

# Winter 2022-23 Traffic Calming Selections – Overview

NDOT is excited to announce the next selection of neighborhood traffic calming streets! We continue working towards slower, safer streets in Nashville!

|     | Street            | Council District |
|-----|-------------------|------------------|
| #1  | Packard Dr        | 30               |
|     | Stratford Ave     | 7                |
|     | Elysian Fields Rd | 26               |
| #5  | Broadwell Dr      | 26               |
|     | Nawakwa Trail     | 9                |
|     | Cabot Dr          | 20               |
|     | Jonquil Dr        | 26               |
|     | Percy Warner Blvd | 23               |
| #10 | Wallace Rd        | 30               |
|     | S Douglas Ave     | 17               |
|     | Vaughn's Gap Rd   | 23               |
|     | Annex Ave         | 20               |
|     | Brewer Dr         | 27               |
| #15 | Caldwell Ln       | 25               |
|     | Hickory Park Dr   | 32               |
|     | Kings Ln          | 1                |
|     | Cross Creek Rd    | 25               |
|     | Page Rd           | 34               |
| #20 | San Marcos Dr     | 4                |
|     | Fairway Dr        | 15               |
|     | Redmond Ln        | 4                |
|     | James Ave         | 20               |
|     | Woodlawn Dr       | 18               |
| #25 | Hamilton Ave      | 17               |
|     | Sharondale Dr     | 25               |
|     | Ransom Pl         | 28               |

These streets represent a cross-section of urban and suburban neighborhoods across 16 districts of Davidson County. They were selected for projects based on:

### Vulnerable User Crash Survivability & Probability (70%):

*Vehicular speed and volume data collected by NDOT.*

### Vulnerable User Experience (30%):

*Traffic speeds often discourage safe use of streets by pedestrians and cyclists. The presence of likely nearby trip destinations (schools, parks, etc.) non-driver accommodations (bus routes, lack of sidewalks, etc.), and vulnerable user injuries/fatalities are evaluated in this prioritization data category.*

#### Note:

Prioritization weights are:

- Vehicular Speed** (45%)
- Traffic Volume** (25%)
- Vulnerable User Injury/Fatalities** (10%)
- Trip Destinations** (5%)
- Non-Driver Accommodations** (15%)