



- MINUTES -
VISION ZERO ADVISORY COMMITTEE
 Sevier Park Community Center

September 28, 2023

ATTENDEES

COMMITTEE

Christine Irizarry, Peter Robinson, Phillip Peck, Chris Bowe, Jeremiah Wooten, Wesley Smith, Katherine McDonell, Hannah Sasscer and Shandira Edgecombe

STAFF

Jon Boghozian, Ben Vaught, Guneet Saini, Brad Freeze, Anna Dearman, and Madison Fitzgibbon

MEMBERS NOT PRESENT

Joy Andal, Ben Hubert, Nicole Abernathy, Carmen Jones, Amanda Key, and Christopher Sandwith

1. Call to Order

- The September 28, 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, Vice-Chair Hannah Sasscer, Christine Irizarry, Phillip Peck, Chris Bowe, Jeremiah Wooten, Wesley Smith, Katherine McDonell, and Shandira Edgecombe
- Absent: Joy Andal, Ben Hubert, Nicole Abernathy, Carmen Jones, Amanda Key, and Christopher Sandwith

3. Approval of Minutes

- August minutes with revision from Ms. Edgecombe were approved unanimously.

4. Public Comment

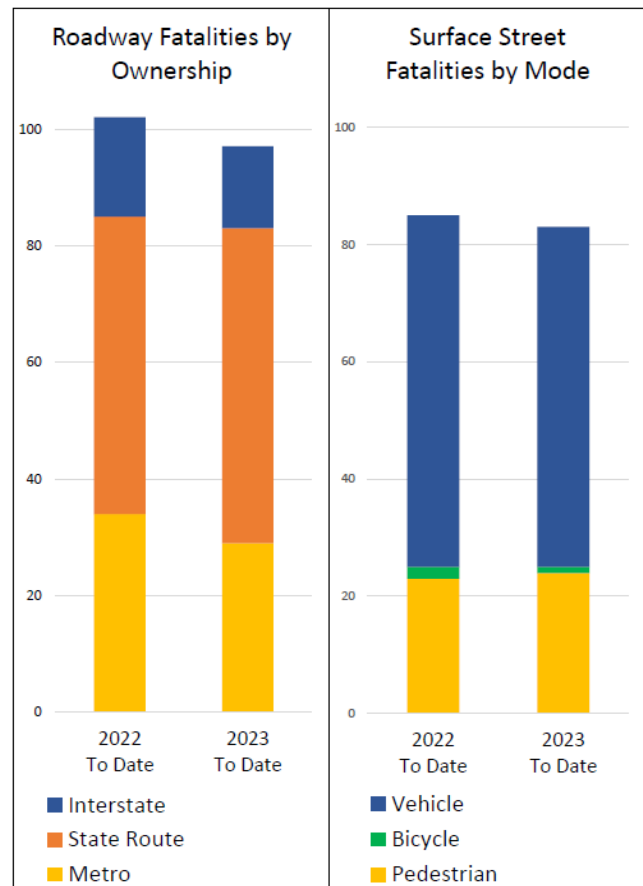
- There was no public comment at this time.

5. Fatal Crash Statistics Update

2023 Roadway Fatalities To Date

By Ownership	2022 To Date	2023 To Date	Change (%)	Since 8/31
Interstate	17	14	-18%	1
State Route	51	54	6%	10
Metro	34	29	-15%	5
Total	102	97	-5%	16

Surface Streets Only	2022 To Date	2023 To Date	Change (%)	Since 8/31
Vehicle	60	58	-3%	10
Pedestrian	23	24	4%	4
Bicycle	2	1	-50%	1
Total	85	83	-2%	15



- Mr. Vaught presented on the fatal crash statistics for the current month. There have been 16 fatal crashes since last month. 5 of these crashes involved vulnerable road user, with one being a cyclist and rest being pedestrians.
- Mr. Vaught presented the details of each of the 5 reported vulnerable road user crashes at the request of the group.
 - Crash 1 took place near Murfreesboro Pike. It took place in an area where a refuge island is already in place. TDOT has initiated a pedestrian safety project in coordination and has identified enhanced crossing locations. Murfreesboro Pike is also scheduled for a speed study. Not a lot that can be done quickly in this area but there are some long-term solutions already in motion.
 - Crash 2 took place near Lebanon Pike. This crash case is very similar to most of the pedestrian crashes in Nashville. As a short-term solution this area could be a good location for some type of refuge island. We wouldn't have the space for a true pedestrian refuge; however, some space could be added that can allow pedestrians a refuge while crossing. A crossing location was relatively far away from where the pedestrian was crossing. While it wasn't as bad as it has been in other cases, there is still an opportunity for enhanced crossing at this location as a long-term solution.
 - Crash 3 took place on Highway 100. This was the cyclist crash, and it was in an area where there are 4 lanes with very little shoulder. The right of way is very strained in this area and there are already rumble strips in place. Mr. Vaught stated the only real solution for this area would be a full lane reconfiguration as a long-term solution.
 - Chair Robinson agreed that a reduction of lanes would be the best solution for this area but stated he is aware this is a TDOT roadway.
 - Chair Robinson added that the decorative square concrete pylons along this road are another concern as they are very dangerous if someone were to strike them. He knows of someone who went off the road and hit one and was unfortunately killed due to the impact.
 - Ms. Irizarry asked how far outside of Belle Meade did this crash take place as she knows the speed zone in Belle Meade are very well monitored.
 - Mr. Vaught brought back up the map and showed it was far outside of the Belle Meade area, but he added that this crash location area would be a good candidate for a speed study as a long-term solution.
 - Mr. Smith asked if TDOT had any comment on adding the rumble strips at this area against cyclists' recommendations to not add them. He also asked if there have been any charges brought upon the driver as he seemed to say in his original statement that he did indeed see the cyclist. Mr. Smith added that he would like to note that the drive appears to be a cop somewhere outside of Nashville.
 - Mr. Vaught stated that this case is still an open investigation and hence, he would refrain from any comments, but hopes him being a cop somewhere else is not being considered as any type of determining factor.
 - Mr. Boghozian added that MNPd gathers the evidence and propose the evidence to the district attorney. Then based on this evidence the district attorney determines if there is enough evidence to charge.
 - Chair Robinson asked if the name of the district attorney assigned to this traffic review cases is known.
 - Mr. Boghozian stated he believes the district attorney has a staff organization on their website that would show who is assigned to traffic related cases.
 - Ms. McDonnell asked whose job is it to determine the need for lane reconfiguration for these streets and if that is one of the task functions of this committee.
 - Mr. Boghozian responded that yes, this committee or more specifically the internal crash subcommittee would be tasked with this function of reviewing the reports to identify short-term and long-term solutions. NDOT would then try to implement these solutions into the strategic planning and yearly work plan for the department. These suggestions are being taken from the committee.
 - Crash 4 took place on Dickerson Pike just south of Cleveland. MDHA development has planned improvements for this area already including a crossing at Whites Creek to Dickerson, improvements to the Cleveland intersection, and improved lighting and crossings at Cleveland. While these improvements are not in the exact area of where this crash took place, however, by improving the other intersection, it will hopefully entice pedestrians to cross at the improved location and improve safety.
 - Mr. Boghozian added that Metro has committed funds for affordable housing to add infrastructure improvements specific to safety, such as mobility and transit improvements. As part of this program, Metro contributes funds for the development to go above just the standard functions.
 - Ms. Edgecombe asked if they dig into the background of the person who was hit during the investigation. She asked can these people be target with more specific messaging if we know where they are traveling to and from.
 - Mr. Vaught added that they aren't explicitly investigating but implicitly they are. They are going to investigate every case to try and determine cause. With a lot of these cases, we have found that most pedestrians don't have a great alternative mode outside of walking and some transit transportation.
 - Mr. Peck asked what this targeted messaging would look like.
 - Ms. Edgecombe stated that in the transit community, there is messaging on how to proceed safely on and around the bus stops. She asked if there are any trends on how to push this messaging.
 - Mr. Boghozian added that land use and context is important with infrastructure. NDOT will use this along with pedestrian generators when looking to properly design an area. They recently partnered with the Civic Design Center on how to better engage people and solicit feedback by surveying how people use the area.

- Mr. Vaught added most people know this area is dangerous. Just from standing out in the intersection you can feel how dangerous the area is. This intersection only highlights why people would jaywalk in this area.
- Crash 5 took place on Lafayette. This one took place on the same day as the Dickerson Pike crash. Pedestrian was in the cross walk. The lighting conditions are not good in this area, there are some poles that are missing lighting. Improving the lighting here would be the best short-term solution.
 - Chair Robinson asked if the lights in this area been replaced.
 - Mr. Vaught stated that they typically have been waiting for MNPd to complete their investigation before implementing any solutions as to not affect the investigation. He added they are going to start doing minor interventions, such as lighting, more quickly now as these do not impact the on-going investigation.
 - Mr. Boghoozian clarified that if it was just a bulb that was out, it would have already been replaced but these poles are missing lighting altogether. He added that MNPd has even purchased a light meter on their own accord to be able to better measure the lumens or light quality in the area to pass along to NDOT in the report.

6. Items to be Considered

a) Safe Routes to School (SRTS) Update

- Ms. Saini presented an update on the SRTS program to the group based on the feedback received from the group during her last presentation. A FairPoint Planning consultant who is assisting on the program was also present.
- Ms. Saini presented on the schedule of the SRTS program design. The design kicked off in August 2023 and will be complete by December 2023. The program design reviewed several best practices based on different criteria such as equity, community engagement, measurability, sustainability, data-driven, innovative, comprehensive, relevancy to Nashville, partnerships, policies, and funding sources. The highest scoring SRTS programs were selected to inform Nashville's SRTS program design, that are Marin County, CA; Denver, CO; Los Angeles, CA; Virginia DOT, Florida DOT. Several internal and external stakeholders are involved to advise on the program standards and guidelines.
- Ms. Saini showed the group some of the current brand examples they are working on for the program. She asked the group for their feedback on the branding as it is still in development.
- During the presentation Ms. Saini also asked the group for the feedback on the school selection process. She presented two selection options to the group. Option 1 would be a data driven process where NDOT would select the schools and option 2 would be an application-based process where the schools would apply.
 - Ms. Irizarry asked if the separately selected 51 schools are only public schools?
 - Ms. Saini responded that they do have a prioritization list for all schools but with the 51 that have been selected they are focusing on public schools.
 - Vice-Chair Sasscer asked if the number of schools on the high injury network are being considered.
 - Ms. Edgcombe shadowed this point and asked if the population density of the school is also being accounted for.
 - Ms. Saini responded that these are great points that they will make sure to account for when reviewing schools.
 - Ms. Irizarry asked if there is a visual layout or map of the selected schools.
 - Ms. Saini stated there is not one yet as they are still being finalized but once this is certainly something that can be completed.
 - Mr. Boghoozian clarified that the 51 schools that have been identified are a separate project from the schools that they are looking to select for the SRTS program. The 51 identified schools are a quick funding project that have a critical need for traffic calming measures. These projects will include engagement with the school and will assist to develop the SRTS program.
 - Vice-Chair Sasscer asked for more details about the application process such as who at the school will be responsible for filling out the application, how long will the process take, and how are the schools informed of the process.
 - Ms. Saini responded that the application process would look like the recently established Tactical Urbanism program, but these parameters would need to be defined if this is the selected option. It would require a lot more coordination with the school and has higher staffing needs.
 - Vice-Chair Sasscer asked if this application process would be equitable, since this is the focus of the program. Ms. Saini responded that it would have to be added into the processes to make sure it is.
 - Vice-Chair Sasscer questioned if the schools that are already maxed out on their resources would have the time to fill out these applications.
 - Ms. Edgcombe asked if there would be any type of assistance provided to the schools to help them complete these applications.
 - Ms. Saini responded that there could be issues if nobody is championing this effort on the school's end. This would add strain on both the schools and NDOT as to complete and review these applications. Ms. Saini stated that for the first years of the program it would be better to select schools based on known data driven points. As the program grows and expands down the line, we could work to incorporate an application process. NDOT is recommending option 1 for this program.
 - The FairPoint Planning consultant echoed that they could also take a hybrid approach to this with a certain percentage selected by NDOT and the remainder to be selected through the application process.
 - Chair Robinson agreed that this process should be data driven. He added that he would like to see a focus on the consideration of which school will be more likely to walk to school. Some schools may require a lot of effort to make safe while others will only require a few connecting points to be able to make a big difference.

- Ms. Saini agreed with Chair Robinson and added this would be a big portion of the program when selecting schools.
- Mr. Boghuzian added we would need to define what data points are important to build the program. Knowing what the critical factors are, will help NDOT to select the best schools for the program.
- The overwhelming consensus from the group was to take a data driven approach when looking to select schools for the program. Ms. Saini asked the group if they had any further thoughts as to why a data driven approach is favorable.
 - Mr. Bowe stated that there is a lot of downtime when using an application process. He added that it is hard to dispute data.
 - Ms. Irizarry added that with schools they are off for the summer and this along with the staff turnover could lead to delays and lack of communication with the application process.
 - Mr. Peck agreed a data driven approach would be preferred. He pointed out if equity is one of the main concerns with the program that there are a lot of factors that can't be accounted for in the application process. Equity concerns would be very data driven points and so an application process could go directly against this focus.
 - Ms. McDonnell asked if mode of transportation can be tracked during these improvements. Will there be a way to track how many people walk or bike to school after the improvements verses before.
 - Ms. Saini responded that mode shifts are important, but they can often be hard to calculate. She is hoping the relationships they build with the schools throughout the process will be able to help with these calculations.
 - On this topic Ms. Saini invited the group to the Walk to School Day on Wednesday, 10/4 at the Trinity Community Commons.
 - Chair Robinson asked if the school zone traffic calming plans to include cameras.
 - Ms. Saini responded that it would not include cameras at this point. This would need to be a policy discussion before cameras could be considered.
 - Mr. Boghuzian added that the inclusion of cameras would be a long-term goal for the program. The vision would be to include automatic speed ticket cameras in all school zones with the funding from these tickets going back into the SRTS program.
 - Mr. Wooten added that he believes buses have been approved for automatic ticketing and would be curious if this is true for Tennessee.

b) 31st Avenue Pedestrian Safety Project Update

- Ms. Dearman gave the group an update on the 31st Ave pedestrian safety project. She stated during the engagement process that there was a real interest from the public for this area to have a bikeway added to the project. Based on this feedback NDOT is going to go ahead and move forward with adding in a temporary bikeway to the project to use as a pilot. The temporary striping for the bikeway will be going down. The engagement and feedback from the community will determine the permanent paving for the bikeway.
 - Ms. Dearman added that they are having an event at the dog park near 31st Ave on 10/11 to determine feedback.
- Mr. Wooten asked where the bikeway will be going on 31st Ave.
 - Ms. Dearman responded that they will be removing a lane of traffic to put in the bikeway.
- Ms. Dearman stated that since this is a temporary bikeway, they won't be able to modify all signals at West End. The bikeway will end slightly before West End and Park Plaza.
- Ms. McDonnell asked for more information on what the bikeway will look like.
 - Ms. Dearman stated that it will be vertical delineators. They will not be removing the on-street parking so the bikeway will have to zig and zag out of these areas, or the bikeway would just not be protected but instead buffered inside the parking instead.
- Ms. Irizarry recommended some surrounding roads you can go down and around to be able to connect back since the bikeway will not go through West End.
- Chair Robinson presented to the group a visual tour of how this road currently looks and highlighted some recommendations that could be added. He added that there is a lot more pedestrian traffic in this area than there used to be, and the topography and sight lanes are not very good. Within his presentation he also pointed out there are no sidewalks on either side of Centennial Park.
 - Mr. Peck asked what the obligation is to put in on-street parking with these new developments.
 - Mr. Boghuzian replied that the on-street parking in this area is being supplied by the development. The city is not putting in the parking, they just aren't removing it.
- Chair Robinson pointed out a section of the street that is currently 2 lanes. He added that he is assuming this will go down to one lane when the bikeway goes in. This area doesn't need two lanes in his opinion as it only encourages speeding.
 - Ms. Edgecombe stated to keeping in mind that transit will still need areas to travel. Chair Robinson stated he will get to the transit portion later in his presentation.
- Chair Robinson went on to show some examples of areas that need more visual friction to slow down speeders. He also encouraged the use of raised crosswalks in these areas. He stated that the fire department have expressed concerns with raised sidewalks, but he is not sure why and would like more information on their concerns. He went on to state there has been a lane closed for sidewalks and it hasn't had any impact on the traffic. Chair Robinson also stated that he is not convinced that on-street parking is necessary in this area as all the condos in the area already have garage parking.

- Mr. Boghuzian added while the crossings aren't planned to be raised, they will all be daylit and delineators will be spaced properly between parking and crossing.
- Chair Robinson stated the busses in this area could use better routes. He would use this bus route to commute if it came more frequently.
 - Ms. Edgecombe responded that this bus route used to not exist when she was working with the transit department. They also had several staffing issues when this bus route was created but now that their staffing is better the frequency could probably be upped.
- Ms. Dearman stated there is a sidewalk plan for this area, and she can share this information with the group if they would like more detail.
 - Mr. Peck stated the whole idea of a connector path in this area is to connect TSU and other universities. The path is currently very spotty in areas and then just stops all together. They have a path, but they just haven't connected it.
 - Chair Robinson added if you can't do it right here then where are you going to.
 - Mr. Smith stated the connector is one of the biggest trip generators. If you can't get from Vanderbilt to Centennial, then it is a missed opportunity.
 - Ms. Irizarry emphasized how crazy it is that there is no crosswalk near Park Plaza. Why have a park here if you can't walk to it. Why do they make it so hard to get to Centennial Park.
 - Mr. Smith suggested a group field trip to this park to review the area.
- Ms. McDonell stated most of the parking in this area is on the West end. Has a 2-way cycle track on the East end been considered to avoid the parking.
 - Ms. Saini added the parking is overall very underutilized in this area so there is opportunity for other things.
- Ms. Dearman encourage the group to share all this feedback during the pilot program.
 - Ms. McDonell asked when the pilot is scheduled to be in place. Ms. Dearman responded they are scheduled to start construction next week.

c) **TDOT Road Diet Manual Overview**

- Mr. Boghuzian presented to the group the updated TDOT road diet manual. This topic was brought up by the strategic planning subcommittee. The manual defines the process NDOT would have to go through if we wanted to request a road diet from TDOT.
- The manual was updated in March and Mr. Boghuzian stated it was pretty encouraging to read through. The manual stated a lot of the right thing but as of today nobody has submitted a project. Nashville may be the first city to submit a road through this new process but based on the manual he is encouraged that TDOT will be receptive.
 - The process is only needed if the intent is to remove a travel lane. The process is not needed if the plan is to just reallocate a lane.
- The old road diet plan was pretty much a copy and paste from the Seattle DOT flow chart which was very progressive. Mr. Boghuzian added most larger roadways within Davidson County are state routes and so they would have to follow this process.
- Mr. Boghuzian stated TDOT notes they are aware that mode shifts can adjust annual average daily traffic counts, but you can't use this to adjust numbers when it comes to the vehicles per day level projection criteria.
 - Ms. Irizarry asked if there were any critical level exceptions, like if the road was near a hospital for instance.
 - Ms. Saini responded TDOT is very sensitive to these exact numbers. There are no exceptions when it comes to the number and so we would have to work within the data.
- Mr. Boghuzian showed the group level 1, 2, and 3 roads highlighted on a map. The roads that are a level one has already been given to a consultant to see if there is a way to move forward, however most roads levels are a level 3.
 - Mr. Boghuzian clarified the map only shows state roads which is why Gallatin Road south of Briley is not on the map since this is a local road.
- Mr. Boghuzian stated traffic volume is TDOT's deciding factor for urban areas it comes to lane reduction. If this can be addressed with other matters, then the project will be more likely to be approved. He added that he has been working to build a relationship with the regional state engineer. Safety is a big concern for him as well and he is much more receptive to new ideas than the previous regional state engineer.

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 is mostly waiting to see on how they can help and support the BPAC as it gets started.

ii) **New Member Subcommittee**

- Mr. Boghuzian stated the subcommittee will still need to define a timeline as to when to post new member applications. They will also need to discuss who is wanting to roll of the committee. Ms. Andal has offered to roll of and has suggest some new members who could take her place.
- The new member subcommittee agreed to meet soon to work out a solution.

iii) **Fatal Crash Investigation Subcommittee**

- Vice Chair Sasscer stated that the subcommittee was unable to meet this month, however, Mr. Vaught covered most of the discussion items they would have discussed during the subcommittee.

iv) Planning and Engineering Subcommittee

- Mr. Bowe stated that the group spent most of their time on a deep dive into the TDOT road diet manual. They have identified a couple of improvement opportunities and have some notes regarding Harding Pike. Mr. Bowe stated that he will get these notes to Mr. Boghozian for him to review.
- The group will be meeting on the second Monday of the month at 5 pm.

v) Strategic Planning Subcommittee

- The subcommittee did not have any updates at this time.

b) Report from director and staff

- Deputy Director Freeze spoke to the group about the automatous vehicles that are coming to Nashville. He stated that the Cruise vehicles were out today with drivers mapping the city. He recently had a follow up meeting with Cruise, and they are planning to attend next month's meeting to speak with the group and answer any questions the group might have.
- Deputy Director Freeze added state law TCA code prohibits the prevention of automatous vehicles. However, code also states that to operate as a ride share system, they would have to have a license. There would need to be a code revision for them to operate as a true ride share system since an automatous vehicle cannot receive a license.
 - Mr. Boghozian clarified that they could operate under an Uber or Lyft program, but they just cannot operate on their own like an independent taxi service.
- Deputy Director Freeze went on to state that they have heard about the issues these vehicles have in other cities and he wants to make sure this is done safely when it comes to Nashville. NDOT is working with local Universities on a research project. Within this project the Universities are tasked with pulling in best practices on the subject and research ways to accelerate the development. Collaboration will be a very important factor in the success of this project, and he encouraged the group to come prepared with their questions for next meeting.

9. Adjournment

- The meeting adjourned at 7:00 PM.