is going to need a lot more of these mobility centers to be able to have a real transit system. She added that while Connect Downtown is focused on the downtown area, please note everything in Davidson County and even beyond is being looked at with our WeGo partner.
  - Ms. Andal asked if the proposed SoBro Mobility Center location is where the Greyhound building is currently located as she expressed some concerns regarding this area.
  - Director Alarcon stated that Greyhound is moving from this area, but this is not where the center will be going.
- Ms. Key asked if NDOT believes this plan will help to create more jobs by improving transit times.
  - Director Alarcon responded that this plan is a game changer from a transit perspective if this is what the community ends up saying yes to. Currently, the buses are getting stuck downtown, which is causing them to have to add additional buses to the route. Once the stuck bus finally becomes free the buses end up getting bunch up in the area due to the additional buses. As a result, the bus system can't get the headways that we would like, and we end up spending additional money on these buses simply because we can't get them in and out of the downtown area. Director Alarcon stated that if we can get the downtown area right then we can make these bus times more reliable and the additional funding that is spent on trying to get the busses in and out of the downtown area can be allocated in other areas.
  - Mr. Wooten pointed out the cost breakdown per bus that could be saved on additional bus trips alone.
- Mr. Wooten asked if they have a more specific lane allocation plan, especially for 2<sup>nd</sup> Ave.
  - Director Alarcon responded that 2<sup>nd</sup> Ave is currently under construction and will remain under construction, due to the bombing. The road is being configured to allow for two lanes of traffic, with NDOT recommending running one lane of traffic in each direction.
  - Mr. Wooten followed up with some additional questions regarding the constraints in this area.
  - Director Alarcon stated that pedestrian traffic is the highest mode of transportation in these areas with the highest constraints, therefor it makes the most sense to cater to pedestrians over cars in these areas.
  - The biggest hang-up for transit in this area is getting them to the transfer stations. The loop that was presented earlier is going to be great because it allows them to create a bus-only lane. This is not only a huge win for the bus system, but it will also be able to be used by our emergency services. Now imagine if bus-only lanes could be implemented in other areas across Davidson County. This would allow us to not only provide a better transit system but also a better emergency system to the community across Davidson County.
- Mr. Wooten asked about automated enforcement and if they will eventually be able to self-ticket as they do in other cities.
  - Director Alarcon responded that this would be a conversation for down the line.
- Chair Robison brought up the enforcement need for loading zones as it will only take one car to park in these lanes to mess everything up.

- Director Alarcon and Deputy Director Freeze added that these loading zones can be enforced as they are a non-moving violation. Deputy Director Freeze stated that NDOT is working on a pilot program for monitoring loading zones. Mr. Sewell also added that he will touch on these curbs later in his presentation.
- Mr. Sewell stated that this action plan doesn't happen overnight. Additional engagement will be needed throughout the process.
  - Mr. Wooten asked if this additional engagement is truly needed at this point since there has already been a lot of time studying the area and engaging with the community.
  - Director Alarcon agrees that we have spent a ton of time putting together this plan. We have gathered data and we have received a lot of community engagement, but we still want to go out and make sure this plan still aligns.
  - Over the next 30 days we plan to communicate this is what we have heard, this is what the data show, this is our final recommendation, and while everyone might not be in full support of the plan the feedback is important.

#### c) Chair's Discussion

- Chair Robison had two main topics of discussion to review with the committee.
  - Topic one was if the group wanted to meet in December or not due to the holidays.
  - Ms. Irizarry motioned for the group to not meet in December.
    - Mr. Bowe seconded the motion.
    - The motion was approved unanimously.
  - The second topic of conversation is regarding how come January the committee will have been established for a full year. Chair Robison asked the committee to look back over the holidays and reflect on what they have done as a committee, what are their success, what are their failures, and how they need to grow. He went on to state that the committee has some things they could champion and potentially present as so good publicity for NDOT.
  - Deputy Director Freeze added that that NDOT is getting ready to put together its year-in-review report surrounding Vision Zero so they will be looking to the committee for feedback on this as well.

#### 7. New Discussion

- Mr. Hubert asked NDOT to go into more detail regarding the traffic calming result for Clarksville Pike and North Nashville Pike transit center. It was determined that they are not going to move forward with a traffic calming solution despite WeGo's recommendation for traffic calming in this area.
- This road was recently resurfaced with state aid funding. Chair Robison added that that this road is very fast now. It seems the poor paving seemed to be the only thing slowing people down before to the resurfacing. The crossing of this road is much more difficult now due to the speeds and he had to seek an alternate route.
  - Director Alarcon stated that she doesn't have an answer for the committee tonight, but she will take this information back to the team and see what they can come up with.
  - Chair Robison added that when it is a state road, and they decide not to go with a vision zero design it is easier to understand but when the road is completely encumbered by NDOT, and we still put a design out that doesn't feel safe it is much harder to understand how that is vision zero.
  - Mr. Peck shared some additional background from Ms. Saini regarding what happened on this specific road.
    - Mr. Hubert added that he was in a meeting today where WeGo stated that they would love to have some type of traffic calming here. Ms. Irizarry also added that there was even a bus driver who was hit in this area.
    - Chair Robison stated that there is a lot to unpack regarding this topic and it might be worth adding as a future agenda item.
  - Mr. Sewell added that they are planning a major community plan for North Nashville that includes this area and a major road change without involving the community would have a lot of pushback. We want to make sure the community has the opportunity to provide their feedback in situations like this.
  - Mr. Hubert stated that he is sensitive to that because of the cap and all those projects, but we are disappointed that there isn't even a pedestrian island here as this feels like a missed opportunity. NDOT will investigate this suggestion.

#### 8. Communications

##### a) Reports from Vision Zero Advisory Committee Members and Subcommittees

- **Bicycle Pedestrian Advisory Committee Subcommittee**
  - Mr. Smith stated that the group did not meet this month. They are waiting for more information regarding the new BPAC.
  - Chair Robison added that he felt it was worth noting the number of members who were able to come out and support the day of remembrance. Mr. Smith agreed and thanked everyone for their attendance.
  - Mr. Smith stated that the biggest thing for the committee going into the new year is to look at the BPAC legislation and rewrites. From here they will need to determine if they would like to continue to have a separate subcommittee for vulnerable road users or do we feel it is within the scope of the main committee.
    - There was some additional group discussion on whether they felt the need to keep this subcommittee or not. Chair Robison has proposed adding this to the next meeting for a final decision.
- **New Member Subcommittee**
  - The new member subcommittee circulated some updated language regarding the member terms before the meeting. Chair Robison asked if everyone was okay with the updated terms and gave a brief overview of the changes.
  - Mr. Wooten motioned to accept these language changes into the bylaws.
    - Ms. Irizarry seconded the motion.

- The motion was approved unanimously.
- Chair Robison added that the group will need to have a discussion in January about who will be rolling off. The committee will also need to determine who will be assigned to the year 1, 2, and 3 roll-off buckets. It has been noted that Ms. Andal has volunteered to roll off, but if anyone else would like to volunteer they should reach out to Mr. Sandwith.
- **Fatal Crash Investigation Subcommittee**
  - Vice Chair Sasscer stated that they had a good meeting this month and they were able to meet with some of the new NDOT staff. She went on to state that the subcommittee wanted to emphasize that there were 15 fatal crashes in October, which is outrageous.
  - The committee also went all to talk about the Trinity Lane crash, which was a 3-fatality crash, that included a driver, passenger, and off-duty police officer traveling at 130 mph. They did talk about some of the engineering things that could be done but also would be interested to include this specific crash in some of the upcoming PSAs. There was an additional conversation about wanting to make sure this report didn't go unnoticed due to the unnecessarily high travel speeds and the fact that he was a police officer.
  - Vice Chair Sasscer went on to state that Ms. Andal was able to participate in the site visits this month. Ms. Andal then shared with the committee her experience at this site visit.
    - Ms. Andal went on to share about how she noticed several people walking in the streets, a lack of sidewalks, and dim lighting in some of these areas. She went on to talk about how one of the crash sites was very personal to her as it was near where her children's home was located.
    - Ms. Andal also advocated for audible crossing signs as these are very important for the visually impaired community. She has asked someone from the community to come speak to the group during the next meeting.
- **Planning and Engineering Subcommittee**
  - Ms. McDonell stated that they spent most of their meeting talking about Main St. and Gallatin. There are a couple of public meetings in December, with one on 12/6 and 12/14.
  - NDOT shared some draft plans with the subcommittee during this meeting. These are not ready to be shared with the full group yet, but they should be available come January.
  - Mr. Bowe added that there are some major corridors undergoing signal retiming that are in conjuncture with the TMC coming online. This will allow for a lot better control and visibility on major corridors. Many of these corridors are TDOT roads but NDOT has authority over the signals.
  - LPIs are also going to be installed for many of these corridors in coordination with the signal work. There was some confusion regarding a flashing yellow left turn phase but, they have asked Ms. Saini for additional information on this topic. It was discussed that NDOT is waiting on the hardware to do these signal retiming, but Mr. Bowe wasn't sure how the flashing yellow light interacts with the LPIs. After some further group discussion, it was confirmed that upgrading the signals unlocks both the flashing yellow and the LPI.
  - They also went over some additional details regarding the LED upgrade. The plan is to break down the city into map blocks and go block by block. NES is looking to do one map block per month with an overall timeframe of 5-7 years.
    - Mr. Hubert added that they don't seem to be prioritizing the HIN or pikes in their plan.
    - Deputy Director Freeze stated that they should be prioritizing the HIN; this is written into their contract. He will confirm with Mr. Oldham to see where NES is planning to start. Per Mr. Hubert, the first block they are planning to start at is in the middle of town and not on the HIN.
  - Mr. Bowe also added that the Main and Gallatin draft was more aggressive than he would have ever believed would be the first draft. He was super excited about this draft and encouraged the committee to try and attend one of these public meetings to support the plan. This is going to move very fast to coincide with the resurfacing of the section from 5<sup>th</sup> to 10<sup>th</sup> on Main.
  - Mr. Bowe added that his intention with this subcommittee moving forward is to touch on the topics previously discussed before moving on to new business. There has been some difficulty with continuity and following things, so he wants to focus on this moving forward to make sure they are following up on important items.
- **Strategic Planning Subcommittee**
  - Mr. Hubert stated that the committee spent most of their meeting trying to work through key performance indicators.
  - Director Alarcon stated that they would like to present NDOT's indicators to the subcommittee and see if they align.
    - Chair Robison stated that he would add this as an item for the next meeting.

**b) Report from director and staff**

- Director Alarcon stated that they are having a 2<sup>nd</sup> Ave Meeting on 12/7. We have not removed the bike lanes from this plan despite the strong community that is opposed. She has asked for the committee to come and show their support. They will send out additional communication to the committee regarding the meeting.

**9. Adjournment**

- The meeting adjourned at 7:00 PM.